

# Work Plan Matrix for the 1993 Northgate Area Comprehensive Plan, Spring 2001

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The Strategic Planning Office (SPO) and the City of Seattle Interdepartmental Review and Response Team prepared this matrix. Plan adoption history is outlined in the Introduction. Work plan activities listed in the matrix are directly based on the policies and implementation guidelines of the 1993 Northgate Area Comprehensive Plan; the City Response column in the matrix contains recommendations for further actions intended to promote implementation of the Plan.

# I. Introduction

## A. PURPOSE AND STRUCTURE OF THE WORK PLAN MATRIX

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### Purpose of the Matrix

In 1999, the Seattle City Council requested preparation of a matrix for the Northgate Area Comprehensive Plan, to incorporate the Plan's recommendations into the same tracking system as that used for the other neighborhood plans. The matrix serves as a long-term work plan and is an important tool for identifying activities that are meant to help achieve the long-term vision articulated through neighborhood plans. The matrix format displays key aspects of neighborhood plans, the City's response for implementation, and timeframes for implementation. Matrix information will be put into a Department of Neighborhoods (DON) database that helps prioritize funding and future City actions. DON's neighborhood development managers (NDMs) use the database and plan materials to help develop their sector work plans. In other words, this matrix will be a tool to bring the Northgate Area Comprehensive Plan into the same implementation framework used for other neighborhood plans.

The Strategic Planning Office (SPO) drafted the initial version of the matrix, with assistance from the Neighborhood Planning Office. A draft version of the matrix was presented to the public in Autumn 1999. After hearing public comments, City staff decided to wait to finalize the matrix until after a *Plan Review and Evaluation* was prepared (completed in June 2000). This version of the matrix has been revised to contain primarily forward-looking discussion about how future implementation activities can and should occur. Many of these future implementation activities draw upon recommendations from the *Plan Review and Evaluation*.

### Structure of the Matrix

This matrix contains six columns of information. The left column contains numerical references to the Northgate Plan's policy and implementation guidelines. The "Activity" column reproduces the text of each policy and the implementation guidelines in the 1993 Northgate Area Comprehensive Plan. Some guideline text is too long or technical to include in the matrix, but has been summarized. The right column of the matrix (City Response) discusses possible future implementation, and contains recommendations from the *Plan Review and Evaluation*, along with future actions responding to those recommendations.

Other columns in the matrix list the relative priority of actions (high, medium, low), estimated timeframe, and departments or other parties with primary responsibility for future implementation. The matrix notes in several instances where the action requested in the Northgate Plan has already occurred, through the adoption of regulations or the provision of intended improvements.

The "Integrated City Response" briefly summarizes implementation to date for each main topic, and comments on the City's near-term priorities for further pursuing Plan implementation, reflecting several recommendations in the work plan.

## B. HISTORY AND PLANNING CONTEXT

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### Original Plan Preparation

"Development of a Northgate Area Comprehensive Plan was initiated by the City Council in December 1989 to plan for projected dramatic growth in the Northgate area and to address [increases in] traffic congestion. Creating this Plan provided an opportunity for residents, business people, and landowners of the Northgate area to study emerging growth and to shape the future of the area. The Plan addresses the period between 1992 and the initial operations of a regional high-capacity transit system (after year 2002)." [Northgate Plan, page 1] The Plan is a long-term plan, similar to the other neighborhood plans that have 20-year timeframes.

### Contributors to the Plan

"The Northgate Area Comprehensive Plan was developed by the City of Seattle Planning Department staff with the collaboration of the Northgate Advisory Committee. The process included meetings with community councils, the North Seattle Commission on Growth, business groups, and many interested individuals. A Preliminary Draft Plan emerged from [extensive] discussions with, and recommendations of, the Northgate Advisory Committee, City departments, the Washington State Department of Transportation, and Metro. Different points of view were noted in the discussion sections of the Draft Plan. The Planning Department staff incorporated many of these suggestions into a revised plan, and forwarded *The Mayor's Recommended Northgate Area Comprehensive Plan* to the Seattle City Council in May, 1992. The Plan is supplemented by a Final Environmental Impact Statement (EIS), which is available in a separate document."

"The Seattle City Council held a public hearing on the Mayor's Recommended Plan on June 11, 1992. [After] an appeal of the EIS was decided by the City's Hearing Examiner in December of 1992,... the City Council's Growth Policies and Regional Affairs Committee...prepared a "mark-up" version of the Plan, which showed modifications and amendments proposed by the Committee. The Council held a public hearing on the Committee's "mark-up" version of the Plan on June 2, 1993. The Plan was approved by Ordinance 116770. Implementation of the Plan was approved in the form of four ordinances and two resolutions (summarized below), which can be found in Appendices A-F of the Plan. This was approximately one year prior to the adoption of the City's Comprehensive Plan."

- Resolution 28753 Revises SCTP Transit & Bicycle Maps 7/6/93 (Appendix A).
- Resolution 28752 Provides direction to City Departments 7/6/93 (Appendix B).
- Ordinance 116770 Approves Land Use & SEPA Policies 7/6/93 (Appendix C).
- Ordinance 116771 Amends SCTP to reclassify NE 115th St. 7/6/93 (Appendix D).
- Ordinance 116794 Rezones portions of Northgate 9/10/93 (Appendix E).
- Ordinance 116795 Amends and adds new sections to Seattle Municipal Code and creates Northgate Overlay District chapter of the Seattle Municipal Code 8/10/93 (Appendix F)." [Northgate Plan, page 1-2]

### **Vision of the Northgate Area Comprehensive Plan**

"The vision of the Northgate Plan is to transform a thriving, but underutilized, auto-oriented office/retail area into a vital, mixed-use center of concentrated development surrounded by healthy single family neighborhoods." The Northgate Plan's goal is to help the planning area "become a place where people live, work, shop, play and go to school -- all within walking distance. The surrounding single family neighborhoods will be buffered from the intense development in the core, but will have ready access to the goods, services, and employment located in the core [by]...walking, bicycling, transit and automobile. The improved alternative means of access, good vehicular and pedestrian circulation, and [an] enhanced, interesting environment will contribute to the economic viability of the commercial core, attracting customers, visitors and employers." [Northgate Plan, page 2]

The Northgate Area Comprehensive Plan is divided into sixteen policies addressing topics related to land use, transportation, open space, development plans for large sites, the potential high capacity transit station, drainage, financing, and human and community

services. Under several of the policies are "implementation guidelines" (recommendations related to the policies). Many of the policies and implementation guidelines were adopted into the City's Land Use Code or Land Use Policies, and others became additional SEPA policies or were directives to City departments to consider and/or take action.

### **Seattle's Comprehensive Plan and Northgate**

The Northgate Area planning process (1990-1993) approximately coincided with planning for the City's Comprehensive Plan that satisfied State Growth Management Act (GMA) requirements. The Northgate Plan pre-dated the subsequent neighborhood planning process (1995-2000). In the Seattle Comprehensive Plan, the Northgate area was designated as an Urban Center with residential and employment growth targets of 3,000 new households and 9,300 new jobs between 1994 and 2014. The growth targets and urban center boundaries are GMA requirements. The Urban Center boundary encompasses the Mall and nearby office area, the commercial area along Northgate Way, an area north of Northgate Way, Northwest Hospital, the commercial and multifamily residential area along Meridian Avenue N., and the multifamily residential area along 1<sup>st</sup> Avenue NE near Interstate 5.

As neighborhood planning began for other urban centers and villages, it was decided that a separate neighborhood planning effort was not necessary for Northgate because the Northgate Area Comprehensive Plan was newly completed (with a lot of citizen input), along with a set of Northgate Overlay District regulations in the Land Use Code.

### **New Northgate Library, Community Center and Park**

Over the last few years, voters have approved funding for many new public facilities citywide, including a new library, community center, and park for the Northgate area. In 1998, voters approved the Libraries for All bond proposal that included \$5.1 million for a new Northgate library. In 1999, voters approved the Community Centers and Seattle Center Levy that included \$8.2 million for a new Northgate community center. Voters also passed the Pro Parks levy in the fall of 2000, that provides funding to leverage additional funding for a new Northgate park. It also includes an Opportunity Fund for the citywide acquisition and development of open space.

### **Plan Review and Evaluation**

The Northgate Plan's follow-up and evaluation requirement directed the City to analyze the implementation of the Northgate Plan after five years, and report on commute trips, building

permits, changes in open space, external/regional factors (rail/economy), difficulties in implementation (including permit review) and achieving the intent of the plan. SPO staff completed a final *Plan Review and Evaluation* in June 2000. This report thoroughly analyzed plan implementation to date, and included several recommendations for future Northgate plan implementation. In addition, the City Council Central Staff conducted a review of the experience with the recently proposed Northgate Mall GDP to ascertain how well GDP code requirements work to achieve the vision of the NACP. The Central Staff evaluation also included several recommendations concerning GDP requirements. To recognize completion of the *Plan Review and Evaluation* report, and the Central Staff evaluation of GDP regulations, the City Council adopted Resolution 30221.

### **Light Rail Planning and Station Area Planning**

Sound Transit's light rail planning anticipates the provision of a light rail station at Northgate, adjacent to the existing Northgate Transit Center on 1<sup>st</sup> Avenue NE. However, funding needs to be identified to support construction of this station in the initial phase of light rail development. In July 2000, the Sound Transit Board selected a preferred alignment and station location. Also in 2000 and 2001, SPO staff conducted a station area planning effort that engaged interested citizens in discussions regarding light rail station facility design, transportation and land use relationships with the planned station. These discussions contributed directly to further efforts in workshops held in late 2000 (see below) to analyze themes of pedestrian accessibility, desired land use patterns and transit service in the station vicinity. In summer/fall 2001, Sound Transit will be preparing a Supplemental Environmental Impact Statement (SEIS) for the portion of the light rail system between NE 45<sup>th</sup> Street and Northgate. The SEIS will consider several alignment alternatives through the Roosevelt neighborhood, and will consider some alternative Northgate station designs and locations that were not part of the original light rail EIS. These new station designs were discussed at the workshops described below.

### **Town Center Visioning Charrette, "Understanding Northgate," and "Refining Our Choices" Workshops**

On May 6<sup>th</sup>, 2000, the Seattle Planning Commission sponsored a town center visioning charrette for the Northgate Urban Center. This was a one-day event with the community to identify broad visionary concepts for a town center incorporating the planned library and community center, and connections to the proposed light rail station. More than 50 people participated in five groups that developed a variety of interesting concepts.

City agencies, along with King County and Sound Transit, conducted two additional sets of workshops ("Understanding Northgate" and "Refining Our Choices") in October and December 2000, to build on the visioning work done earlier in the year. The purpose of these workshops was to work with the community to identify ideas and options for how siting of public facilities (library, community center, park, transit/light-rail station) can promote a vibrant urban center. At each workshop, there was considerable citizen interest in the concept of creating a "daylighted" creek/drainage feature on the "South Lot" of the Northgate Mall property and the Northgate Transit Center property. At the first two-day workshop in late October 2000, agency staff, citizens and technical experts discussed several issues and developed seventeen schemes with numerous urban design concepts addressing the Northgate core. Subsequently, a design team synthesized concepts from those seventeen schemes into four more refined alternative plans. These plans were presented to the public at the second two-day workshop in early December 2000. Citizen comments were received through open house, panel discussion, small group, and open comment sessions, as well as through written response sheets.

On March 21, 2001, the City held a report-back public meeting at Nathan Hale High School to describe the intended direction of future planning efforts based on input given at the workshops. This meeting included brief presentations by several City department staff, Deputy Mayor Tom Byers, Councilmember Richard Conlin, and staff from King County and Sound Transit. The public asked questions and gave initial reactions to the presentation.

### **Drainage/Utility Planning**

The City's 1995 Comprehensive Drainage Plan Update identified approximately \$40 million of improvements to be implemented in the Thornton Creek basin. To date, over \$10 million has been invested in Thornton Creek basin drainage and creek improvements, and another \$10 million of projects are programmed and awaiting permit approval and other procedural actions. Several studies and planning efforts, including a hydraulic study of the Thornton Creek basin, a community-driven Watershed Action Plan (Watershed Characterization phase completed) and a stream and habitat assessment are in progress and will be completed in 2001.

## C. SUMMARY OF KEY NEAR-TERM IMPLEMENTATION EFFORTS

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City staff, elected officials, other agency representatives, and citizens will need to work cooperatively to pursue continued implementation of the Northgate Plan. Key next steps and ongoing actions include:

- **Library and community center siting.** Seattle Public Libraries and the Parks Department will continue their siting processes for the planned library and community center, with the benefit of information from the workshop efforts. Siting decisions for both facilities will happen in 2001 or 2002, and the facilities should be completed by 2004.
- **Acquisition of North Park and Ride for a park.** The Pro Parks levy included some money for acquisition of land for a Northgate-area park, but the existing park-and-ride capacity will need to be replaced, and additional money will be needed to proceed with acquisition. The Parks Department and King County Metro will continue planning toward this end.
- **5<sup>th</sup> Avenue NE as “Main Street.”** City staff and citizens will study street design and land use alternatives, and examine implementation strategies to promote pedestrian and streetscape improvements to the 5<sup>th</sup> Avenue NE corridor. This will aid in achieving the type of “Main Street” character that was a common theme in citizen workshops in 2000.
- **Enhance design review process with Northgate-specific design guidelines.** DCLU is meeting with citizens to discuss neighborhood-specific design guidelines for Northgate that will supplement the existing citywide design guidelines. These design guidelines will be completed in 2001 or early 2002.
- **Amendments to the General Development Plan (GDP) code requirements.** Efforts are underway in 2001 to amend the GDP requirements that address development plans for sites six acres or larger. City staff analysis and public comments have identified aspects of these requirements that can be clarified. Options for regulatory changes are being analyzed, for decisionmaking in 2001 or 2002.
- **Address area-wide drainage.** SPU will investigate opportunities to partner with other public agencies on improvements with drainage benefits, such as those described in the *Natural Strategies for Northgate* display used at the workshops in 2000. Preliminarily identified opportunities include: stream and floodplain improvements in Park 6; potential drainage improvements with redevelopment of the North Park & Ride

as a park; new or expanded facilities for stormwater control/treatment between 1<sup>st</sup> Avenue NE and I-5; drainage improvements associated with potential 5<sup>th</sup> Avenue NE improvements; and promotion of watershed best management practices for property owners.

- **Support transit-oriented development and community-supportive development near the transit center and/or planned light-rail station.** The City will look for opportunities with private developers to provide usable open space that is well-integrated into a mixed-use, transit-oriented development. This will include working with private developers and the community to examine alternative open space designs and possible resources. King County continues to look at transit center design options and park-and-ride expansion, and will continue to look for opportunities to partner with developers for transit-oriented development. King County has budgeted approximately \$9 million for park-and-ride expansion in the context of transit-oriented development. The City will also continue to work with Sound Transit as they analyze light rail station alternatives adjacent to the existing Transit Center.
- **Citizen participation.** The ongoing planning activities will have continued community input on a diverse range of topics. Activities such as workshops, charrettes, project-specific advisory committees, design review meetings and street improvement studies are examples. In addition, the City will provide for consistent information-sharing and feedback opportunities, via open houses, a quarterly electronic newsletter and other means of communication.
- **Sector implementation planning.** The neighborhood development manager (NDM) will continue to act as a liaison between citizens and City staff, serving a variety of positive efforts. The NDM will include Northgate implementation projects in a Sector Implementation Plan for the Northeast Sector, for future consideration in City funding decisions.

## D. ACRONYMS AND DEFINITIONS

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**BIA** Business Improvement Association

**DCLU** Department of Design, Construction and Land Use (City of Seattle)

**DON** Department of Neighborhoods (City of Seattle)

**DPR** Department of Parks and Recreation (City of Seattle)

**ESD** Executive Services Department (City of Seattle)

**GDP** General Development Plan

**HSD** Human Services Department (Formerly Department of Housing and Human Services [DHHS]) (City of Seattle)

**HCT** High Capacity Transit

**NDM** Neighborhood Development Manager (City of Seattle)

**NPO** Neighborhood Planning Office (City of Seattle)

**NSCC** North Seattle Community College

**OED** Office of Economic Development (City of Seattle)

**OFE** Office for Education, SPO (City of Seattle)

**OH** Office of Housing (Formerly Department of Housing and Human Services [DHHS]) (City of Seattle)

**Policy Docket** A list of issues for discussion and action by City Council to establish city-wide policy in response to neighborhood plans

**SCL** Seattle City Light (City of Seattle)

**SCTP** Seattle Comprehensive Transportation Program

**SeaTran** Seattle Transportation Department (formerly Seattle Engineering Department [SED]) (City of Seattle)

**SEPA** State Environmental Policy Act

**SFD** Seattle Fire Department (City of Seattle)

**SMC** Seattle Municipal Code

**SOV** Single occupant vehicles (vehicles with one occupant)

**SPD** Seattle Police Department (City of Seattle)

**SPL** Seattle Public Library (City of Seattle)

**SPO** Strategic Planning Office (Formerly City of Seattle Office of Management and Planning [OMP]) (City of Seattle)

**SPU** Seattle Public Utilities (City of Seattle)

**SSD** Seattle School District

**ST** Sound Transit (Formerly Regional Transit Authority [RTA])

**TMA** Transportation Management Association

**TMP** Transportation Management Program

**TSM** Transportation System Management

**WSDOT** Washington State Department of Transportation

## II. Workplan for the Northgate Area Comprehensive Plan

### A. LAND USE

#### Description

##### Land Use Vision

The Northgate Plan's overall vision relates to land use: "...to transform a thriving, but underutilized, auto-oriented office/retail area into a vital, mixed-use center of concentrated development surrounded by healthy single family neighborhoods." The Northgate Plan further expresses a land use vision, as described in the following paragraphs.

"Northgate area zoning allows for one of the greatest concentrations of activity within the city. However, the commercial core of the Northgate area is currently developed to [a small proportion] of its zoned capacity. The Northgate Area Comprehensive Plan retains the concentrated zoning pattern and looks to projected new development to provide the base of housing, employment, goods and services to support managed growth of the community. The Plan proposes land use regulations that will guide new development into urban forms that balance the needs of the automobile user with those of pedestrians, bicyclists, and transit users. In time, development in this new pattern will alter the character of the Northgate commercial area." [Northgate Plan, page 4] As part of Northgate Plan implementation, the City Council in 1993 converted large areas formerly zoned as automobile-oriented C1 to the more pedestrian-friendly NC3 designation. "The Plan divides the Northgate area into two principal subareas: 1) the core, consisting of the Northgate Shopping Center and surrounding high density multifamily and commercial zones, and 2) the [area] outside the core. The vision for land use and urban design in the Northgate Plan is:

- Concentrate the most intense and dense development activity within the core. The Plan encourages development of the core as a major regional activity center for retail, commercial, office and multifamily residential uses with densities sufficient to support transit.

