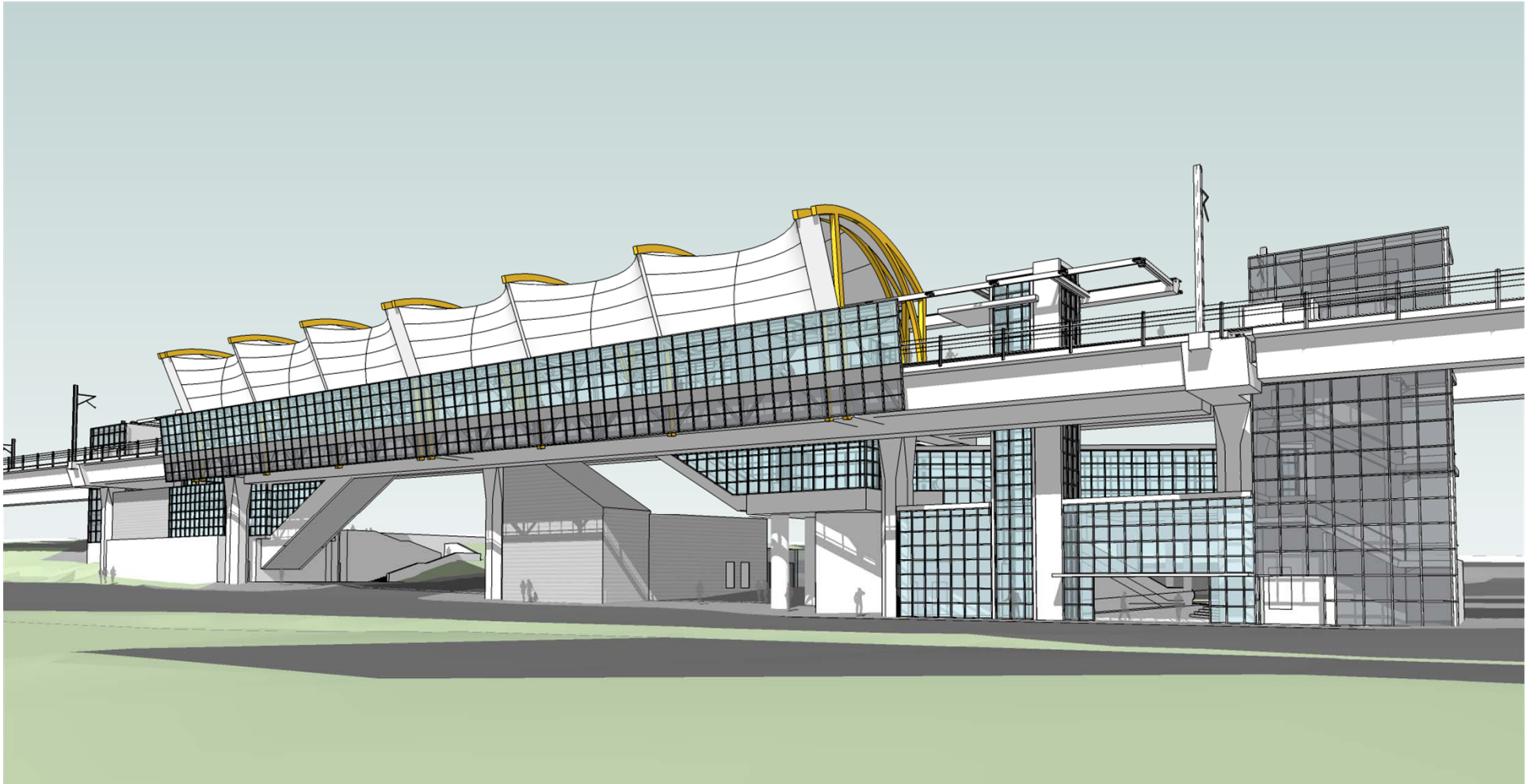


Northgate Station Area Construction Update

June 4, 2012



Tonight's Agenda

6:00 – 6:30pm Open House

6:30pm Presentation:

- Ron Endlich, North Link Deputy Project Director
- Ron Posthuma, King County Metro

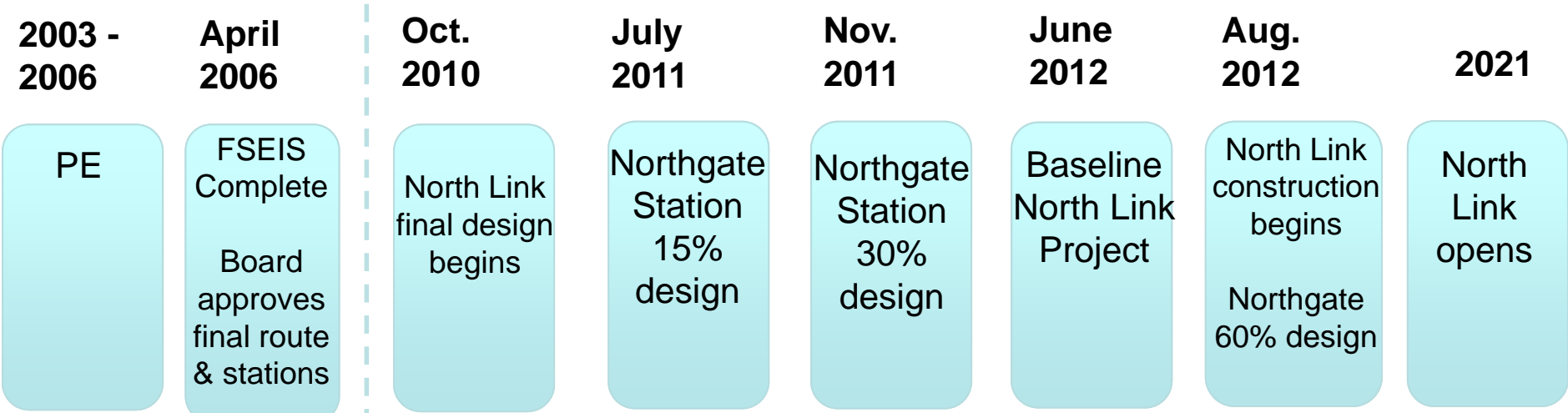
7pm Questions/Answers

7:45 – 8pm Return to Open House

Tonight's Meeting

- Report on good progress made on Northgate issues
- Discuss context of Northgate today and vision for Northgate as Urban Center in the future
- Northgate Station Integrated Access Plan
- Transit agency direction on several issues
- Answer questions, receive public feedback
- Next steps

North Link Timeline