- Institute measures that encourage development in the core to take maximum advantage of the zoning capacity.
- Use land use regulation to cause new development to locate close to transit stops and to provide good pedestrian and bicycle connections throughout the area. This will help to minimize intra-area vehicular trips and reduce locally generated traffic.
- Encourage commercial activity outside the core that is smaller in scale and allows for a mix of uses that serve the adjacent residential neighborhoods."

"To offset the intensity of development encouraged by the Plan, the [code provisions recommended in the] Plan [included within the Northgate Overlay District] regulates transition between zones of varying scale and intensity, requiring new development to ensure compatibility with less-intensive development in adjacent areas." [Northgate Plan, page 4]

#### Integrated City Response

When the Northgate Area Comprehensive Plan was adopted, the City took steps to address the provisions in Policies 1 through 5 of the Plan. These steps included: creating a new section of the Land Use Code known as the Northgate Overlay District; rezoning the Northgate commercial area from auto-oriented commercial C zoning to mixed-use-oriented Neighborhood Commercial NC zones; including the requested density, use and transition requirements in the Land Use Code and Land Use Policies; and reinforcing the ability to use SEPA authority to protect single-family neighborhoods. These addressed the immediate actions requested in the Northgate Plan's Policies 1 through 5.

#### Future Implementation

Future land use-related implementation actions will focus upon:

- Preparing Northgate-specific design guidelines to help achieve excellent design quality for projects that require design review.
- Studying and considering changes to land use regulations regarding density limits, mix of uses, General Development Plan requirements, and tools for encouraging or requiring housing and mixed-use development.
- Continuing to use existing decisionmaking processes to achieve development that is consistent with the City's Comprehensive Plan and Northgate Area Comprehensive Plan. DCLU will continue to enforce the Land Use Code, including the Northgate overlay provisions, SEPA provisions and design review.

- Monitoring future growth and development capacity in the Northgate Urban Center.
- Budgeting and work plan choices by decisionmakers will influence the priority and timing assigned to these land use-related activities. These choices will continue to be made within the context of citywide budgeting and sector implementation plans.



<b>A. Land Use</b>					
<b>#</b>	<b>Activity</b>	<b>Priority</b>	<b>Time Frame</b>	<b>Implementor</b>	<b>City Response</b>
<b>Policy 1: A Northgate Overlay District shall be created to address the special characteristics of development in the area.</b>					
I.G. 1.1	<p><b>Establish an Overlay for the Northgate area.</b></p> <p>Note: Substantial development is a term used throughout this plan to mean any new development, expansion or addition to existing development, exceed[ing] 4,000 square feet in gross floor area, excluding accessory parking area.</p>		Adopted		<p>STATUS: Included in the Land Use Code.</p> <p>Future Action: Consider reducing the number and complexity of regulations that are specific to the Northgate Urban Center. This intent should be weighed in considering any changes to Northgate overlay regulations.</p> <p>EVALUATION RECOMMENDATIONS</p> <p>a) <b>Use the DCLU design review process to promote a higher standard of contextually responsive architectural and site design. Continue ongoing program administration improvements to the citywide design review process and continue to train staff, applicants, and Design Review Board members.</b></p> <p>Future Action: Implement through future project-by-project review. Also, see the recommendation and future action regarding design guidelines (item c)</p> <p>b) <b>Continue to use DCLU's land use decisionmaking processes to regulate development consistent with the goals and policies of the Northgate Plan. In land use decisions for future development proposals, evaluate consistency with the policies and implementation guidelines of the Northgate Plan, as adopted into the Land Use Code and SEPA Ordinance.</b></p> <p>Future Action: Implement through future project-by-project review.</p> <p>c) <b>Provide resources and support for efforts to develop neighborhood-specific design guidelines or guidance. When adopted by the City, this would be used by the Design Review Board to provide additional neighborhood-specific design guidance.</b></p> <p>Future Action: DCLU staff initiated a process in the first quarter of 2001 to meet with citizens and prepare design guidelines supplementing the citywide guidelines. These guidelines will help promote achievement of pedestrian improvements and design quality in future development that requires design review.</p>
		High	Ongoing	DCLU	
		High	Ongoing	DCLU	
		High	2001/02	DCLU, Community participation	

<b>A. Land Use</b>					
<b>#</b>	<b>Activity</b>	<b>Priority</b>	<b>Time Frame</b>	<b>Implementor</b>	<b>City Response</b>
		High	2001/02	DCLU	<p>OTHER POSSIBLE ACTIONS</p> <p><b>d) Consider prohibiting the construction of single-purpose parking garages (e.g., without streetfront commercial or mixed uses) directly abutting pedestrian-designated rights-of-way in the Northgate overlay zone, due to the negative effects on the streetscape.</b></p> <p>Future Action: DCLU staff will review proposals to further regulate or prohibit single-purpose parking garages in the Northgate overlay zone, and prepare materials to help analyze and implement this proposal. Any future evaluation of this should consider the relationship, if any, to King County's and Sound Transit's plans to construct structured park-and-ride facilities in the vicinity of the Northgate Transit Center. Such facilities would help implement the Northgate Plan goal of consolidation of park-and-ride (See Activities IG 7.4 and IG 11.3) in the vicinity of the Transit Center. Also, any analysis of extending pedestrian street designations (see the City Response to I.G. 8.2) should consider the relationship to possible parking structure regulations.</p>
<p><b>Policy 2: The land use pattern in the Northgate area should concentrate employment activity where the infrastructure and transportation system can best accommodate it.</b></p>					
I.G. 2.1	<p><b>Official Zoning map changes.</b></p> <p><i>Please see pages 9, 10, 11, 12, 13 of the plan for detail including maps.</i></p>	High	Ongoing	SPO	<p>STATUS: Zone changes were completed in 1993.</p> <p>EVALUATION RECOMMENDATIONS</p> <p><b>a) Monitor and provide recommendations about residential and commercial development and capacity of the Northgate Urban Center, consistent with Policy L61 [now L52] in Seattle's Comprehensive Plan.</b></p> <p>Future Action: Currently, the Northgate Urban Center lags behind the pace needed to achieve housing targets identified for 2014 in the City's Comprehensive Plan. This monitoring occurs as part of SPO's monitoring of development capacity and growth within urban centers and villages. Recommendations could also arise as a result of analyses for zone changes or other regulatory changes.</p> <p><b>b) The City's work on station area planning for light rail, should include an updated economic and market analysis of current conditions driving</b></p>

## A. Land Use

#	Activity	Priority	Time Frame	Implementor	City Response
		Medium	2005- future	SPO	<p><b>development decisions in the Northgate core area and recommendations for possible tools to encourage development that maximizes zoning and is transit-oriented in design.</b></p> <p>Future Action: A market analysis prepared for the "Understanding Northgate and "Refining Our Choices" workshops included information about current conditions and future development possibilities. City staff engaged in station area planning have used this information. Additional economic or market analysis would be helpful in the future to identify regulatory changes that would encourage better forms of development. This would require additional identification of funding from either public or private sources.</p> <p><b>c) Analyze the feasibility and implications of adding minimum density provisions to NC zones in the Northgate Overlay District, to more efficiently use available development capacity in the Urban Center.</b></p> <p>Future Action: Further analysis is needed to assess the feasibility of this and other potential actions (such as requiring that commercial development include residential use in NC zones or that commercial development without residential use be a conditional use). Future analysis should also consider strategies for large sites requiring GDP approval including requiring integration of residential-only with commercial-only structures (see IG 13.1). This activity could be considered as part of a broader package of recommendations (see IG 4.1) to provide an improved strategy to accomplish the Comprehensive Plan residential targets and efficiently use available development (zoning) capacity.</p> <p><b>d) Change Map A in Section 23.71 of the Land Use Code to display the Urban Center boundary rather than the core boundary.</b></p> <p>Future Action: Changing this map would require an ordinance, and so should only occur if other changes to the Northgate portion of the Land Use Code (Section 23.71) are put forth. This would better illustrate the current Urban Center that is relevant to the City's Comprehensive Plan and growth management planning. Any formal analysis of this in the future should consider regulatory implications of such a change.</p>
		High	2002/4	DCLU, SPO	
		Low	2003/04	DCLU, SPO	

<b>A. Land Use</b>					
<b>#</b>	<b>Activity</b>	<b>Priority</b>	<b>Time Frame</b>	<b>Implementor</b>	<b>City Response</b>
<b>Policy 3: A mixture of activities including commercial and residential uses shall be promoted in areas with NC and RC zoning designations.</b>					
I.G. 3.1	<p><b>Allow a mix of uses in separate structures on the same site.</b></p> <p><i>Revises definition of mixed-use; requires mixed use structures to maintain commercial frontage along the street EXCEPT for sites subject to General Development Plans (see I.G. 13.5 below).</i></p>		Adopted		<p>STATUS: Regulations incorporated into Land Use Code in 1993.</p> <p>Future Action: See related responses in IG 2.1 relating to minimum density standards, and related responses in IG4.1 and IG13.1.</p>
I.G. 3.2	<p><b>Allow single-purpose commercial structures of limited size in Residential/Commercial [R/C] zones.</b></p>		Adopted		<p>STATUS: Included in the Land Use Code. These zones are located along portions of Roosevelt Way NE and 15<sup>th</sup> Avenue NE in the Northgate neighborhood. No development projects are known to have used this voluntary provision.</p>
<b>Policy 4: Additional multifamily housing opportunities for households of all income levels shall be promoted to the extent that a compatible scale and intensity of development can be maintained with adjacent single-family areas.</b>					
I.G. 4.1	<p><b>Establish density limits for residential uses in commercial zones -- for both residential and mixed-use projects.</b></p>	Medium	Adopted 2002/04	SPO, OH	<p>STATUS: Regulations incorporated into Land Use Code in 1993.</p> <p>EVALUATION RECOMMENDATIONS</p> <p>a) <b>In 2001-2002, as part of the comprehensive review of the City's current tax exemption program, consider permitting the property tax exemption tool to be used in the Northgate Urban Center, as an incentive to increase affordable housing production.</b></p> <p>Future Action: Evaluate the effects of permitting the City's current tax exemption tool to be used in the Northgate Urban Center. Such a change would require approval</p>

<b>A. Land Use</b>					
<b>#</b>	<b>Activity</b>	<b>Priority</b>	<b>Time Frame</b>	<b>Implementor</b>	<b>City Response</b>
		Medium	2002/04	DCLU, SPO, OH	<p>by the City Council.</p> <p>b) Amend the Northgate Overlay density limits for mixed use and single-purpose development. Eliminate the mixed-use density limits for neighborhood commercial zones with 30-foot and 40-foot height limits, and increase allowable single-purpose residential densities to match the densities allowed in other urban villages.</p> <p>c) Study the feasibility and merit of amending density limits in NC zones in the Northgate Urban Center with a bonus-oriented system intended to encourage more residential density and mixed use development consistent with the vision of the Northgate Plan.</p> <p>Future Action: These recommendations address two different options for changing density limits in the Northgate area. Eliminating the mixed use density limits and increasing densities for single-purpose residential densities could encourage additional multifamily housing development, and would bring Northgate up to date with standards used in other urban villages and centers. Alternatively, a bonus system could be written into the Land Use Code for Northgate, in which case density limits would still be needed. A bonus system could encourage additional multifamily and commercial density in future development, but would be more complex and possibly difficult to implement. Further analysis by City staff will be needed to determine which choices are most preferable for adjustments to allowable densities. This could possibly be studied with other recommended activities in this workplan, or as part of a larger feasibility analysis for bonus programs outside of Downtown. DCLU will prepare some initial options for Council discussion and further direction in 2001.</p>
I.G. 4.2	<p><b>Establish development standards for residential use in commercial zones.</b></p> <p>Development standards for single-purpose residential projects in commercial zones shall be revised for the Northgate area to reflect amendments to the multifamily development standards in the Land Use Code.</p>		Adopted		<p>STATUS: These requirements are incorporated into the Northgate Overlay in the Land Use Code.</p>

<b>A. Land Use</b>					
<b>#</b>	<b>Activity</b>	<b>Priority</b>	<b>Time Frame</b>	<b>Implementor</b>	<b>City Response</b>
I.G. 4.3	Maintain and protect single family neighborhoods.	Medium	Adopted  Ongoing	DCLU	<p>STATUS: The City's current Land Use Policies, code (including the Northgate Overlay District, 23.71 SMC) and Comprehensive Plan support maintaining and protecting single family neighborhoods. This guideline reinforces the City's authority under SEPA to mitigate impacts to single-family neighborhoods.</p> <p>FUTURE ACTION: This will be implemented by DCLU on a project-by-project basis. Potential impacts to single-family neighborhoods would depend upon the specific location and characteristics of development proposals.</p>
I.G. 4.4	Create a new Midrise zone with an eighty-five foot {85'} height limit.		Adopted		<p>STATUS: This rezone was accomplished in 1993. The MR 85' zone category is incorporated into the Land Use Code (23.34.026 SMC) and is mapped in limited areas within the Northgate planning area.</p>
<p><b><i>Policy 5: To reduce conflicts between activities and to promote a compatible relationship between different scales of development, a transition shall be provided between zones where significantly different intensities of development are allowed.</i></b></p>					
I.G. 5.1	The intent is to promote a compatible physical relationship between uses on both sides of a zoning boundary, while permitting different scales and intensities of development. This will provide light, air and solar access and privacy to properties in abutting residential areas.	Medium	Adopted  Ongoing	DCLU	<p>STATUS: Requirements to achieve the intent of this recommendation are included in SMC 23.71.030 of the Land Use Code.</p> <p>EVALUATION RECOMMENDATIONS</p> <p><b>a) Continue to regulate transitions as defined in the Northgate Plan and Land Use Code. The City's design review process should also be used to implement the transition policy in the Northgate Plan.</b></p> <p>Future Action: This will be implemented by DCLU on a project-by-project basis, in locations where the transition requirements are applicable. The design review process (including use of neighborhood-specific design guidelines) also affords opportunities for addressing setbacks, façade treatments, color and detailing that can aid in transitions between uses.</p>

## B. TRANSPORTATION

### Description

#### Transportation Vision

The Northgate Area Comprehensive Plan describes the transportation vision in several paragraphs:

"Traffic congestion was the problem that gave birth to the Northgate planning process. The Northgate area developed when automobile travel was the predominant mode of transportation. By 1990, travel demand had increased beyond the capacity of the street system. Traffic congestion [was] making the area less attractive for shoppers, visitors and customers who support the commercial core, and spillover traffic [was] making the area less attractive for residents."

"In the past, vehicular capacity was increased by adding street capacity -- by adding lanes or making operational improvements to allow traffic to flow more smoothly. However, increased use of Northgate area arterials by through-traffic is expected as congestion increases on the three regional roadways near the Northgate area (I-5, Aurora Avenue N. and Lake City Way NE). This large latent demand for regional highway capacity may not be able to be accommodated by capital improvements that [would] increase street capacity in the Northgate area. (Any increase in street capacity was shown, by the results of computer modeling that were reported in the EIS [on the Northgate Plan], to be quickly filled with even more vehicles than before.) Because adding street capacity will not reduce congestion at Northgate, the number of options for addressing the congestion problem is reduced."

"One option considered was to reduce the zoning capacity for the area -- to downzone -- so that the Northgate area did not continue to grow as a destination for more and more vehicle trips. However, the participants in the planning process wanted to maintain Northgate as a thriving commercial center."

"A second option was chosen, which shows the greatest potential for mitigating the impacts of traffic congestion in the Northgate area at less public and private cost: The adopted option encourages as many people as possible to change their mode of travel away from the automobile and to the alternatives of transit, walking and bicycling. This option de-emphasizes costly increases in street capacity."

"The transportation vision of the Northgate Plan focuses on accommodating more person-trips rather than more vehicle trips. To accommodate the travel needs of a growing population in the area, the Plan prioritizes private and public investment[s] that create a

transit-supportive environment in Northgate and provide for pedestrian and bicycle travel as well. The Plan recommends public investment in expanded transit service from points east and west into the Northgate core. Private developers will be required to establish transportation management programs aimed at getting many residents, employees, and students in new development to use transit, walking or bicycling as a mode of travel. Ultimately, the Plan assumes major public investment in a regional high capacity transit system (bus or rail), with a station located near the concentrated development in the Northgate core."

"To create a transit-supportive environment, development in the Northgate area must include safe and convenient pedestrian walkways and must place key destinations within walking distance of each other. It must also include open space and other amenities that help create destinations that are attractive to pedestrians and transit riders. Locating a concentration of medium to high density residential and employment uses within a 10-minute walk of the transit center reduces the number and length of vehicle trips and makes travel by foot and bicycle more attractive." [Northgate Plan, pages 3-4] When the Northgate Plan was adopted, the City Council also enacted changes to the Land Use Code requiring new development to incorporate measures to manage and reduce the number of vehicle trips accessing those developments.

### Integrated City Response

#### Implementation to Date

Since 1993, some progress has been made in implementing the transportation-related policies and guidelines of the Northgate Area Comprehensive Plan. For example, King County Metro has added transit service and made facility improvements, and the City and WSDOT have implemented some traffic controls, on-ramp improvements and arterial street improvements. Other activities have included installation of additional traffic controls that improve safety and discourage traffic circulation through the residential area southeast of the Mall, and efforts to manage and monitor employer-generated traffic. Public and private development projects have and will continue to provide pedestrian and traffic improvements consistent with the Plan.

A large portion of the plan's transportation objectives relies on future improvements by public agencies and private parties, for which funding and timing are uncertain. For example, a light rail station at Northgate is planned to occur but funding has not yet

been secured for this portion of the light rail system. Likewise, the timing of private development decisions may affect the achievement of several pedestrian and transportation-related improvements to the core area.

### **Future Implementation**

Future transportation-related implementation actions will focus upon the following activities, in response to topics in Policies 6-11 of the Northgate Plan:

#### ***Pedestrians and Bicycles***

- Conduct a study of 5<sup>th</sup> Avenue NE pedestrian/streetscape improvement opportunities in 2001;
- Consider adding pedestrian designations and bicycle lane requirements to (or using other regulatory tools along) more street segments;
- Analyze the feasibility of a crossing of I-5 and/or better access to it.
- Consider funding for additional pedestrian improvements; and
- Consider future funding for bicycle facility improvements.

#### ***Transit***

- Seek future transit service and routing improvements through KC Metro's Six-Year Plan.

- Analyze and seek transit/HOV lane improvements.
- Continue the ongoing Intermediate Capacity Transit study consider ways to enhance transit mobility and choices to/from neighborhoods in the North End, including the Northgate area.

#### ***Transportation Demand Management***

- Consider improvements to administration of transportation demand management.

#### ***Parking***

- Revisit parking requirements to see if adjustments are advisable.

#### ***Traffic Circulation***

- Continue to coordinate with the community regarding possible additional neighborhood traffic controls and improvements.

#### ***High Capacity Transit Station***

- Complete station area planning activities.
- Support future station-related planning/development activities that are consistent with the Northgate Area Comprehensive Plan vision.



<b>B. Transportation</b>					
<b>#</b>	<b>Activity</b>	<b>Priority</b>	<b>Time Frame</b>	<b>Implementor</b>	<b>City Response</b>
<b>Policy 6. The efficiency of the transportation system shall be maximized by accommodating more person trips rather than vehicle trips.</b>					
I.G. 6.1	<p><b>Require a transportation management program (TMP) for reducing the number of single-occupant vehicle (SOV) trips generated by new development.</b></p> <p><i>Clarification: The TMP requirement (27.71.018 SMC) of the Northgate Plan differs from the City's Commute Trip Reduction ordinance (25.02 SMC) by requiring new development (that would generate 25 or more employee vehicle trips in a PM hour) rather than employers (with more than 100 full-time employees starting their work day between 6 and 9 AM) to prepare and implement a TMP, as occurs with current SEPA conditions for preparing a TMP (see amended SED Director's Rule 5-91 and DCLU Director's Rule 4-91). The key differences include: replacing SEPA conditioning with Land Use Code requirements, establishing goals, including students and multifamily developments, changing peak hour definitions, compliance and enforcement provisions. [Northgate Plan, page 18]</i></p>	Medium	<p>Adopted</p> <p>Ongoing</p>	<p>DCLU (Office of Code Compliance for enforcement actions.)</p> <p>SeaTran (for planning and management of TMPs.)</p>	<p>STATUS: The Northgate-specific TMP requirements have unique and stricter thresholds than the rest of the City. The TMP requirements have been used for new substantial development meeting the criteria. Analysis suggests that the structure of TMP administration, funding, staffing, and need for improved information management technology are important issues. The ability to plan, implement, manage and enforce TMP requirements is constrained by staffing limitations.</p> <p>In 2001, SeaTran and DCLU studied TMP administration and developed a more efficient process for management of land use decisions that require TMPs. These departments are preparing a memorandum of agreement to define TMP process and responsibilities, revisions to a Director's Rule on TMPs, and a TMP template for use by planners and private developers. DCLU and SeaTran have also examined methods of implementing transportation mitigation fees that would help support TMP management activities. Council approval of such fees is required.</p> <p>FUTURE ACTION: The Northgate Plan calls for future substantial development requiring TMPs to have a single-occupant vehicle traffic goal of 55 percent of trips after January 2000. This includes commercial and residential uses, and is required on a project-by-project basis through DCLU review. When determining whether a TMP is required, SeaTran also takes into consideration the transportation impacts of other existing and proposed buildings in the site vicinity (per SMC 25.05.670, cumulative effects policy).</p> <p>Limitations in funding and staffing resources in SeaTran and increasing numbers of TMPs will influence the effectiveness of the City's TMP administration.</p> <p>EVALUATION RECOMMENDATIONS</p> <p><b>a) Analyze the feasibility of reorganizing the TMP administrative structure, to improve monitoring and enforcement functions and better achieve trip reduction objectives.</b></p> <p>Future Action: DCLU and SeaTran staff are examining TMP administration issues and are preparing recommendations for program improvements. This analysis has</p>
		Ongoing	2001/02	DCLU,	

## B. Transportation

#	Activity	Priority	Time Frame	Implementor	City Response
		Ongoing	2001/02	SeaTran	<p>explored the division of tasks (such as negotiation, monitoring and enforcement) between SeaTran and DCLU. The analysis has concluded that both departments should still be involved, but that budget and staffing implications for SeaTran will need to be addressed before these changes can occur.</p> <p><b>b) Consider funding additional SeaTran staffing to address TMP-related duties.</b></p> <p>Future Action: A TMP monitoring fee for SeaTran will be proposed, subject to Council approval.</p> <p><b>c) Pursue increased voluntary participation in incentive-based trip reduction programs.</b></p> <p>Future Action: Northgate is on the City's list to receive technical assistance to "make the parking system work" and assist with transportation demand management tools, in conjunction with King County's TMA, in 2002. In addition to existing staff that promote these options, City staff in SPO and SeaTran can play coordinating and facilitating roles to help connect existing businesses with King County Metro to initiate these programs. Other possible concepts include encouraging transit fairs and commuter information displays. In addition, the City has initiated several programs that provide incentives to reduce non-work-related trips through neighborhoods, programs in which Northgate residents can participate. Consider extending Transportation Management Program requirements to target commercial customers and/or providing improved tools for voluntary participation to target commercial customers. Also, consider requiring or encouraging TMP implementation measures to continue once the 55% SOV goal is attained.</p>
I.G. 6.2	<p><b>Strongly encourage a Northgate Area Transportation Management Association (TMA) to assist developers, property owners, and employers in achieving the Northgate trip reduction goals. (Potential tasks are outlined in Plan.)</b></p>	Ongoing	Adopted	Private TMA group, King	<p>STATUS: There is a Northgate-area TMA (the "Northgate Employer Network") with several participants, assisted by King County Metro staff. However, this group has not proceeded with more intensive cooperative efforts mentioned in the Northgate Plan.</p> <p>FUTURE ACTION: On a voluntary basis, the existing TMA group could decide to pursue more intensive cooperative efforts, such as those mentioned in the Northgate Plan. The City will encourage King County staff to provide technical assistance</p>

<b>B. Transportation</b>					
<b>#</b>	<b>Activity</b>	<b>Priority</b>	<b>Time Frame</b>	<b>Implementor</b>	<b>City Response</b>
				County Metro	regarding additional transit-related tools to affected employees (not including those already covered by commute-trip-reduction programs).
I.G. 6.3	<p><b>Create a safe and convenient environment for bicycling to increase the use of bicycles to destinations in the Northgate area.</b></p> <p>A. Bicycle routes B. Bicycle parking C. Crossings of I-5 to accommodate bicycles</p>	Medium	Adopted  2002-future	SeaTran	<p>STATUS: New development has provided a small amount of new bicycle-accommodating features. A new ADA-accessible ramp at NE 117<sup>th</sup> Street (just east of I-5) to bypass existing stairs is being designed by WSDOT. Other bicycle improvements requested in the Northgate Plan, such as along 15<sup>th</sup> Avenue NE, were not pursued since Plan adoption.</p> <p>SeaTran's current bicycle planning objectives in the Northgate area are briefly summarized as: facilitating access to and from the future light rail station and Mall vicinity; and creating viable east-west routes that cross I-5.</p> <p>FUTURE ACTION: Future potential bicycle facility improvement opportunities identified by SeaTran:</p> <ol style="list-style-type: none"> <li>1. Bicycle lanes on both sides of 1<sup>st</sup> Avenue NE from NE 92<sup>nd</sup> to NE 103<sup>rd</sup> St.;</li> <li>2. Installing bike lanes on NE 103<sup>rd</sup> Street from 1<sup>st</sup> to 5<sup>th</sup> Avenue NE;</li> <li>3. a bicycle/pedestrian crossing of I-5 near NSCC (also see I.G. 7.2 and 11.2).</li> </ol> <p>EVALUATION RECOMMENDATIONS</p> <p><b>a) Review the Northgate Plan's request for bicycle improvements on 15<sup>th</sup> Avenue NE and include this project on the Bicycle Needs Inventory map.</b> Future Action: SeaTran should review this request and make the relevant change to its Bicycle Needs Inventory map.</p> <p><b>b) In locations where physically feasible and safe, consider future funding of improvements such as signage, wide curb lanes or bicycle lanes.</b> Future Action: This will be considered through future SeaTran bicycle planning and budgeting efforts, and in project review of new private development proposals. Consider requiring bicycle lanes on 100<sup>th</sup> Street NE, between 1<sup>st</sup> Avenue NE and 5<sup>th</sup> Avenue Northeast.</p> <p><b>c) Correct Figure 4 of the Northgate Plan to accurately show the 1984 SCTP Key Bicycle Street designations and additional designations that were added by the Northgate Plan.</b></p>
		Medium	2001/02	SeaTran	
		Medium	2002-future	Council, SeaTran, DCLU	

<b>B. Transportation</b>					
<b>#</b>	<b>Activity</b>	<b>Priority</b>	<b>Time Frame</b>	<b>Implementor</b>	<b>City Response</b>
		Low	2001/02	SPO	Future Action: This would be a small-scale correction that would require review of the available materials to prepare a new, more accurate graphic. This change requires an ordinance to amend the Northgate Plan, and will be packaged with other minor changes that may be identified.
I.G. 6.4	<b>Monitor vehicle trip reduction in the Northgate Area.</b>	Medium	Ongoing  2003-future	SeaTran	STATUS: Some TMP monitoring is provided by SeaTran, within staffing constraints. Late submittal of TMP reports, including some in the Northgate area, hinders monitoring efforts. SeaTran initiates enforcement actions and attempts to resolve TMP problems with building owners. If the TMP violations cannot be resolved through an established informal process, SeaTran refers the case to DCLU Code Compliance to make a determination if a Notice of Violation should be initiated. Staffing constraints limit enforcement actions by SeaTran and DCLU.  FUTURE ACTION: The ability to plan, implement, manage and enforce TMP requirements is constrained by staffing limitations. Program administration and funding are currently being reconsidered. With additional staffing and database capabilities, enhanced monitoring of vehicle trip reduction could be provided (see the activities described in the City Response to I.G. 6.1).
<b>Policy 7. Enhance transit service and facilities to make it a more attractive travel mode for persons living and working in the Northgate Area.</b>					
I.G. 7.1	<b>Increase transit service to the Northgate Transit Center from surrounding neighborhoods and major destinations.</b> A. Increase transit service between north-end neighborhoods and the Northgate Transit Center to reduce dependence on private vehicles to access Northgate area employment, services and residences. Transit service coverage and frequency, necessary to accommodate growth, shall be prioritized as summarized...on pg. 24-26 of the Plan.				STATUS: Transit service within the Northgate planning area has increased since 1993. King County Metro staff indicate that during the implementation of their Six-Year Plan (since 1995), annual "platform hours" of service on Northgate Transit Center-related routes increased by approximately 80,000 hours. These additional hours were given to new service, headway and reliability improve-ments. Several of the improvements meet or exceed those requested in the Northgate Plan, but some other requests have not been fulfilled (see Northgate <i>Plan Review and Evaluation</i> for more discussion). Systemwide cuts were made in February 2000 due to funding issues, which affected amount of service on the 302 and 315 routes for some off-peak periods. During 2001, KC Metro is formulating a new Six-Year Plan with countywide strategies for service allocation. The King County Council will adopt the Six Year Plan, and service changes

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#	Activity	Priority	Time Frame	Implementor	City Response
	<p>B. Prioritize improved north-south service to the Northgate Transit Center on Greenwood Avenue, Aurora Avenue, Meridian Avenue, I-5, 5<sup>th</sup> Avenue NE, Roosevelt Way NE, 15<sup>th</sup> Avenue NE, 25<sup>th</sup> Avenue NE, Lake City Way NE, 35<sup>th</sup> Avenue NE, and NE Sand Point Way. Advocate transit service which would travel east-west along either Northgate Way NE, NE 125<sup>th</sup> Street, or a portion of N. 92<sup>nd</sup> Street or N. 115<sup>th</sup> Street.</p>	<p>High</p> <p>Medium</p> <p>Medium</p>	<p>2001</p> <p>2001-future</p> <p>Ongoing</p>	<p>King County Metro, Community participation</p> <p>SeaTran, Community participation</p> <p>SPO, King County Metro, DON</p>	<p>will occur accordingly.</p> <p>FUTURE ACTION: To influence KC Metro's Six-Year Plan, the City will advocate for NACP transit needs, and encourages citizens to participate in KC Metro's planning outreach process in 2001. This could broadly affect future regional transit service and facilities decisions by KC Metro. King County staff are available to attend public meetings during this time. SeaTran staff will continue to work with King County Metro to identify and maintain transit service needed by Northgate residents and businesses.</p> <p>EVALUATION RECOMMENDATIONS</p> <p>a) <b>Facilitate additional communication between citizens, City staff and Metro staff as a way for the public to further influence future transit service decisions. Seek future service and routing improvements consistent with the intent of the Northgate Plan.</b></p> <p>Future Action: SeaTran staff will continue to advocate Northgate area service needs to King County Metro and work to provide transit improvements needed by Northgate residents and businesses. SeaTran and other City staff can help facilitate communication between King County Metro staff and Northgate area residents and businesses, through personal communications and/or additional public meetings.</p> <p>b) <b>Investigate the feasibility of "neighborhood feeder" transit service to further improve transit access of north end neighborhoods to and from the Northgate core. This is occurring as part of the Intermediate Capacity Transit study being conducted by the City and King County Metro. Advocate for additional neighborhood feeder transit service, especially if and when light rail or other high-capacity transit service is available at the Northgate Transit Center.</b></p> <p>Future Action: The City's ongoing Transit Study for Intermediate Capacity Transit will consider ways to enhance transit mobility and choices to/from neighborhoods in the North End, including the Northgate area. This study is looking at transit options such as Bus Rapid Transit (BRT), streetcars, trams or elevated transit (such as monorail). The Northgate area is part of the identified corridor of Lake City-Northgate-Ballard-Downtown. Over the short-term and long-term, City staff will continue to coordinate with King County Metro, especially with regard to neighborhood transit accessibility to/from</p>

<b>B. Transportation</b>					
<b>#</b>	<b>Activity</b>	<b>Priority</b>	<b>Time Frame</b>	<b>Implementor</b>	<b>City Response</b>
					the Northgate Transit Center. Neighborhood-related transit service improvements may be more feasible to achieve in the near term by working within King County Metro's routing and service system rather than pursuing a shuttle-oriented or small-circulator approach.
I.G. 7.2	<p><b>Expand High Occupancy Vehicle (HOV) facilities.</b> Feasibility to be studied by SeaTran, KC Metro WSDOT:</p> <p>A. Stripe a transit-only lane, northbound on First Avenue NE extending westbound on Northgate Way to Corliss Ave. N. (until completion of the southbound ramp).</p> <p>B. Reduce transit delays at the intersection of Fifth Avenue NE and Northgate Way by constructing a transit queue jump lane.</p> <p>C. Construct a northbound I-5 on-ramp HOV lane at NE 107th St.</p> <p>D. Construct a pedestrian overpass between the Transit Center and NSCC.</p>	Medium	2001-future	SPO, SeaTran, Sound Transit	<p>STATUS: This guideline is a policy directive to City departments. Transit-only lanes at 5<sup>th</sup>/Northgate Way and at 1<sup>st</sup> Avenue/Northgate Way have not been analyzed or funded. King County staff continue to express interest in these possible improvements. The northbound I-5 on-ramp was constructed.</p> <p>A crossing of I-5 continues to be an improvement advocated by many citizens, including at workshops and station area planning meetings held in late 2000.</p> <p>FUTURE ACTION: Three possible actions that arise from I.G. 7.2 include:</p> <ul style="list-style-type: none"> <li>Analyze and seek development of the transit lane improvements discussed in 7.2.A and 7.2.B.</li> <li>Fund those transit lane improvements.</li> <li>Analyze feasibility, cost and funding opportunities for a pedestrian crossing between the Northgate Transit Center and NSCC (also see I.G. 6.3 and 11.2).</li> </ul>
I.G. 7.3	<p><b>Encourage transit access.</b> (Plan refers to providing shuttle service and/or joining a Northgate Transportation Management Association (TMA) to provide circulator service, for substantial development more than ¼ mile from existing transit service.) See I.G. 6.2 above.</p>	Medium	Adopted  2001-future	King County Metro, SeaTran, SPO	<p>STATUS: This has been adopted as a Land Use Policy.</p> <p>EVALUATION RECOMMENDATIONS</p> <p><b>a) Seek options to continue Metro Route 318 service, which could be canceled due to transit funding cuts.</b></p> <p>Future Action: A federal operating grant for Route 318 expired in September 2000, but King County Metro located funds to keep this route operational until September 2001. Permanent grant funds were not identified for this route. Instead, King County Metro staff propose to restructure the 302 route to provide service substituting for the Route 318 service, along virtually the same route. SeaTran staff will continue to strongly encourage King County Metro to identify and maintain transit service needed by Northgate residents and businesses.</p>
I.G. 7.4	<p><b>Centralize Park and Ride lots.</b> Locate all park and ride activity related to the Northgate Transit Center at or</p>				STATUS: City staff are coordinating with King County staff on efforts to replace the existing 5 <sup>th</sup> Avenue park-and-ride facility north of Northgate Way with additional capacity

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#	Activity	Priority	Time Frame	Implementor	City Response
	within 800 feet of the Transit Center. The park-and-ride portion of the Transit Center shall accommodate up to 1,000 vehicles. Additional parking may be provided if it is shared or is joint use parking.	High	2001/05	SPO, King County Metro, SeaTran, Sound Transit	<p>at the Northgate Transit Center. This intent has been discussed at the Northgate workshops, station area planning meetings, and other public meetings over the past few years. In 2001, King County formulated strategies for provision of additional interim park-and-ride capacity at the existing Transit Center, and their approach to other park-and-ride relocation decisions. See the additional discussion of park-and-ride capacity and consolidation issues under I.G. 11.3</p> <p>FUTURE ACTION: Additional planning, coordination and negotiation by SPO, King County Metro, Sound Transit and other parties will be necessary to reach an agreement to reallocate park-and-ride capacity in Northgate.</p>
I.G. 7.5	<p><b>Provide bus shelters.</b> Metro shall place bus shelters at bus zones along designated pedestrian streets and Class III boulevards consistent with Metro's Service Guidelines for shelter placement, unless paid for by the community (see Plan for maps).</p>	Low	2001-future	SeaTran	<p>STATUS: Approximately 18 of 51 bus stops along the relevant routes have shelters. Some improvements to existing shelters have also been made over the past six years. KC Metro's Service Guidelines do not call for shelters at 100 percent of the bus stops; shelter provision depends upon the amount of passenger activity. Future bus shelter installations/improvements are probable in Northgate but cannot be guaranteed at this time.</p> <p>FUTURE ACTION: SeaTran will do the following actions:</p> <ul style="list-style-type: none"> <li>• Track the future installation of new bus shelters in the Northgate area.</li> <li>• Advocate shelter installation to King County Metro.</li> <li>• The 5<sup>th</sup> Avenue Street Design Study conducted in 2001 will look at transit facilities along 5<sup>th</sup> Avenue NE.</li> </ul>
I.G. 7.6	<p><b>Increase the number of transit streets.</b> Three arterials shall be reclassified as minor transit streets:</p> <p>A. NE Northgate Way (between Lake City Way NE and Roosevelt Way)</p> <p>B. N. 115<sup>th</sup> Street (between Aurora Avenue N and Meridian Avenue N.)</p> <p>C. NE 92<sup>nd</sup> Street (between First and Fifth Avenues NE)*</p> <p>See Discussion on p. 30.</p>		Adopted		<p>STATUS: SeaTran performed the transit street reclassifications requested by citizen stakeholders, with Council approval in Resolution 28752 (1993) and, subsequently, a corrected version in Resolution 29622 (1997). The Northgate Plan influenced the City to include Roosevelt Way between NE 80<sup>th</sup> St. and Northgate Way as a part of the Transit Priority Network in the City's Comprehensive Plan.</p> <p>A. Northgate Way between Lake City Way and 15<sup>th</sup> Ave. NE is a minor transit street with some restrictions for transit. Between 15<sup>th</sup> Avenue NE and Meridian Avenue N., Northgate Way is a major transit street.</p> <p>B. and C. North 115<sup>th</sup> Street is a minor transit street between Aurora Avenue N. and</p>

<b>B. Transportation</b>					
<b>#</b>	<b>Activity</b>	<b>Priority</b>	<b>Time Frame</b>	<b>Implementor</b>	<b>City Response</b>
	<i>*According to SeaTran, this plan text was determined in 1993 to be inconsistent with the intent of citizen stakeholders (NE 92<sup>nd</sup> Street, east of 1<sup>st</sup> Avenue NE, was not intended to be a transit street). Resolution 29622 was prepared to correctly identify which streets were intended to be reclassified as minor transit streets.</i>				Meridian Avenue N, and NE 92 <sup>nd</sup> Street is not a transit street. North 92 <sup>nd</sup> Street (west of 1 <sup>st</sup> Avenue NE), including its bridge over I-5, is an important segment for several bus routes connecting to neighborhoods west of I-5.
<b>Policy 8. Increase pedestrian circulation with an improved street level environment by creating pedestrian connections that are safe, interesting and pleasant.</b>					
I.G. 8.1	<p><b>Pedestrian Circulation System.</b></p> <p>Develop a pedestrian circulation system through private and public actions as identified in this Plan. This comprehensive system identified in Figure 8, shall be developed in coordination with the other transportation, land use and open space policies of this Plan. The system shall include a combination of: pedestrian designated streets; pedestrian overpasses; interior block pedestrian connections; Green Streets; an urban trail; a Class III Boulevard; [and] special landscaped arterials.</p> <p>A. Substantial development shall be responsible for the portion of the pedestrian circulation system that is adjacent to, or within, its site. The design and construction of the network shall be consistent with this Plan. However, the exact location of interior block pedestrian connections shall be at the discretion of property owners.</p> <p>A1. The pedestrian circulation system shall</p> <p>(a) connect to any plazas, adjacent parks or indoor open spaces; (b) connect buildings on the site with</p>	High	Adopted  Ongoing	DCLU	<p>STATUS: Pedestrian requirements were adopted into the Land Use Code as part of development standards in the Northgate Overlay District. With new development since Plan adoption, private developers have provided a modest amount of pedestrian improvements meeting City requirements, at locations including the Northwest Federal Credit Union, Windermere Realty, Walgreen's, Men's Wearhouse, QFC, and Touchstone/Target sites.</p> <p>FUTURE ACTION: The pedestrian requirements will be applied to future development proposals, on a project-by-project basis. See the response to I.G. 8.2 for other future actions that are being considered in response to recommendations from the <i>Plan Review and Evaluation</i>.</p> <p>Consider as part of this circulation plan comprehensively planning for implementation of pedestrian improvements and open space. Consider including pedestrian/open space treatments (such as Woonerfs) for some residential streets. Resources, such as a Neighborhood Matching Fund grant, would need to be identified for this effort.</p>



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<b>#</b>	<b>Activity</b>	<b>Priority</b>	<b>Time Frame</b>	<b>Implementor</b>	<b>City Response</b>
	<p>the walkway and adjacent street sidewalks.</p> <p>A2. Sidewalks shall be required as part of substantial development adjacent to all arterials and any streets abutting multifamily and commercial development.</p> <p>A3. All sidewalks not designated part of the pedestrian circulation system on Figure 8 nor subject to the provisions of Implementation Guidelines 8.1, 8.2.D.9, and 8.6, shall, at a minimum, include a 5 1/2 foot planting strip and a 6 foot (clear) sidewalk. (a) Landscaping within the planting strips shall be approved by [SeaTran].</p> <p>B. All on-site pedestrian improvements may be counted toward meeting a site's open space requirement.</p> <p>C. All pedestrian improvements shall be designed to be accessible to persons with disabilities in accordance with the Land Use Code, Washington State Law and the Americans with Disabilities Act.</p>				
I.G. 8.2	<p><b>Designate Pedestrian Streets:</b></p> <ul style="list-style-type: none"> <li>All commercially zoned lots on both sides of NE Northgate Way between 3rd Avenue NE and 11th Avenue NE</li> <li>All commercially zoned lots on Fifth Avenue NE between NE 113th Street and NE 105th Street</li> </ul> <p>Details regarding Function, Desired Characteristics, Street Level Uses, and Development Standards, Parking Location and Screening, Parking Access and Curbcuts, Sidewalk Widths, Sidewalk Landscaping, Facade Transparency and Limits on Blank Walls, Overhead Weather Protection all are described in the Plan on pages 33-39.</p>	High	Adopted  2001/02	SeaTran, SPO	<p>STATUS: These designations and development standards are included in the Northgate Overlay District in the Land Use Code, and are used by DCLU in reviewing development proposals.</p> <p>FUTURE ACTION: In early 2001, the City proposed a study to generate and evaluate streetscape/pedestrian improvement concepts for 5<sup>th</sup> Avenue NE, due to its important role in the Urban Center. The study will better define options for achieving pedestrian improvements supporting the Northgate Plan's vision.</p> <p>EVALUATION RECOMMENDATIONS</p> <p>a) <b>Re-examine the locations of the Major Pedestrian Street and Special Landscaped Arterial designations, to decide if certain street segments should be added to the current designations.</b></p> <p>Future Action: The station area planning process and the Central Staff evaluation of GDP regulations has included discussion about extending these designations to additional street segments, such as NE 100<sup>th</sup> and 103<sup>rd</sup> Streets and 5<sup>th</sup> Avenue NE</p>

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		Medium	2002/04	DON, SPO, SeaTran, Community participation	<p>south of 105<sup>th</sup> Street, and these designations will be given further consideration. Additional staff work and community input will be needed before the exact types of changes are defined. The Major Pedestrian Street designation has land use and site design implications for adjacent uses. The range of possible actions includes extending these designations or defining other designations to guide future development of pedestrian facilities. DCLU will assist in analyzing and implementing Land Use Code changes related to pedestrian and zoning requirements. Findings from the 5<sup>th</sup> Avenue Street Design Study in summer 2001 will also be available to help inform potential future actions.</p> <p><b>b) Work with citizens and City departments to identify and prioritize opportunities for potential publicly- or privately-funded pedestrian improvement projects.</b></p> <p>Future Action: This joint effort of citizens and City staff would help clarify and organize how Northgate's pedestrian improvement needs are prioritized, and how funding opportunities should be approached.</p>
I.G. 8.3	<p><b>Reduce pedestrian/vehicular conflicts.</b></p> <p>For SEPA mitigation pursuant to SMC 25.05.675R, (the SEPA traffic impact policy), mitigation may be required to mitigate on-site impacts. For purposes of this policy, traffic impacts to streets or intersections that are adjacent to the block upon which the proposed development is to occur shall be determined in the same manner as on-site impacts.</p> <p>In the review of proposed substantial development pursuant to SMC 25.05.675R (SEPA traffic impact policy), mitigation which may be required to mitigate a development's contribution to off-site impacts, beyond the block upon which the proposed development is to occur, is limited to the measures identified below (p. 39-40) and in Implementation Guidelines 10.3, 10.4, 11.1 and 11.2, provided that additional mitigation may be</p>	High	Adopted	DCLU	<p>STATUS: A few of the requested pedestrian crossings (see items in 8.3.D) have been provided, and future development may be required to provide other pedestrian crossings, such as at NE 103<sup>rd</sup> St/3<sup>rd</sup> Avenue NE. New development is required to provide sidewalks, and on-site pedestrian safety is evaluated on a project-by-project basis. Citizens have expressed concerns about two variances that allowed new curb cuts on Northgate Way (a Major Pedestrian Street) to serve new commercial development. The Hearing Examiner upheld these variances.</p> <p>FUTURE ACTION: The City's review of future development proposals and GDPs will continue to consider these recommendations and requirements for reducing pedestrian/vehicular conflicts.</p> <p>SeaTran should consider the locations requested in I.G. 8.3.D for future funding of pedestrian crossing improvements. Specifically, these locations include:</p> <ul style="list-style-type: none"> <li>--Northgate Way between 5<sup>th</sup> and 7<sup>th</sup> Avenues NE;</li> <li>--Roosevelt Way at NE 92<sup>nd</sup> Street;</li> </ul>

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#	Activity	Priority	Time Frame	Implementor	City Response
	<p>required to mitigate off-site impacts which are not identified in the EIS for this plan.</p> <p>A. On-site pedestrian safety shall be enhanced through a review of new development site plans to ensure that potential vehicular and pedestrian conflicts are minimized.</p> <p>B. Curb cuts across sidewalks in the Northgate core shall be minimized. An individual site shall have no more than one entry and one existing driveway per street, unless curb cuts are more than 300 feet apart.</p> <p>C. If the pedestrian impacts of substantial development result in the need to increase the length of the signal cycle or phasing in a way that would increase the volume-to-capacity ratio at the intersection of 5th Avenue and Northgate Way, pedestrian skybridges crossing Northgate Way (between 3rd and 5th Avenues NE) and 5th Avenue NE (between Northgate Way and NE 107th Street) shall be used to minimize pedestrian/vehicular conflicts at the intersection of NE Northgate Way and Fifth Avenue NE. Adjacent substantial developments are strongly encouraged to directly connect their buildings with skybridges.</p> <p>D. Safe, convenient pedestrian crossings shall be a priority at the arterial locations listed below.</p> <ol style="list-style-type: none"> <li>1. Northgate Way between 5th Avenue NE and 7th Avenue NE</li> <li>2. Roosevelt Way NE between NE 111th Street and NE 112th Street.</li> <li>3. Roosevelt Way NE at NE 92nd Street.</li> <li>4. 15th Avenue NE between NE 117th Street and NE</li> </ol>				<p>--15<sup>th</sup> Avenue NE between NE 117<sup>th</sup> and 127<sup>th</sup> Streets; and--NE 100<sup>th</sup> and 103<sup>rd</sup> Streets at 3<sup>rd</sup> Avenue NE.</p> <p>(Other locations listed in I.G. 8.3.D have been addressed by improvements.)</p> <p>Consider amending NACP policies to make granting variances from curb cut limitations on designated major pedestrian streets less likely.</p>

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	<p>127th Street.</p> <p>5. NE 103rd Street and NE 100th Streets at 3rd Avenue NE.</p> <p>6. Meridian Avenue NE between N. 103rd Street and N. 105th Street.</p> <p>E. Interior block pedestrian connections shall be created to facilitate continuous pedestrian circulation between the buildings of a substantial development and the adjacent public sidewalks.</p>				
I.G. 8.4	<p><b>Develop Green Streets.</b></p> <p>A. For locations see Figure 8 of the Northgate Plan.</p> <p>B. Specific Green Street design criteria shall be developed as part of the Northgate Area Neighborhood Design Review Guidelines. Standards for development of Green Streets shall be developed by the City.</p> <p>C. Priority of Distribution of Green Street Funds. Funding for development of Green Streets in the Northgate area shall be prioritized as follows:</p> <p>C1. Streets which would provide safe pedestrian and bicycle connections to transit and neighborhood attractions (i.e., schools, open spaces, shopping) and can be enhanced through pedestrian amenities.</p> <p>C2. Streets which serve medium to high density multifamily buildings, where residents do not have access to private yards, and where pedestrian circulation focuses on a particular street (Third Avenue NE).</p> <p>C3. Streets adjacent to public open spaces, which, through development as Green Streets, would</p>	<p></p> <p>Low</p> <p>Low</p>	<p>Adopted</p> <p>Ongoing</p> <p>Long-term</p>	<p></p> <p>DCLU</p> <p>SeaTran, citizen participation</p>	<p>STATUS: A segment of Green Streets improvements abutting the Target/Touchstone development on 3rd Avenue NE has been provided. Future implementation of Green Streets in single-family zoned areas is unlikely under current definitions because new substantial development triggering the requirements will not occur in single-family residential areas. As described by B.1 of this guideline, improvements could occur if a majority of residents agreed to form a Local Improvement District.</p> <p>In addition to funding issues, the width of available right-of-way, topography, large power poles, and shallow setbacks of houses along portions of 8th Avenue NE, and possibly some portions of 12th Avenue NE, may constrain the ability to provide full-width pedestrian improvements meeting the current definitions of Green Streets. Most of 8th Avenue NE and some of 12th Avenue NE in this vicinity have 40-foot right-of-way width, compared to the more common 60-foot width of many local streets.</p> <p>FUTURE ACTION: The Northgate Plan indicates Green Streets improvements are to be required with new substantial development on adjacent properties. This will require project-by-project review by DCLU, if any projects are proposed along the designated streets.</p> <p>The City can assist interested owners in pursuing a Local Improvement District along the defined Green Street routes.</p> <p>The City will consider the use of any Open Space Funds that may be gathered from</p>

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	improve access to the open space and which increase the area available for public use. C4. Undeveloped streets within natural areas that have been designated on the pedestrian circulation system as part of an Urban Trail.	Medium  Medium	Long-term  2003/04	SPO, DPR  DON, SPO, Community participation	future development for Green Streets improvements along 8 <sup>th</sup> Avenue NE, 12 <sup>th</sup> Avenue NE or Pinehurst Way south of NE 125 <sup>th</sup> Street.  EVALUATION RECOMMENDATIONS a) <b>With community participation, review the Green Streets designations for 8<sup>th</sup> and 12<sup>th</sup> Avenue NE (and other small street segments located in single-family zoned areas) so that funding and design concepts are better understood and more feasible to implement.</b>  Future Action: Conduct public discussions and a review of the Green Streets designations in the Northgate Plan, and seek funding and design concepts that are better understood, acceptable to the community, and more feasible to implement. Possible alternatives to the single-family street-park designation are "SEA Streets" or low-cost sidewalk improvements. The "Street Edge Alternative" seeks to provide an attractive, environmentally-friendly drainage and street design with landscaping and sidewalks, calmed traffic, less impervious surface than typical city streets, and drainage swales.
I.G. 8.5	<b>Class III Boulevard</b> – Wallingford Avenue N/College Way/Meridian Avenue N. shall be designated a Class III Boulevard when this designation is approved by the City Council.	Medium  Medium	2002-future  2002-future	DON  SeaTran	STATUS: SeaTran staff indicate that a possible Class III boulevard designation was considered by the City following Northgate plan adoption, but was not recommended for approval. The existing classification system includes two Class I and two Class II designations distinguishing natural and formal landscaping as well as Olmsted or non-Olmsted design. FUTURE ACTION: <ul style="list-style-type: none"> <li>The purpose of a Class III boulevard in this plan should be clarified. The intent may be to enhance aesthetic qualities and pedestrian facilities along the Wallingford Avenue/College Way/Meridian Avenue corridor.</li> <li>If new proposals are brought forth to designate a Class III Boulevard (or similar designation), consider these proposals.</li> </ul>
I.G. 8.6	<b>Special Landscaped Arterials</b> A. Roosevelt Way NE and 15 <sup>th</sup> Avenue NE shall be designated as Special Landscaped Arterials on the Ped. Circulation and Open Space maps (Figures 8		Adopted	See I.G. 8.2	STATUS: Regulations relevant to special landscaped arterials were incorporated into the Land Use Code in 1993.  As noted in I.G. 8.2, the <i>Plan Review and Evaluation</i> recommends re-examining the

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<b>#</b>	<b>Activity</b>	<b>Priority</b>	<b>Time Frame</b>	<b>Implementor</b>	<b>City Response</b>
	<p>and 9 of the plan).</p> <p>B. These arterials shall be enhanced with special landscaping treatment and pedestrian facilities to improve the balance between the arterial's role in carrying high traffic volumes and large numbers of pedestrians.</p> <p>C. Substantial development along any of these designated arterials, or projects involving these streets, shall include the following: [street trees, sidewalks with planting strips, or sidewalks without planting strips adjacent to higher intensity zones, and improvements such as special pavers, lighting, benches and planting boxes, as determined by DCLU.]</p>				locations of the Major Pedestrian Street and Special Landscaped Arterial designations, to decide if certain street segments should be added to the current designations.
<b>Policy 9. Manage parking supply, location and demand to discourage the use of single occupant vehicles, and to improve short-term parking accessibility for retail customers, patients, and visitors, without undermining transit or HOV usage, or detracting from the creation of an attractive pedestrian environment.</b>					
I.G. 9.1	<b>Establish minimum and maximum parking requirements.</b> Table 3 on p. 43 recommends what they should be.	High	Adopted Ongoing	DCLU	<p>STATUS: These requirements are incorporated into the Land Use Code.</p> <p>FUTURE ACTION: Parking proposals in future development applications will continue to be reviewed for consistency with these requirements.</p> <p>EVALUATION RECOMMENDATIONS</p> <p>a) <b>Revisit parking requirements of the Northgate Plan to see if adjustments are advisable to further limit the allowable amount of parking.</b></p> <p>Future Action: SPO, SeaTran and DCLU staff will work with interested community stakeholders to address Northgate parking issues in 2002. This is part of the ongoing citywide effort to implement parking management and transportation demand management strategies in Seattle neighborhood business districts. Depending on the results and interest from City staff and community stakeholders, code changes could</p>
		High	2002	SPO, SeaTran DCLU	

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					be pursued to adjust parking requirements and/or to implement other strategies to better manage parking and traffic volume issues. In this process, limits upon uses that are heavy traffic generators will be considered.
I.G. 9.2	<b>Permit certain exceptions to parking requirements.</b> Specific recommendations p. 43-44.	NA	Adopted Ongoing	DCLU	STATUS: These requirements are incorporated into the Land Use Code.  FUTURE ACTION: Parking proposals in future development applications will continue to be reviewed for consistency with these requirements.
I.G. 9.3	<b>Control the amount of surface parking.</b> Specific recommendations p. 45.	NA	Adopted Ongoing	DCLU	STATUS: These requirements are incorporated into the Land Use Code.  FUTURE ACTION: Parking proposals in future development applications will continue to be reviewed for consistency with these requirements.
I.G. 9.4	<b>Floor area ratio (FAR) exclusion for structured parking.</b> All parking structures shall be excluded from a development's floor area ratio.		Adopted		STATUS: This concept of FAR exclusion for structured parking is already embodied in the Land Use Code, SMC 23.47.012C.
I.G. 9.5	<b>Develop a public parking garage in the core.</b> A public parking garage shall be developed within the Northgate core primarily for centralized, long-term employee parking in order to discourage the creation of private long term parking for each site in the core, and to encourage HOV use by people employed in the Northgate area.  A. Public Parking Fund. A Northgate public parking fund shall be established to facilitate the land acquisition and construction of a public parking garage for long-term parking in the core. Potential fund sources include:  1. Contributions in lieu of constructing on-site, long-term accessory parking by properties within a 1/4 mile walking distance of the garage.  2. Creation of a business assessment district formed to	Low  NA	No action to date  Long term  NA	NA  NA	STATUS: This idea for a public parking garage has not been pursued to date, due to complexity, cost, and probable lack of perceived need. No parking commission has been established for the Northgate neighborhood.  FUTURE ACTION: No specific action is recommended by the City. Over the long term, if a substantial need for a public parking garage is identified and there is community interest in discussing such a project, a parking commission can be established.  EVALUATION RECOMMENDATIONS <b>a) Do not establish a parking commission at this time.</b> Future Action: No action recommended.

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<b>#</b>	<b>Activity</b>	<b>Priority</b>	<b>Time Frame</b>	<b>Implementor</b>	<b>City Response</b>
	<p>construct parking, a bond issue, or other strategies identified by the Parking Commission.</p> <p>B. Parking Commission. A parking commission shall be established as provided by State law, to recommend to the Mayor and City Council a location, design, and financing strategy for a public parking garage in the core of the Northgate area. Once the garage is approved by City Council, the Parking Commission shall administer the construction and operation of this facility. The Parking Commission shall include representatives of Northgate area property owners, developers, employers, and residents.</p>				
<b>Policy 10. Reduce the impact of increases in traffic volume by minimizing conflicts with local access streets, and improving traffic flow, circulation and safety, without increasing vehicular capacity.</b>					
I.G. 10.1	<p><b>Improve HOV Access.</b></p> <p>A. Coordinate with WSDOT to reduce I-5 congestion resulting from merge and weave operations between the end of the express lanes and the N. 125th/N 130th Street northbound off-ramp.</p> <p>B. Construct a northbound transit queue jump lane on the south leg of the NE Northgate Way/5th Avenue NE intersection.</p>	<p>NA</p> <p>NA</p>	<p>Item A is complete.</p> <p>NA</p> <p>NA</p>	<p>SeaTran, WSDOT NA</p>	<p>STATUS: One of the two requested improvements has been accomplished.</p> <p>A. Since 1993, WSDOT added a lane on I-5 between the Northgate on-ramp and the N. 130th Street off-ramp. This lane allows transitions to and from the on-ramps and off-ramps with less congestion.</p> <p>B. No action to date.</p> <p>FUTURE ACTION:</p> <p>A. SeaTran will work with WSDOT on any future plans that would impact traffic on City streets.</p> <p>B. See IG 7.2B.</p>



I.G. 10.2	<p><b>Modify Northbound I-5 On-ramp at Northgate Way to Include a Second Ramp at NE 107th Street.</b></p> <p>A. The northbound leg of the intersection of First Avenue NE with the ramp shall be widened to provide a northbound left-turn lane onto the on-ramp, and</p> <p>B. The westbound left-turn lane on Northgate Way (between 1st and 3rd Avenues NE) shall be eliminated so that channelization can be revised to provide another westbound lane for right-turn access to I-5 north and southbound.</p>		Complete		STATUS: These improvements have been accomplished.
I.G. 10.3	<p><b>Improve arterial traffic flow and operations.</b></p> <p>[First two paragraphs describe how SEPA mitigation may be defined for substantial development projects.]</p> <p>A. All substantial development in the core area, shall include an internal circulation plan that minimizes the use of the arterial street system to provide access to the various parts of the site. Vehicular access to core area arterials (from and to private property) shall be consistent with the following criteria:</p> <ol style="list-style-type: none"> <li>1. Left-turn access to and from Northgate Way shall be prohibited between Meridian Avenue N and 8th Avenue NE.</li> <li>2. Between NE Northgate Way and NE 103rd Street, left-turn access to and from 5th Avenue NE shall be limited to one access drive for any site.</li> <li>3. To improve the flow and operations of specific intersections to accommodate substantial development and local trips, the following actions shall be undertaken:</li> </ol> <p>3a. Construct operational and capital improvements as needed to mitigate impacts resulting from new westbound through or left-turn vehicle trips added to the intersection of 5th Avenue NE and NE Northgate</p>	<p>NA</p> <p>Low</p>	<p>Ongoing</p> <p>Long term</p>	<p>DCLU</p> <p>SPO/SeaTran</p>	<p>STATUS: This guideline provided additional information about the definition of traffic mitigation for future development projects, adopted as part of the City's SEPA policies. This has been used in the review of development projects since Plan adoption.</p> <p>Available traffic data indicate that arterial traffic volumes have, so far, not increased as much as was expected by past traffic studies. The data do not support a finding of unacceptable traffic congestion, or exceedance of the overall capacity of the road network.</p> <p>SeaTran provided traffic signal optimization along the Northgate Way corridor in early 2001 as an arterial flow improvement strategy. Also, cameras were installed to aid in development of an "intelligent transportation system."</p> <p>The left-turn prohibition discussed in this guideline is applicable in the review of future substantial developments along Northgate Way, intended to prevent conflicting left-turn movements at mid-block locations.</p> <p>Improvements 3b and 3d discussed in the Plan are done and/or planned to occur.</p> <p><b>FUTURE ACTION</b></p> <p>1 &amp; 2. These guidelines are applicable to new development proposals as SEPA-related policies, applied during City project review processes.</p> <p>Review NACP implementation guideline 10.3 - A1., concerning left turns to and from Northgate Way, to determine if the prohibition should continue to be limited to private property only.</p>

	<p>Way.</p> <p>3b. Construct left-turn pockets on all four legs of the N. 130th Street and 1st Avenue NE intersection.</p> <p>3c. Construct a northbound left-turn pocket on 15th Avenue NE at Northgate Way.</p> <p>3d. Install a signal and geometric improvements at the intersection of Pinehurst Way NE and Roosevelt Way NE.</p> <p>3e. At the intersection of NE 117th Street, 15th Avenue NE and Pinehurst Way, eliminate through and left turn traffic on NE 117th Street.</p> <p>3f. To accommodate turning movements associated with substantial development, an eastbound right-turn lane should be constructed along Northgate Way (between First and Fifth Avenues NE).</p>	<p>Medium</p> <p>High</p> <p>Low</p> <p>NA</p> <p>NA</p> <p>Medium</p>	<p>Long-term 2001</p> <p>Long-term</p> <p>Done</p> <p>Same as future action below.</p> <p>Long-term</p> <p>2002/06</p>	<p>SeaTran</p> <p>SeaTran</p> <p>SeaTran</p> <p>NA</p> <p>DCLU, private development</p> <p>DON, SeaTran, Community participation</p>	<p>3a. SeaTran will investigate possible improvements to 5th Avenue NE/NE Northgate Way as warranted by future traffic conditions.</p> <p>3b. SeaTran will construct improvements in 2001, including left-turn pockets on all four legs of this intersection.</p> <p>3c. Not yet implemented. SeaTran's evaluation is that additional right-of-way would need to be purchased to provide left-turn pockets at 15<sup>th</sup> Avenue NE/NE Northgate Way.</p> <p>3d. A signal has been installed at Roosevelt Way and NE 112<sup>th</sup> Street, block south of Pinehurst Way, including channelization revisions.</p> <p>3e. Not yet implemented. In order to eliminate through and left turn traffic on NE 117<sup>th</sup> Street, the neighborhood will need to complete a neighborhood traffic plan that shows the revised intersection and how traffic would be diverted in the vicinity. The immediate community would then need to circulate a petition showing support for the closure. This procedure allows SeaTran to consider the ramifications of closures on nearby residents.</p> <p>3f. There is an existing right-turn refuge lane on eastbound Northgate Way at the westernmost 3<sup>rd</sup> Ave. NE entrance to Northgate Mall. An additional eastbound right-turn lane on Northgate Way between 3<sup>rd</sup> Avenue NE and 5<sup>th</sup> Avenue NE has not been implemented yet. Future improvements may be required to improve ingress and egress patterns.</p> <p>EVALUATION RECOMMENDATIONS</p> <p><b>a) Evaluate the priority of intersection improvements at 15<sup>th</sup> Avenue NE/Northgate Way and Pinehurst Way/NE 117<sup>th</sup> Street. The NDM for the Northeast Sector and SeaTran should assist citizens in preparing a neighborhood traffic plan and petition to implement the latter improvement.</b></p> <p>Future Action: The NDM for the Northeast Sector will assist citizens in a process to review improvement options and determine which options need a more thorough analysis via a neighborhood traffic plan. SeaTran would provide technical advice as necessary. The community would likely need to hire a transportation consultant to prepare a neighborhood traffic plan (possibly funded through DON neighborhood matching funds). SeaTran would review the plan recommendations and then assist the community in finding funding to implement the improvements approved by the community and property owners. The timing of this planning process would depend upon the priorities of the community.</p>
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I.G. 10.4	<p><b>Traffic circulation will be directed onto arterials to protect the neighborhood from avoidable intrusion of through traffic.</b></p> <p>A. Goodwin Way NE and NE 115th Street (between Fifth Avenue NE and Lake City Way) shall be reclassified as local access streets.</p> <p>B. Neighborhood traffic control devices shall be installed to the extent possible. . .The locations below have been identified as needing traffic control devices. . .Substantial development that impacts these locations shall be subject to mitigation measures to minimize these problems.</p> <p>Reduce through traffic, speeds, and pedestrian vehicular conflicts with operation and design controls, possibly including sidewalks, on the following streets:</p> <ol style="list-style-type: none"> <li>1. Ashworth Avenue N.</li> <li>2. NE 115th Street (between Lake City Way and Fifth Avenue NE)</li> <li>3. NE 107th St. (between 15th and 23rd Aves. NE)</li> <li>4. 23rd Avenue NE.</li> <li>5. Pinehurst (between NE 120th St. and NE 125th St.).</li> <li>6. Maple Leaf local access streets.</li> <li>7. NE 98th St. between Lake City Way and 15th Ave. NE.</li> </ol> <p>C1. Minimize through traffic on Meridian Avenue N (north of Northgate Way). To reduce pedestrian/vehicular conflicts along this collector arterial route. Provide pedestrian walkways on N 122nd Street and N. 128th Street.</p> <p>C2. Limit turning movements onto collector arterials passing through single family residential neighborhoods that could be directed onto a parallel, higher classification arterial.</p> <p>D. Funding for these traffic control measures shall be</p>				<p>STATUS: Neighborhood traffic controls, including traffic circles, restricted access in one direction, and chicanes are present in several locations, especially in Maple Leaf, but also in Aurora-Licton and Haller Lake neighborhoods. Over the past several years, quite a few neighborhood traffic control devices have been installed, partially addressing the requests in the Northgate Plan. However, there are undoubtedly other improvements that can be implemented. The following items further summarize existing conditions:</p> <ol style="list-style-type: none"> <li>A. Done.</li> <li>B1. Traffic circles have been installed on Ashworth Avenue N. at N. 87<sup>th</sup>, 97<sup>th</sup>, 107<sup>th</sup> and 128<sup>th</sup> Streets. Additionally, SeaTran is installing non-arterial signs between N. 80<sup>th</sup> and 85<sup>th</sup> Streets.</li> <li>B2. Through the Neighborhood Street Fund (NSF), SeaTran has installed several chicanes and traffic circles along NE 115<sup>th</sup> Street.</li> <li>B3. Traffic circles have been installed on NE 107<sup>th</sup> Street at 17<sup>th</sup> and 19<sup>th</sup> Avenues NE.</li> <li>B4. Traffic circles have been installed on 23<sup>rd</sup> Avenue NE at NE 115<sup>th</sup>, 117<sup>th</sup>, 120<sup>th</sup>, and 130<sup>th</sup> Streets.</li> <li>B5. A traffic circle was installed at Pinehurst Way and NE 123<sup>rd</sup> Street in 1999.</li> <li>B6. Through the NSF process, SeaTran has worked with the Maple Leaf neighborhood over the last 4+ years to install traffic calming devices throughout the neighborhood. This includes the installation of partial closures (no eastbound access past approximately 1/2 block) onto neighborhood streets from 5<sup>th</sup> Avenue NE. The Northgate Mall GDP was conditioned to provide a curb bulb at the east side of the intersection of 5<sup>th</sup> Avenue NE and NE 95<sup>th</sup> Street, to discourage through traffic and enhance pedestrian safety.</li> <li>B7. There is currently a traffic circle at NE 98<sup>th</sup> St. and 17<sup>th</sup> Ave NE, and chicanes have been installed west of Lake City Way. Two additional sets of chicanes were installed on NE 98<sup>th</sup> St. between 20<sup>th</sup> and 15<sup>th</sup> Ave NE in 1999/2000.</li> <li>C1. See response to C2. SeaTran has installed asphalt walkways on one side of the arterial sections of N. 122<sup>nd</sup> and N. 128<sup>th</sup> Street. Every year, SeaTran prioritizes asphalt walkways and installs walkways where the need is high and engineering difficulties low. SeaTran can consider these streets for additional asphalt walkways in the future.</li> <li>C2. It is SeaTran's policy to encourage traffic movement toward higher classification arterials. However, SeaTran would not support limiting turning movements onto collector arterials if this would cause motorists to short-cut through nearby non-arterials.</li> <li>D. Potential funding sources in this section are noted.</li> </ol>
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	<p>from a combination of regular SED [now SeaTran] programmatic actions (depending on how well individual measures compete citywide), funds resulting from mitigation of road improvement projects, or mitigation of a High Capacity Transit Station, private developer improvements as a result of SEPA conditions, and the Neighborhood Matching Fund Program.</p> <p>E. The existing SED [now SeaTran] process shall continue to be used for funding projects that have little effect beyond the immediate streets such as traffic circles, speed-watch, signing, and paint lines. Traffic circles funded through the existing Neighborhood Traffic Control Program will continue to be installed based on the citywide need and safety considerations.</p> <p>F. Traffic impacts to NE 115th Street resulting from substantial development of the area bounded by Northgate Way, NE 114th Street, 1<sup>st</sup> and 5<sup>th</sup> Aves. NE shall be mitigated by construction of a cul-de-sac on 3rd Avenue NE and a new street (NE 113th St. between 3rd and 5th Aves. NE).</p>	Medium	2001-future	SeaTran, DON, Community participation	<p>E. The comments about continuing neighborhood traffic control programs are noted.</p> <p>F. These cul-de-sac and new street improvements were implemented in 2000 by the Target/Touchstone development.</p> <p>EVALUATION RECOMMENDATIONS</p> <p><b>b) SeaTran staff should continue to coordinate with neighborhood representatives and the NDM to implement additional neighborhood traffic controls that are deemed suitable by SeaTran. Citizens should identify specific locations and desired traffic calming devices for SeaTran to evaluate.</b></p> <p>Future Action: DON and SeaTran staff should coordinate with neighborhood representatives to identify and implement appropriate neighborhood traffic controls.</p>
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***Policy 11. Development of a high capacity transit station shall be designed to minimize impacts on surrounding neighborhoods by emphasizing non-motorized access, transit supportive land uses, and an attractive pedestrian environment at and near the station.***

I.G. 11.1	<p><b>Concentrate development within the Northgate core with adequate intensity to support frequent transit service.</b> The most intense uses should be sited within 1/4 mile of the station.</p> <p>A. Allow a height limit of eighty-five feet (85') for all Midrise zones within the Northgate core.</p> <p>B. Mixed-use and multiple-use development on sites within the core area should be promoted.</p> <p>C. Station locations should not eliminate street level uses of a site.</p> <p>D. Commuter oriented retail services on the street level of the high capacity transit station or park-and-ride</p>				<p>STATUS: These are planning principles for development at and near a future high-capacity transit station. The rezone requested in Part A has been accomplished.</p> <p>SPO staff conducted station area planning in 2000/2001 to discuss how to influence station development plans as well as the characteristics of future development in the station vicinity. Discussions touched on several themes and topics that were further explored in the two workshops held in Autumn 2000. Funding issues have affected the scope of planning efforts of station area planning. Similarly, Sound Transit funding uncertainties in 2000/2001 have made the timing of station development unclear.</p> <p>FUTURE ACTION: Continue to consider these planning principles in decisions about future public-sector actions in the station vicinity, and influence private development</p>
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	garage shall be encouraged. These services may include, but are not limited to: dry cleaning, grocery, video store, hardware store, pharmacy, restaurants, bank, public library, and day care. E. Adjacent development shall receive incentives to provide direct connections to the high capacity transit station (i.e., greater density, no minimum requirement for long-term parking, etc.).	High	2001-future	SPO	decisions to be consistent with these goals.
I.G. 11.2	<b>Encourage pedestrian access to the transit station by creating an attractive, safe pedestrian environment.</b> A. Provide a pedestrian crossing of I-5 between the high capacity transit station and North Seattle Community College. B. Additional circulator or other type of access shall be provided, with no more than 15-minute headways, to the concentration of development along Meridian Avenue N. C. Direct, weather-protected, pedestrian connections shall be provided between station entrances and adjoining development sites to promote pedestrian usage. D. Sidewalks and pedestrian amenities shall be provided on key local streets leading to the transit station.	High  Medium	2001/02  2002/04	SPO  SeaTran, SPO	STATUS: These are planning principles for pedestrian and transit accessibility to the future transit station. Station area planning meetings in 2000/2001 and the community workshops held in late 2000 discussed themes of pedestrian accessibility and included some pedestrian improvement ideas in design concepts. Sound Transit and King County also considered pedestrian connections in their preliminary design work for the light rail station and transit center.  FUTURE ACTION: Continue to consider these planning principles in future decisionmaking, in order to achieve the pedestrian and transit accessibility goals of I.G. 11.2.  A pedestrian crossing of I-5 to access the station area is a popular concept supported by many citizens at Northgate planning workshops in 2000 (also see references in I.G. 6.3 and 7.2). In order for this type of improvement to occur, additional planning and exploration of funding opportunities will need to occur. SeaTran will meet with WSDOT and other relevant agencies to discuss technical feasibility and cost issues of an I-5 crossing, to aid in future decisionmaking on potential future projects.
I.G. 11.3	<b>A high capacity transit station shall be accessible to residents of the surrounding communities.</b> Mitigation of development of a transit station or expansion of the parking serving the existing transit center may include, but not be limited to the following traffic mitigation: A. Transit service feeding into the high capacity transit station shall be available to all residents within two miles of the station. "Available" means that feeder service with 30-minute headways or less must be within ¼ mile of their home.	High	2001-future	SeaTran, SPO, King County Metro, Sound Transit	STATUS: These are planning principles for assuring Northgate residents will be able to gain accessibility to the future transit station. Additional aspects of this guideline seek traffic controls and a public open space amenity. The amount and type of parking requested in this guideline have been considered by station-related development concepts since Plan adoption.  FUTURE ACTION: Through station area planning and other processes related to high capacity transit station development, the City will evaluate improvements that support the goal of neighborhood accessibility to the future station. For the actual development and operation of the station, it may or may not be possible to achieve the exact list of mitigation measures in this guideline. The Plan text notes that this mitigation <i>may</i>

<p>B. At least 15% of the parking spaces at the transit station should be reserved for use after 10 a.m. to encourage midday use of the transit system by residents and non-work trips.</p> <p>C. Adequate parking shall be provided for users of the transit station without creating a disincentive for high capacity transit riders to use transit or non-motorized modes to access the station.</p> <ol style="list-style-type: none"> <li>1. No more than 1,000 park-and-ride spaces shall be available for the specific use of the transit station or feeder service. Up to an additional 800 spaces may be provided within 1,000 feet of the station if they are available for joint or shared use with adjacent development. All parking for the transit station shall be centralized within 1,000 feet of the station.</li> <li>2. Developers of the transit station and owners of surrounding sites are encouraged to pursue joint use parking arrangements wherever possible.</li> </ol> <p>D. The high-capacity transit station shall serve as a gateway to the Northgate area.</p> <ol style="list-style-type: none"> <li>1. An outdoor public space shall be integrated into the development of, or adjacent to, a transit station. This open space is intended to serve as: <ol style="list-style-type: none"> <li>a. A holding space for people arriving from (or entering) the Transit Center;</li> <li>b. A meeting space for people visiting the area by different modes of transportation, i.e., rail, bus, automobile, bike, or on foot;</li> <li>c. An informal gathering and eating area for lunchtime office crowds.</li> </ol> </li> </ol> <p>E. Traffic generated by high capacity transit station parking shall be mitigated through a program of neighborhood traffic control devices, pedestrian improvements, and arterial street transportation systems management (TSM) projects.</p> <p>F. A regional HCT system should include at least one additional station in the Interstate-5 corridor north of Northgate before diverting to Aurora.</p>				<p><i>include</i>, but not be limited to the mitigation discussed in parts A through F of this guideline. SPO staff will continue to work with King County and Sound Transit staff on park-and-ride location and consolidation issues.</p>
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## C. OPEN SPACE

### Description

#### Open Space Vision

"Projected growth in the Northgate area will significantly increase the daytime population. Therefore, the open space element focuses on providing quality open space in sufficient quantity and variety to meet the needs of workers, shoppers, students, and visitors, as well as recreational and natural spaces for the growing residential population. Planning for open space and an extensive pedestrian network are essential components of the Plan's commitment to offset the environmental impact of dense development in the Northgate area, and to provide for the open space needs of the area's population."

"The Plan seeks to expand upon and enhance existing parks, undeveloped street-ends, and natural areas with additional park and natural spaces; urban spaces such as plazas, seating areas, and pedestrian connections from these spaces to other types of open spaces; and public amenities throughout the area." [Northgate Plan, pages 4-5]

The City Council established the Northgate Overlay District to define a set of unique open space requirements to be met by new commercial development in the Northgate area.

#### Integrated City Response

The Open Space portion of the Northgate Plan contained policies and guidelines with a combination of:

- open space and sidewalk improvement requirements applicable to future development (adopted into the Land Use Code);
- priorities for future parks/open space intended to be acquired or developed with City funding; and
- a few designations (such as Urban Trails) that were not translated to development requirements.

Ongoing citizen comments confirm that securing and improving open space for passive and active recreational uses is a high priority of citizens in the Northgate area. The themes expressed in public comments are generally consistent with the open

space vision expressed in the Northgate Plan. Open space can be people-oriented places for community leisure activities, environmental-oriented amenities, part of a pedestrian network, respites from dense urban activity, and/or "placemaking" features that help define local character.

#### Implementation to Date

Some of the park/open space improvements described by the Northgate Plan have been achieved, such as the Victory Creek open space near the QFC development at Northgate Way/Roosevelt Way. Other actions have included wetland enhancements near North Seattle Community College, creek habitat enhancements in conjunction with Interstate 5 improvements, and acquisition of property on Thornton Creek for open space and environmental protection (six parcels since 1992 totaling 2.2 acres).

The Northgate Plan requested street parks that are currently described as "Green Streets." The Target/Touchstone development provided a segment of Green Streets improvements along 3<sup>rd</sup> Avenue NE, and more could occur with future development on 3<sup>rd</sup> Avenue NE. However, the "Street Parks III" along 8<sup>th</sup> Ave. NE, 12<sup>th</sup> Ave. NE and Pinehurst Way north of NE 120<sup>th</sup> St. would be more difficult to implement as Green Streets, due to their location within single-family areas (e.g., substantial development that could fund these improvements will not occur in these locations). Green Streets have proven difficult to implement anywhere in the City due to cost, design, and implementation issues.

An Open Space Fund discussed in the Northgate Plan, allowing contribution of funds in lieu of providing on-site open space with new development, has not been used by new development since 1993.

#### Future Implementation

The City supports the Open Space vision described in the Northgate Plan, and agrees with public sentiments that parks and open spaces are critical to the establishment of a human-oriented, high-quality urban setting. City staff have been engaged in efforts such as the town center visioning charrette, the two workshop efforts in late 2000, workshop follow-up efforts, and station area planning to determine how future open space and pedestrian improvements can best occur in the Northgate area. Planning and implementation efforts will continue to seek achievement of positive improvements consistent with the open space vision of the Northgate Plan.

Future implementation of the Northgate Plan's open space vision will depend significantly upon new open space improvements provided by future development on a project-by-project basis. The Pro Parks levy, approved by voters in 2000, offers opportunities to implement some of the open space elements in the Northgate Plan. The levy includes funding toward the acquisition of a new park and an Opportunity Fund that will provide for acquisition and new development projects identified by neighborhood or community groups.

**Park at North Park-and-Ride:** Public comment indicates strong citizen preferences for a new park at the existing 5<sup>th</sup> Avenue NE park-and-ride. Although some funding is available in the Pro Parks levy for a new Northgate park, acquisition of the park-and-ride would be contingent on relocating the existing parking capacity to another location and securing (leveraging) additional funding. City staff have ongoing discussions with King County staff toward realizing this project.

**Community center:** Voters previously approved funding for a full-size community center, for which siting processes began in 2000 and continued in 2001. Depending upon land acquisition costs, additional funds may be necessary to purchase a site for the community center. The Seattle Parks Department plans to open this facility by 2004.

**Green Streets in single-family areas:** This workplan (based on a recommendation in the *Plan Review and Evaluation*) recommends review of these designations, with community participation, so that funding and design concepts are better understood and more feasible to implement (see the response to I.G. 8.4).

**Pedestrian improvements:** Recommendations from the 5<sup>th</sup> Avenue Street Design Study and project-specific review will promote future high-quality pedestrian improvements.

**Open Space Fund:** The Open Space Fund may require additional Council action to officially establish it. Also, the *Plan Review and Evaluation* recommended Land Use Code changes that would allow contribution in-lieu of the entire required open space rather than for half the required amount, as allowed under the current Code. This change could lead to more use of this regulatory tool.



<b>C. Open Space</b>					
<b>#</b>	<b>Activity</b>	<b>Priority</b>	<b>Time Frame</b>	<b>Implementor</b>	<b>City Response</b>
<b>Policy 12: A system of open spaces and pedestrian connections shall be established to guide acquisition, location, and development of future open space and to establish priorities for related public improvements.</b>					
I.G. 12.1	<p><b>Open Space Map</b> (Figure 22, pg. 53 of the Plan)</p> <p>The open space map identifies the City's priorities for the locations where development of open space is to be encouraged within the Northgate planning area. These locations are designed to integrate a variety of elements into an open space system, including landscaped and usable parks, urban plazas, landscaped arterials, stream ravines, an urban trail, Green Streets, and natural areas. The following open space locations constitute the heart of the open space system. Other types of open space may be identified by new projects to meet their individual open space requirements.</p> <p>A. Town Square-somewhere in the core area.</p> <p>B. Urban Plazas – adjacent to buildings with at least 300 employees.</p> <p>C. Active Park – on the existing Metro Park-and-Ride lot at Fifth Avenue NE and NE 112th Street.</p> <p>D. Passive Parks-</p> <ul style="list-style-type: none"> <li>• 536 NE 104<sup>th</sup> Street</li> <li>• 525-529 NE 103rd Street</li> <li>• west side of 12th Avenue NE (north of Northgate Way)</li> </ul> <p>E. Type IV Green Streets - mostly along Thornton Creek.</p> <p>F. Urban Trail – see below.</p>	See I.G. 12.6	2001-future	See I.G. 12.6	<p>STATUS: This implementation guideline accompanying the Open Space Map is indicated as a policy directive to City departments. I.G. 12.6 further defines the priority order of these types of open space, indicating active and passive parks (with greatest emphasis on the 5<sup>th</sup> Avenue NE park-and-ride location), urban trails, bicycle trails, Type IV (street-end oriented) Green Streets, natural open space, and Type II and III Green Streets. The most visible accomplishment to date has been the Victory Creek open space that includes passive areas, play equipment and benches.</p> <p>To date, the urban trail concept has not been implemented. Funding was included in past budget proposals, but was cut prior to approval. Plan text in IG 12.6 B indicates that "segments of a low-impact, pedestrian trail" could provide "access to the publicly owned parcels (DPR) in the south fork of Thornton Creek...". City staff involved in original plan preparation note this was intended to support provision of non-continuous segments of trail on public properties for the sake of public access to the creek at selected locations.</p> <p>FUTURE ACTION: Some of the envisioned open spaces, such as urban plazas and town squares, will likely need to be implemented through coordination with new private development. Others can be pursued with public or private funding sources, such as active and passive parks. Please see the discussion under I.G. 12.6 for possible future actions responding to the Northgate Plan's open space priorities.</p> <p>EVALUATION RECOMMENDATIONS</p> <p><b>a) Continue to coordinate with the Mall owner and King County to pursue relocation of the park-and-ride capacity from the 5<sup>th</sup> Avenue NE lot to the Northgate Transit Center vicinity. Also, determine how planning for improvements at the 5<sup>th</sup> Avenue NE site will occur, assuming that parking is relocated and the 5<sup>th</sup> Avenue NE parcel is obtained by the City.</b></p> <p>Future Action: Pursue relocation of park-and-ride capacity, and continue discussions with King County toward acquisition of the 5<sup>th</sup> Avenue NE site for a new park.</p>

<b>C. Open Space</b>					
<b>#</b>	<b>Activity</b>	<b>Priority</b>	<b>Time Frame</b>	<b>Implementor</b>	<b>City Response</b>
		High	2001- future	SPO, King County Metro	Acquisition of the park-and-ride is contingent upon securing funding in addition to that identified in the Pro Parks levy. <b>b) Seek funding for additional purchases of property for passive parks, per the Northgate Plan.</b>
		High	2001- future	DPR	Future Action: Work with the community to evaluate potential additional purchases of property in the Northgate area and, where appropriate, assist in identifying funding for purchases. The Pro Parks Acquisition and Development Opportunity Fund is a potential funding source for community originated park acquisitions and development projects.
I.G. 12.2	<p><b>Open Space Requirement</b> <i>Covers the Following Topics and has been Included in the Northgate Overlay, see p. 54-55 for detail.</i></p> <p>A. Substantial commercial development shall have an open space requirement which can be met in one of three ways (see Plan or Land Use Code).</p> <ol style="list-style-type: none"> <li>1. Provide the full requirement (as identified)</li> <li>2. Provide a reduced amount of open space if the overall site plan meets one of the [described] conditions.</li> <li>3. A voluntary contribution may be made to a Northgate Area Open Space Fund, in lieu of providing a portion of the open space requirement on-site, provided that a minimum of 5% of the site is landscaped open space. [In lieu described.]</li> <li>4. At the Director of DCLU's discretion, core area commercial lots of 40,000 square feet or less which abut a designated Pedestrian Street, may be exempt from providing all or part of their base open space if they make substantial contributions to open space improvements on the portions of the site that abut these streets. This credit does not apply to landscaping that must be provided as part of separate</li> </ol>		Adopted		STATUS: This guideline defines open space requirements, and relates to requirements in the Land Use Code. DCLU uses the Code definitions in reviewing project development applications.

<b>C. Open Space</b>					
<b>#</b>	<b>Activity</b>	<b>Priority</b>	<b>Time Frame</b>	<b>Implementor</b>	<b>City Response</b>
	<p>requirements for screening, or to landscaping required for surface parking lots, or to improvements provided within the street right of way. [conditions described p. 55]</p> <p>B. Correction of Nonconformity as to Open Space (see Plan including special directions for General Development Plans).</p>				
I.G. 12.3	<p><b>Types of open space to fulfill requirement</b> (landscaped and usable) [Described in Plan p. 55-56]</p> <p>A. Landscaped Open Space defined...</p> <p>B. Usable open space may be exterior or interior (defined)</p> <p>Table 4 Minimum Open Space Dimensions</p>		Adopted		STATUS: This guideline defines suitable types of open space, and relates to requirements in the Land Use Code. DCLU uses the Code definitions in reviewing project development applications.
I.G. 12.4	<p><b>Establish criteria for locating open space.</b> <i>Criteria defined for:</i> Town Square, Urban Plaza, Active Park (p. 57) <i>plus note regarding 6 additional types in Land Use Code that can be used to meet the usable open space requirements.</i></p>		Adopted		STATUS: This section of the plan defines criteria for locating these types of open space, and relates to requirements in the Land Use Code. DCLU uses the Code definitions in reviewing project development applications.
I.G. 12.5	<p><b>Preserve and enhance existing natural areas, and acquire and develop new public open spaces.</b></p> <p>A. A Northgate Area Open Space Fund shall be established to help with the acquisition, design, and/or development of sites identified in the Plan.</p> <ol style="list-style-type: none"> <li>The Open Space Fund shall be administered by the Superintendent of the Department of Parks and Recreation. . .</li> <li>The Northgate Open Space Fund shall be used as a repository for contributions in lieu of on-site open space from property owners who choose to meet their open space requirements (above the minimum) off site.</li> </ol>	Low	2002 or later	City Council, Community participation	<p>STATUS: The Open Space fund is discussed in SMC 23.71.014(A)(8), but modified with the phrase "if such a fund is established by the City Council." The Open Space Fund would require additional Council action to officially establish it. No development applications have utilized this provision since Northgate Plan adoption, and use of in-lieu strategies has been rare in Seattle. The Executive supports the Open Space Fund concept.</p> <p>FUTURE ACTION: The Council will consider officially establishing the Open Space Fund to implement this portion of the Northgate Plan.</p>

<b>C. Open Space</b>					
<b>#</b>	<b>Activity</b>	<b>Priority</b>	<b>Time Frame</b>	<b>Implementor</b>	<b>City Response</b>
I.G. 12.5 (cont.)	<p>3. The Fund shall be administered as an earmarked account. . .An Advisory Committee with representatives from contributing property owners, the Mall, Community Councils, business-es and multi-family development shall give the Superintendent recommendations on the design of individual projects prioritized in this Plan.</p> <p>4. The Fund shall be divided into separate sub-accounts for the core area east and west of I-5, and for the remaining Northgate area (outside the core). Non-core area funds shall be allocated to open spaces within one half mile of contributing sites.</p>	Low	2002 or later	DCLU, Community participation	<p>EVALUATION RECOMMENDATIONS</p> <p>a) <b>Evaluate text changes to the Land Use Code to promote the effectiveness of the existing Northgate Open Space Fund in-lieu contribution program, so that contributions are more likely to be made.</b></p> <p>Future Action: Assess and implement Land Use Code changes, as necessary. The primary question is whether contributions in lieu of open space should be allowed for the full amount intended by the Northgate Plan, rather than approximately one-half of that amount.</p>
I.G. 12.6	<p><b>Priorities for Northgate area open space.</b></p> <p>A. Active and passive parks are the highest priority... The following sites are recommended...</p> <ol style="list-style-type: none"> <li>1. Metro Park &amp; Ride Lot. (Requires a programming process that includes the surrounding community's participation.) (Park design should be integrated into the develop-ment of a new NE 113th St along the northern edge of the Park and Ride lot and along the western edge of the 3rd Ave NE Green Street.)</li> <li>2. 12th Ave. NE Green Street and adjacent area to the west (between NE 112th St. and Northgate Way).</li> <li>3. 536 NE 104th Street.</li> <li>4. 525-529 NE 103rd Street.</li> </ol> <p>B. Urban Trails. [The City] shall conduct a public process and environmental review, and develop design and construction plans for segments of a low impact, pedestrian trail providing access to the</p>				<p>STATUS: The status of these open space improvements is briefly summarized below.</p> <p>A1. An active park has not yet been provided at the 5<sup>th</sup> Avenue NE park-and-ride site. Relocation of existing parking capacity would be necessary, and this has not proven to be feasible to date. Additionally, although the Parks Department has opened discussions with King County about the potential purchase of the site for park space, acquisition of the park-and-ride is contingent upon securing funding in addition to that within the Pro Parks levy</p> <p>A2. This improvement, adjacent to the QFC at Victory Creek, has been made.</p> <p>A3 and A4. The NE 104<sup>th</sup> Street location has not been recently explored for purchase to date. The NE 103<sup>rd</sup> Street location was under review by DON for possible acquisition for P-patch use. A property appraisal was prepared in early 2001, and DON discussed possible purchase with the property owner.</p> <p>B. Not implemented to date. Funding was included in past budget proposals, but was cut prior to approval. Plan text in IG 12.6 B indicates that "segments of a low-impact, pedestrian trail" could provide "access to the publicly owned parcels (DPR) in the south fork of Thornton Creek...". City staff involved in original plan preparation note this was intended to support provision of non-continuous segments of trail on</p>

## C. Open Space

#	Activity	Priority	Time Frame	Implementor	City Response
	<p>publicly owned parcels (DPR) in the south fork of Thornton Creek (aka Swamp Creek and Maple Leaf Creek) between Fifth Avenue NE and Roosevelt Way NE and between 15<sup>th</sup> Avenue NE and Lake City Way NE.</p> <p>C. Bicycle Trails. Signs shall be provided to mark an on-street bicycle trail as part of the Urban Trail system, as shown in Figure [4] (page 23 of the plan).</p> <p>D. Type IV Green Streets. . . Northgate Area Open Space Funds may be made available to improve these spaces. . .</p> <ol style="list-style-type: none"> <li>1. NE 104th Street (15th to 17th Avenue NE)</li> <li>2. NE 103rd Street (15th to 19th Avenue NE)</li> <li>3. NE 102nd Street (15th to 18th Avenue NE)</li> <li>4. 17th Avenue NE (NE 104th to NE 100th Sts.)</li> <li>5. 2nd Avenue NE (NE 92nd to NE 94th Sts.)</li> <li>6. NE 94th Street (2nd to 3rd Avenue NE)</li> </ol> <p>E. Natural Areas. Natural areas are sites that have been designated as environmentally sensitive due to steep slopes or potential for landslides, flood hazards, or a history of drainage problems. They also may include sites that provide special environmental resources. . . The Northgate Open Space Fund shall not be used for natural areas. The City shall investigate other options for acquisition through donations, land trades, and conservation easements.</p> <p>F. Type II and III Green Streets. Open Space funds from a specific sub-account may be used to help design and develop Type II and III Green Streets within the appropriate subarea identified in the pedestrian circulation network (above).</p>	<p>High</p> <p>Medium</p> <p>Low</p>	<p>2002/08</p> <p>Done</p> <p>2001/05</p> <p>2002- future</p>	<p>SPO, DPR</p> <p>DON, DPR, SPU</p> <p>DPR</p>	<p>public properties for the sake of public access to the creek in selected locations.</p> <p>C. NE 90<sup>th</sup> St. between 1<sup>st</sup> and 20<sup>th</sup> Avenues NE was added to the Seattle Bicycling Guide Map as a "Residential Street Commonly Used by Bicyclists." Other bicycle trails or routes requested in Northgate Plan have not been provided to date.</p> <p>D. This type of improvement, primarily on street-ends in the Thornton Creek ravine, has not occurred to date.</p> <p>E. In 1992 and 1993, DPR purchased five parcels totaling 2 acres in the Thornton Creek vicinity. Since 1993, there was one purchase of a 0.2 acre parcel, and one trade for a one-acre parcel (the open space at Victory Creek, associated with the QFC development). Over the past few years, less money was available to DPR for these types of open space purchases.</p> <p>F. See the response to I.G. 8.4 regarding Green Streets.</p> <p>FUTURE ACTION:</p> <p>A1. Providing a park at the 5<sup>th</sup> Avenue site would require relocation of the existing parking capacity of the park-and-ride facility. This will require complex negotiations between King County, City staff and other relevant parties. If successful, acquisition of the park-and-ride will still be contingent upon securing funding in addition to that within the Pro Parks levy.</p> <p>A2. Improvement done.</p> <p>A3. and A4. The City will explore the feasibility of purchasing the NE 104<sup>th</sup> St. property, and complete its deliberation on purchase of the NE 103<sup>rd</sup> St. property.</p> <p>B. DPR will work with community members regarding urban trail improvements for selected locations in Thornton Creek ravine. The identification of funding will be necessary for any new improvement.</p> <p>C. See the future action in the response to I.G. 6.3.</p> <p>D. Evaluate potential improvements and request funding for Type IV Green Streets</p>

<b>C. Open Space</b>					
<b>#</b>	<b>Activity</b>	<b>Priority</b>	<b>Time Frame</b>	<b>Implementor</b>	<b>City Response</b>
		NA	NA	NA	(street-end improvements in vicinity of the Thornton Creek ravine).
		Low	2001-2010	DPR	E. Funding may be available for the purchase of natural areas through the Pro Parks Green Spaces fund which targets funding for greenbelt and natural area acquisitions.
		High	2001-2010	DPR	F. Please see the discussion of Green Streets under I.G. 8.4 regarding viability of implementation. Future implementation under current definitions will be unlikely because new substantial development will not occur in single-family residential areas.
		NA	NA	NA	

## D. GENERAL DEVELOPMENT PLAN

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### Description

The Northgate Overlay District, a part of the Land Use Code, requires developments on sites six acres or larger to produce a General Development Plan as recommended by the Northgate Area Comprehensive Plan.

Following is the text of SMC 23.71.028: General Development Plan process, and SMC 23.71.029 Effect of General Development Plan approval from the Seattle Municipal Code (Land Use Code):

#### **23.71.028 General Development Plan process.**

*A. To obtain approval, a General Development Plan must be consistent with the Northgate Comprehensive Plan and the provisions of this chapter.*

*B. An Advisory Committee to the Director shall be established by the Director for each General Development Plan required. The composition of the committee shall be a balanced group representing all interests including the applicant, neighborhoods, the business community, and property owners. The Advisory Committee shall perform the following functions:*

- 1. The Advisory Committee shall review the contents of a Draft General Development Plan; and*
- 2. Within a time period established by the Director, recommend to the Director any suggested changes or additions to the Draft General Development Plan.*

#### **23.71.029 Effect of General Development Plan approval.**

*A. After a General Development Plan has been approved, the applicant may develop in accordance with the approved plan.*

*B. The Director shall not accept any application for nor issue any master use permit for development which has not been included in the approved General Development Plan or which is inconsistent with an approved General Development Plan.*

*C. Applications for master use permits for development contained in an approved General Development Plan are subject to the requirements of Chapter 25.04, SEPA Policies and Procedures.*

*These sections of the Code are dated 1993.*

### Integrated City Response

General Development Plan requirements were translated into the Northgate Overlay District section (23.71) of the Land Use Code, and were used to evaluate development proposals at the Northgate Mall property. These requirements created a process for a conceptual-level master plan for larger sites, allowing better coordination of improvements and consideration of the context of the larger planning area. Several citizens have expressed dissatisfaction with various aspects of these GDP requirements, and City staff also identified some shortcomings.

### Future Implementation

The *Plan Review and Evaluation of the Northgate Area Comprehensive Plan* recommended that revisions to the GDP requirements should be made to better define details such as: conditioning authority, GDP amendment processes, vesting, advisory committee processes, and relationship to design review. In addition, the Central Staff review of GDP requirements recommended changes related to phasing, mixed-use, pedestrians and bicycles, transportation management programs, parking and open space.

Efforts are underway in 2001 to amend the GDP procedural requirements. City staff analysis and public comments have identified aspects of these requirements that can be clarified. DCLU, SPO and Council staff are carefully reviewing options and preparing amendments for review by the Council. Decisionmaking on amendments may occur in 2001 or 2002.

## D. General Development Plan

#	Activity	Priority	Time Frame	Implementor	City Response
<p><b>Policy 13: General development plans shall be required to ensure that the development of super-blocks in the Northgate Area supports and reinforces the vehicular/pedestrian balance envisioned to complement transit use in the Northgate Overlay.</b></p>					
I.G. 13.1	<p><b>Location and Size</b> – Developers and/or property owners of all sites that are six acres or greater shall be required to prepare a General Development Plan (GDP). A GDP shall be prepared where one or more of the following occurs:</p> <ol style="list-style-type: none"> <li>1. Development or redevelopment of 4,000 sq. ft. or more of commercial floor area; [and/or]</li> <li>2. Creation of parking facilities over 40 vehicle spaces; [and/or]</li> <li>3. Rezone applications; [and/or]</li> <li>4. Conditional use applications; [and/or]</li> <li>5. Requests for variance(s) from the requirements of the Northgate Area Comprehensive Plan.</li> </ol> <p>[A GDP is not required where a Major Institution Master Plan is required, or for sites less than six acres in size.]</p>	<p>High</p>	<p>Adopted</p> <p>Ongoing</p>	<p>DCLU</p> <p>SPO, Council, DCLU</p>	<p>STATUS: The regulatory requirements for General Development Plans in IG 13.1-13.5 were incorporated into SMC 23.71 in 1993. The requirements were used in the review of two General Development Plan proposals for the Northgate Mall property.</p> <p>FUTURE ACTION: Implement GDP requirements through project-by-project review of future development proposals.</p> <p>EVALUATION RECOMMENDATIONS</p> <p>a) <b>Revisions to the Land Use Code should be made to accomplish the following objectives:</b></p> <ul style="list-style-type: none"> <li>⇒ Define conditioning authority for GDPs;</li> <li>⇒ Define major and minor amendment processes for GDPs;</li> <li>⇒ Clarify time of vesting;</li> <li>⇒ Assign Department of Neighborhoods staff to provide facilitation and guidance on public involvement and advisory committee activities in future GDP processes; and</li> <li>⇒ Clarify relationship of the GDP advisory committee to design review.</li> </ul> <p>Future Action: In the near-term, continue to consider revisions to existing GDP procedural requirements to address conditioning authority, amendment processes, vesting clarification, term of a GDP, advisory committees, and relationship to design review processes. Proposed changes will also include an option to change the decision making authority for a Type II Director's decision to a Type IV City Council decision.</p> <p>City staff will also take advantage of current community processes that are already underway (development of neighborhood design guidelines, the 5<sup>th</sup> Avenue streetscape design study, and voluntary community involvement approaches being used by a private</p>



<b>D. General Development Plan</b>					
<b>#</b>	<b>Activity</b>	<b>Priority</b>	<b>Time Frame</b>	<b>Implementor</b>	<b>City Response</b>
					developer of a large site) to explore additional options for tools to meet the intent of the polices in the NACP. The outcome of this exploration may lead to a more formal work plan for regulatory changes for the GDP or alternative approaches to the existing GDP process. This work should consider input from stakeholders as well as the recommendations made in the Central Staff report regarding GDP requirements (i.e., phasing requirements, requirements for on-site pedestrian and auto circulation, adding intent and incentives for the provision of voluntary open space, and measures from the Central Staff report mentioned elsewhere in this matrix).
I.G. 13.2	<b>Review Process</b> – An application for substantial development must be accompanied by a GDP for sites meeting the criteria. The GDP must be approved by DCLU prior to issuance of a Master Use or Building Permit.		Adopted		See the response to I.G. 13.1.
I.G. 13.3	<b>Contents of the General Development Plan</b> – A concept plan including the following elements: building layout, pedestrian circulation, vehicular circulation, parking and loading, Transportation Management Plan, landscaping and open space, phasing, topography and drainage.		Adopted		See the response to I.G. 13.1.
I.G. 13.4	<b>Exceptions to the Land Use Code may be allowed</b> – See pages 62-64 of the Plan, and SMC 23.71.026.		Adopted		See the response to I.G. 13.1.
I.G. 13.5	<b>Establish Evaluation Process for General Development Plans.</b> Project approval for sites requiring a GDP shall be contingent on compatibility and consistency with the applicable policies and standards in the plan. The final determination shall be at the discretion of the Director of DCLU. Pg. 64 of the plan.		Adopted		See the response to I.G. 13.1.

## E. DRAINAGE

### Description

This portion of the plan describes measures that should be followed to maintain and improve drainage control so that runoff volumes and potential impacts to the natural Thornton Creek system are reduced, and the Creek's physical qualities and ability to accept drainage are enhanced.

### Integrated City Response

Thornton Creek in the Northgate vicinity flows through an open space corridor closely surrounded by development of varying densities. Urban runoff, including undetained and untreated flows from several commercial and residential areas, continues to influence its flow and quality characteristics. Citizens have expressed continuing interest in maintaining and improving wildlife habitat in and along Thornton Creek as well as concerns about flooding and drainage control. There has also been much citizen interest in the concept of creating a "daylighted" creek/drainage feature on private- and County-owned property on the Mall's "South Lot" and the Northgate Transit Center. This topic was explored at each of the public workshops held in 2000.

### Implementation to Date

The City's 1995 Comprehensive Drainage Plan Update identified approximately \$40 million of improvements to be implemented in the Thornton Creek basin. To date, over \$10 million has been invested in drainage and creek improvements, including instream improvements at several locations, detention facilities at Meadowbrook and Jackson Park Golf Course and other projects. Another \$10 million of projects are programmed and awaiting permit approval and other procedural actions.

Several studies and planning efforts, including a hydraulic study of the Thornton Creek basin, a community-driven Watershed Action Plan (Watershed Characterization phase completed) and a stream and habitat assessment are in progress and will be completed in 2001.

For the October 2000 workshop "*Understanding Northgate*", a consultant for SPU prepared an analysis of three schematic "daylighting" scenarios that preliminarily examined engineering feasibility and estimated construction costs.

For the December 2000 workshop, "*Refining Our Choices*", SPU prepared a display of *Natural Strategies for Northgate* showing several concepts for improving runoff control, water quality and habitat protection. These concepts could be integrated with future commercial development and linked with pedestrian access, open space and recreational amenities.

### Future Implementation

The Northgate Plan's drainage policy and its related implementation guidelines will continue to be relevant to the review of drainage facilities for expected future substantial development. DCLU should continue to apply SEPA authority as well as recent stricter drainage regulations to future development proposals.

SPU will complete the above-mentioned studies and plans, and determine how to proceed with improvements discussed in the 1995 Comprehensive Drainage Plan Update. Improvements will address: drainage and flooding problems; instream improvements (for habitat and fish passage); detention capacity; stormwater quality; and neighborhood-oriented natural drainage improvement strategies.

The City will look for opportunities with private developers to provide usable open space and drainage features that are well-integrated into a mixed-use transit-oriented development. This will include working with private developers and the community to examine alternative designs and possible resources.

SPU will investigate opportunities to partner with other public agencies on improvements with drainage benefits, such as those described in the *Natural Strategies for Northgate* display. Preliminarily identified opportunities include:

- **Stream and floodplain improvements in Park 6:** Create additional enhancements in the stream corridor between 5<sup>th</sup> Avenue NE and Roosevelt Way NE (known as Park 6), to improve streamflow and habitat and preserve the natural character of the area.
- **North Park and Ride:** Options with future redevelopment of this site include strategies to control and store areawide runoff and thereby reduce impacts to Thornton Creek.
- **Control/Treatment of drainage along 1<sup>st</sup> Avenue NE, including I-5 runoff:** SPU will examine the feasibility of expanding existing facilities and/or providing additional

stormwater control/treatment facilities in this vicinity. Currently, there is a “downstream defender” in this vicinity, which reduces suspended solids in runoff.

- ***Drainage improvements with potential 5<sup>th</sup> Avenue NE improvements:*** Streetscape design alternatives for the 5<sup>th</sup> Avenue NE corridor could include recommended additional features that would control and treat runoff.
- ***Watershed best management practices for property owners:*** Private property owners can help reduce runoff and water quality/habitat impacts. Structural

improvements, operational changes, landscaping practices and other methods will be promoted for commercial and residential property owners. A menu of alternatives, information resources, and a way of tracking the effects of actions taken can be developed.

SPU will coordinate with potential partners, citizens, and other City staff to identify what will proceed, funding strategies and schedules. SPU and DCLU will work with private developers to review drainage and water quality compliance issues and evaluate potential partnerships. Regular updates and opportunities for public input will occur.

<b>E. Drainage</b>					
<b>#</b>	<b>Activity</b>	<b>Priority</b>	<b>Time Frame</b>	<b>Implementor</b>	<b>City Response</b>
<b>Policy 14: Reduce potential runoff into Thornton Creek, and restore the creek to enhance aquatic habitat and absorb more runoff.</b>					
I.G. 14.1	<p><b>Reduce potential runoff into Thornton Creek.</b></p> <p>A. [SPU] shall approve the discharge point for drainage water from substantial development and shall adopt rules specifying criteria, guidelines, and standards for determining drainage discharge points.</p> <p>B. The design storm used to determine the runoff rate shall be a storm with a statistical probability of occurrence of one in twenty-five, in any given year. [SPU] shall adopt rules specifying the methods of calculation to determine the required storage volume.</p> <p>C. The maintenance of drainage control facilities shall be the responsibility of the owner or other person responsible for the condition of the property. [SPU] shall have the authority to enter any property for periodic inspection and may require the owner and/or the responsible person to provide a periodic report regarding the maintenance of the drainage control facility.</p> <p>D. To reduce peak runoff rates, recharge groundwater, and maintain stream flows between storms, infiltration systems are encouraged where there are no adverse conditions that may hurt their performance, contribute to unstable slopes, or become drainage problems for homeowners downhill from such a system.</p> <p>E. Substantial development that includes land disturbing</p>	<p>High</p> <p>High</p> <p>High</p>	<p>Adopted</p> <p>Ongoing</p> <p>Ongoing</p> <p>Ongoing</p>	<p>DCLU</p> <p>SPU</p> <p>SPU</p> <p>SPU</p>	<p>STATUS: The drainage-protective guidelines in I.G. 14.1 were adopted as SEPA policies in 1993. Other current regulations in the City's Stormwater, Drainage and Grading Control Ordinance (revised in 2000), Side Sewer Code and director's rules are at least as stringent as those discussed in items A-G of this guideline, and in some cases are more stringent.</p> <p>Northgate community workshops held in October and December of 2000 led SPU to develop several "natural strategies" concepts that could be implemented in the Northgate and Thornton Creek areas to help improve runoff control, water quality and habitat protection (see the Future Actions below).</p> <p>FUTURE ACTION: The guidelines in I.G. 14.1 are applicable as SEPA policies to future development proposals. DCLU and SPU will evaluate impacts and drainage plans on a project-by-project basis.</p> <p>EVALUATION RECOMMENDATIONS</p> <p><b>a) Seattle Public Utilities should continue watershed planning efforts and implement projects to enhance the natural drainage and habitat functions of the Thornton Creek watershed.</b></p> <p>Future Action: Actions to be pursued by SPU will include the following:</p> <ul style="list-style-type: none"> <li>• Complete ongoing planning and research projects associated with the Watershed Action Plan and other watershed planning. Pursue the timely implementation of already-programmed physical improvements.</li> <li>• Investigate opportunities for drainage and water quality improvements through partnerships with possible public and private development projects, including the "natural strategies" concepts identified for the Northgate community workshops in late 2000.</li> <li>• Continue to coordinate with public agencies (such as WSDOT, King County and Sound Transit) and solicit citizen input on future drainage planning activities.</li> </ul>

## E. Drainage

#	Activity	Priority	Time Frame	Implementor	City Response
	<p>activities one acre and greater in area shall submit an erosion and sediment control plan as part of the application for a permit. This plan shall include provisions for stabilizing soils by application of suitable best management practices (BMPs).</p> <p>F. Topsoil stockpiles should be covered to protect them from erosion. Cleared and graded areas should not be left without vegetation for prolonged periods of time. They can be seeded immediately after rough grading is completed. When clearing is near a natural water course, provisions must be made to protect the stream from sediment laden runoff.</p> <p>G. Development of less than one acre may not require a formal erosion and sediment control plan, but use of erosion control techniques is still required to prevent soil from leaving the site.</p> <p>H. In addition to these recommendations, it is important that any major changes to the natural drainage basis that would eliminate detention be prevented, if possible.</p> <p><i>Note: the Plan calls for the Director of Engineering to supervise. Under current City of Seattle organization, Seattle Public Utilities and DCLU are the agencies responsible for implementing these recommendations.</i></p>				

## **F. HUMAN SERVICES AND COMMUNITY FACILITIES**

### **Description**

new library and community center facilities, funded by voter approvals in

This portion of the plan seeks to improve delivery of human services to residents of Northgate, including location of suitable community facilities such as libraries, public meeting rooms, and community centers.

### **Integrated City Response**

This section of the Northgate Plan contains planning principles that should continue to be applied to decisions involving human services and community facilities. The guidelines under this policy were defined as policy directives to be considered by City departments when decisions are made involving Northgate-area services and facilities.

The plan emphasizes coordinated planning, access to services, education, joint use of facilities, health care, mix of housing opportunities, and availability of facilities such as libraries, public meeting rooms and community centers, in a manner that appears to be consistent with City policies. The City supports the continued use of these human services and community facilities policies and implementation guidelines.

#### **Human Services**

Since 1993, additional human service facilities and services provided in the Northgate vicinity include:

- 1) The Meadowbrook Family Support Center located in the Meadowbrook Community Center near Nathan Hale H.S. opened in 1997. It offers a wide range of parent and child support and other services.
- 2) New Beginnings expanded its services in 1997, adding a shelter at a confidential location to better serve women in North Seattle.

City funding for human services primarily supports services for low-income individuals and families. Future provision of new human services facilities in the area may also depend on choices made by private non-profit service providers.

#### **Community Facilities**

In 2000, Seattle Public Library and the Parks Department began site selection processes for

1998 and 1999. These agencies preliminarily identified candidate sites, and also participated in two sets of workshops in late 2000. The workshops were conducted jointly by the City, King County and Sound Transit, to explore ways that public facilities (including library, community center, parks and transit facilities) can complement each other and create opportunities for: open space, pedestrian- and transit-oriented development, and a focal point for the community.

The workshops explored various concepts of co-locating the library and community center, or separately locating these facilities. Many community members participated in the workshops, helping to develop and comment upon several urban design concepts that sought to identify how these public facilities could best benefit the Northgate area.

The workshops represented unprecedented cooperation among City, County and transit agencies and the community to jointly consider future actions that would benefit the Northgate urban center. In 2001 and later, agencies will pursue further coordinated efforts to implement

planned community facilities. Decisionmakers at the Library Board, Seattle City Council, King County Council, Sound Transit Board, and Parks Department are expected to make decisions to authorize moving forward with these facilities in the near term.

In November 2000, voters approved the ProParks levy, which included funds toward park site acquisition in Northgate. Planning in 2001 and later will determine how these funds will be used. Implementing park improvements at the existing north park-and-ride on 5<sup>th</sup> Avenue NE is an idea with strong community support. This can be pursued if King County is able to relocate that park-and-ride capacity to another site, likely near the existing Transit Center.

For future human services and community facilities improvements, City staff should continue to seek community input and the involvement of the Neighborhood Development Manager for the Northeast Sector.

<b>F. Human Services and Community Facilities</b>					
<b>#</b>	<b>Activity</b>	<b>Priority</b>	<b>Time Frame</b>	<b>Implementor</b>	<b>City Response</b>
<b>Policy 15: Provide quality human services for all segments of the population</b>					
I.G. 15.1	<p><b>Planning Coordination.</b></p> <p>A. Coordination.</p> <p>B. Demographic Base. Human service delivery should be based on the existing and projected demographics of the area.</p> <p>C. Community-Based Services. At a minimum, human services should be sufficient to meet Northgate area needs, so the population will not need to leave the area to meet their human service needs.</p>	Medium	Ongoing	HSD, DON, Community participation	<p>STATUS: These are planning principles supported by the City.</p> <p>EVALUATION RECOMMENDATIONS</p> <p>a) <b>Agencies and City departments providing human service planning and delivery should do neighborhood outreach to businesses and local residents, including consulting with the Neighborhood Development Manager for the Northeast Sector, to better understand neighborhood-specific needs and concerns.</b></p> <p>Future Action: Implement through information-sharing and coordination between the Neighborhood Development Manager and City human service planning and delivery agencies. Conduct community outreach processes as necessary.</p>
I.G. 15.2	<p><b>Fair Share.</b> Every area of the city, and of the Northgate area, should have a "fair share" of human services and community facilities to address the needs of the city and the area's population.</p>				<p>STATUS: These are planning principles supported by the City.</p>

<b>F. Human Services and Community Facilities</b>					
<b>#</b>	<b>Activity</b>	<b>Priority</b>	<b>Time Frame</b>	<b>Implementor</b>	<b>City Response</b>
	<p>A. Distribution</p> <p>B. Facility Siting.</p> <p>C. Service Area.</p> <p>D. Community Base.</p> <p>E. Land Use Code. The Land Use Code shall regulate the siting of human service facilities in all zones consistent with the scale and intensity of uses permitted in that zone.</p> <p>F. Public Participation. (P. 66)</p>				
I.G. 15.3	<p><b>Access to Services.</b> Human services should be accessible to their clientele and those needing their services.</p> <p>A. Accessibility.</p> <p>B. Transit.</p> <p>C. Ridership Programs.</p>	Medium	Ongoing	KC Metro, SeaTran, HSD	<p>STATUS: These are planning principles supported by the City.</p> <p>FUTURE ACTION: Pursue improvements in neighborhood transit circulation and non-motorized accessibility, to improve accessibility to human services (refer to the future actions discussed under Policies 7 and 8 in this matrix).</p>
I.G. 15.4	<p><b>Education</b></p> <p>A. Coordination. The City of Seattle should work closely with the Seattle School District to coordinate educational services, facilities, and programs to meet the needs of the population of the Northgate area.</p> <p>B. Joint Use. School District facilities should be made available for joint use, community programs, and after-hours programming that is compatible with School District objectives.</p> <p>C. Capital Investments. School District and City capital projects shall be planned in concert to maximize the cumulative benefit.</p> <p>D. North Seattle Community College. North Seattle Community College should continue to play an important role as an educational and cultural resource</p>	Medium	Ongoing	Seattle School District, SPO-Office for Education	<p>STATUS: These are planning principles supported by the City.</p> <p>FUTURE ACTION: Coordination by City departments, Seattle school principals, North Seattle Community College staff and the public, to facilitate future education opportunities, joint use opportunities, coordinated capital investments and other benefits.</p>



<b>F. Human Services and Community Facilities</b>					
<b>#</b>	<b>Activity</b>	<b>Priority</b>	<b>Time Frame</b>	<b>Implementor</b>	<b>City Response</b>
	for the Northgate area.				
I.G. 15.5	<p><b>Health Care.</b> The Northgate area should be encouraged to continue development as a regional center for health care.</p> <p>A. Regional Facilities. The Land Use Code and siting policies should facilitate development of health care facilities which meet the needs of the residents of the area and provides for the critical mass of a regional health care center.</p> <p>B. Access to Health Care. Health care outpatient services should be located adjacent to transit service.</p>	NA	NA	NA	<p>STATUS: These are planning principles supported by the City.</p> <p>FUTURE ACTION: Provision of future health care facilities in the area will depend significantly upon choices made by private-sector health care providers.</p>
I.G. 15.6	<p><b>Housing.</b> Housing should be available within the Northgate area for all segments of the population including a mix of income levels, special-needs populations, the elderly, and families with children.</p> <p>A. Housing Mix...a mix of opportunities distributed throughout the study area.</p> <p>B. Scattered-Site Housing . . . an accepted method of providing special needs housing.</p>				STATUS: These are planning principles supported by the City.
I.G. 15.7	<p><b>Community Facilities.</b> The City should make every effort to locate community facilities such as a library, post office, community center, and day care within the core of the Northgate area to enable residents to easily access these facilities by transit, walking or bicycle.</p> <p>A. Public Meeting Room.</p> <p>B. Libraries.</p> <p>C. Major Institutions.</p> <p>D. Community Activity Centers. (Pg. 67-68 for descriptions.)</p>				<p>STATUS: Seattle Public Library has \$5.1 million in bond funding for a Northgate-area library. Siting is scheduled to be decided in 2001, and the library is scheduled to open in 2004.</p> <p>The Northgate community center project received \$8.2 million in levy funding. Siting is scheduled to be decided by 2001 or 2002 and the community center is expected to open in 2004.</p> <p>EVALUATION RECOMMENDATIONS</p> <p>a) <b>Agencies and City departments siting capital facilities should do neighborhood outreach to businesses and local residents, including consulting with the Neighborhood Development Manager for the</b></p>

<b>F. Human Services and Community Facilities</b>					
<b>#</b>	<b>Activity</b>	<b>Priority</b>	<b>Time Frame</b>	<b>Implementor</b>	<b>City Response</b>
		High	2001- future	SPL, Parks, Community participation	<p><b>Northeast Sector, to better understand neighborhood-specific needs and concerns.</b></p> <p>Future Action: Complete the public processes for library and community center siting, and engage in other public processes as necessary to define future facilities and programs. Implement through information-sharing and coordination between the Neighborhood Development Manager and City human service planning and delivery agencies.</p>

## G. FINANCING

### Description

This section of the plan addresses various strategies for obtaining funding to implement the plan. These strategies could be applied for street, sidewalk, landscaping or other improvements cited in the plan. Options discussed include: local improvement districts (LIDs); street project contract improvements (similar to LIDs but with latecomer agreements); an Open Space Fund; reallocation of transit operations to the area and other low-cost improvements in transit service; and use of SEPA conditions to mitigate a development's contributions to off-site traffic impacts.

### Integrated City Response

#### Implementation to Date

Recent private developments in the area were required to provide certain pedestrian-oriented amenities and improvements, primarily through application of Code requirements and use of SEPA authority. Other street improvements have been primarily financed by the City (with a variety of City and State tax revenues and State grant sources), while flood prevention and drainage improvements are financed by utility revenues. Public investments in the library, community center, park, transit center and light rail station are through levies.

#### Future Implementation

The discussion of potential financing strategies in the Northgate Plan is rather limited and speculative in nature, because public and private financing tools for urban improvements can be difficult to implement. Three of the strategies involve securing participation and funding from private parties (e.g., property owners). Reallocation of transit services involves decisions made by other governmental agencies. Use of SEPA authority is often used to require new development to provide needed improvements, and the Northgate Plan includes additional provisions for use of SEPA authority.

The *Plan Review and Evaluation* recommended additional study to identify other possible financing strategies, and a few changes to enhance the feasibility of using strategies already listed in the Northgate Plan. Among the recommended changes is more explicit discussion of how future development projects relate to the SEPA provisions discussed in the Northgate Plan, and use of that authority when possible.

As part of the work related to the workshops held in late 2000, City budget staff listed and preliminarily evaluated several different types of financial strategies that might be available for "placemaking" projects in the Northgate community. A table summarizing this work is included in the appendix to the *"Northgate Community Workshops: Refining Our Choices"* report issued in December 2000. The table lists the various financial sources and summarizes their purposes, mechanisms and constraints.

Funded capital improvement projects, including the community center, park and library projects, anticipate acquiring sites and providing sidewalk and site improvements within their prescribed budgets. The Parks Department and Library Board will provide ongoing oversight of financial and implementation processes.

<b>G. Financing</b>					
<b>#</b>	<b>Activity</b>	<b>Priority</b>	<b>Time Frame</b>	<b>Implementor</b>	<b>City Response</b>
<b>Policy 16: The City should explore and develop a variety of strategies for financing the implementation of this plan.</b>					
I.G. 16.1	<p><b>Street project contract improvement.</b></p> <p>A. When property owners are required to provide certain street improvements as a prerequisite to developing their property, they can contract with the City for partial reimbursement of a portion of the costs from other property owners who:</p> <ol style="list-style-type: none"> <li>1. Are determined to be within the assessment reimbursement area formulated by the City, pursuant to RCW 35.72.040;</li> <li>2. Are determined to have a reimbursement share based upon a benefit to the property owners, pursuant to RCA 35.72.030;</li> <li>3. Did not contribute to the original cost of the street project; and</li> <li>4. Subsequently develop their property within 15 years following acceptance by the City of the street project as completed, and at the time of development were not required to install similar street improvements because they were already provided for by the contract.</li> </ol> <p>B. Possible use . . . construction of a new NE 113th Street, an eastbound lane on Northgate Way (between 1st and 5th Ave NE) and the improvement of the intersection of 5th Ave NE and Northgate Way.</p>	NA	NA	NA	<p>STATUS: This voluntary financing strategy is similar to a Local Improvement District with latecomer agreements. It has not been utilized to date in the Northgate area.</p> <p>FUTURE ACTION: See the recommendations and possible future actions related to I.G. 16.2, and 16.5 below.</p>
I.G. 16.2	<p><b>Local Improvement Districts (LIDs)</b></p> <p>The City, or property owners in the core could initiate a LID to implement the sidewalk, street, parking garage, and/or landscaping improvements all at once rather than</p>				<p>STATUS: This financing strategy has not been utilized to date in the Northgate area, but is considered a financing option.</p> <p>In July 1999, SeaTran staff briefed the City Council on the feasibility of LID funding for future street improvements in the City. Along with the SEA Streets pilot projects, the</p>

## G. Financing

#	Activity	Priority	Time Frame	Implementor	City Response
	piecemeal. This would allow the property owners to spread the costs out to all benefiting properties [as established by an appraiser] and initiate some of the improvements that will increase the economic vitality of the core by improving access.	Medium	2002- future	Council, SeaTran	<p>City is developing lower-cost alternative design standards for residential street improvements that could be partially financed with LIDs. The property owners on affected streets, with greater than 50% approval of an LID petition, can finance the street improvements proportional to the amount of gain in property value that would result (as determined by the assessor). DON, SeaTran or SPU would need to provide the balance of improvement funding.</p> <p>EVALUATION RECOMMENDATIONS</p> <p><b>a) Re-establish a City Street Fund that would be used to administer LIDs and cover the City's portion of improvement costs for individual LIDs.</b> Future Action: Re-establishing a City Street Fund would require decisions by the City Council to help fund LID improvements in a different way than currently done.</p> <p><b>b) Amend the Northgate Plan's text on use of LIDs as a financing tool (I.G. 16.2.A), to improve the clarity of the discussion.</b> Future Action: Make the small number of Northgate Plan text changes shown in the Plan Review and Evaluation to clarify the description of the LID process and the expected timeframe for LID approval.</p> <p><b>c) Evaluate the feasibility of different financing mechanisms for implementing improvements discussed in the Northgate Plan. Align this evaluation with other funding strategies being developed for other neighborhood plans.</b> Future Action: Prepare an evaluation of the feasibility and practicality of using different financing mechanisms for implementing improvements discussed in the Northgate Plan. An inventory of potential funding sources prepared by Budget Office staff for the Northgate Workshop in December 2000 can be used as a starting point for further financing evaluations. Funding and staff would need to be identified for this project.</p>
I.G. 16.3	<b>Northgate Open Space Fund</b> (see Open Space section above)		None	DCLU	See the response to IG 12.5 earlier in this matrix.
I.G. 16.4	<b>Transit Operations.</b> A. The City shall support the reallocation of service hours from underutilized routes throughout the Metro				STATUS: As strategies for financing/implementing transit objectives, Part A supports allocating more bus service to existing routes to/from Northgate (reallocating resources from other routes), and Part B supports altering bus routes to travel through Northgate

<b>G. Financing</b>					
<b>#</b>	<b>Activity</b>	<b>Priority</b>	<b>Time Frame</b>	<b>Implementor</b>	<b>City Response</b>
	<p>system and apply these hours to the Northgate Transit Center.</p> <p>B. The City shall support the low cost improvement in transit service to the Northgate area resulting from rerouting bus service onto Northgate Way from 35th Avenue NE, 25th Avenue NE, and 15th Avenue N.E.</p>	Medium	Ongoing	SPO, SeaTran	<p>rather than other north-south corridors to the east. Some reallocations and route alterations have been done by King County Metro (see the comment at I.G. 7.1 in this matrix), and others are being considered by King County Metro in ongoing planning efforts. Such changes would be more likely to occur when higher densities are realized in the Northgate core area, and light rail transit connections are available. Metro will balance reallocations and route alterations against the service needs of the areas currently served.</p> <p>FUTURE ACTION: Future coordination with King County Metro will continue to be needed to influence future service provision.</p>
I.G. 16.5	<p><b>SEPA Conditions.</b></p> <p>Please see p. 70 and Table 5 Implementation Strategies which outline Implementation Guidelines and requirements.</p>	High	Adopted	DCLU	<p>STATUS: Implementation guidelines 4.3, 8.3, 10.3, 10.4, 11.1, 11.2, 11.3 and 14.1 supersede or supplement the SEPA authority in SMC 25.05.675R. These guidelines address protection of single family neighborhoods, pedestrian/vehicle conflicts, traffic circulation, transit stations, pedestrian access and drainage control issues. This is a strategy to be better able to define mitigation measures to address impacts of development projects.</p> <p>FUTURE ACTION: Use this SEPA authority on a project-by-project basis, as appropriate.</p> <p>EVALUATION RECOMMENDATIONS</p> <p>a) <b>DCLU decisions on development proposals in the Northgate Overlay District should more explicitly evaluate the proposals' relationship to additional SEPA policies defined in the Northgate Plan, including reduction of pedestrian/vehicular conflicts, maintaining and protecting single-family neighborhoods, protecting local streets, and improving arterial operations and flow.</b></p> <p>Future Action: During review of future development proposals, DCLU will continue to evaluate the relationship to SEPA policies defined in the Northgate Plan.</p>
		High	Ongoing	DCLU	

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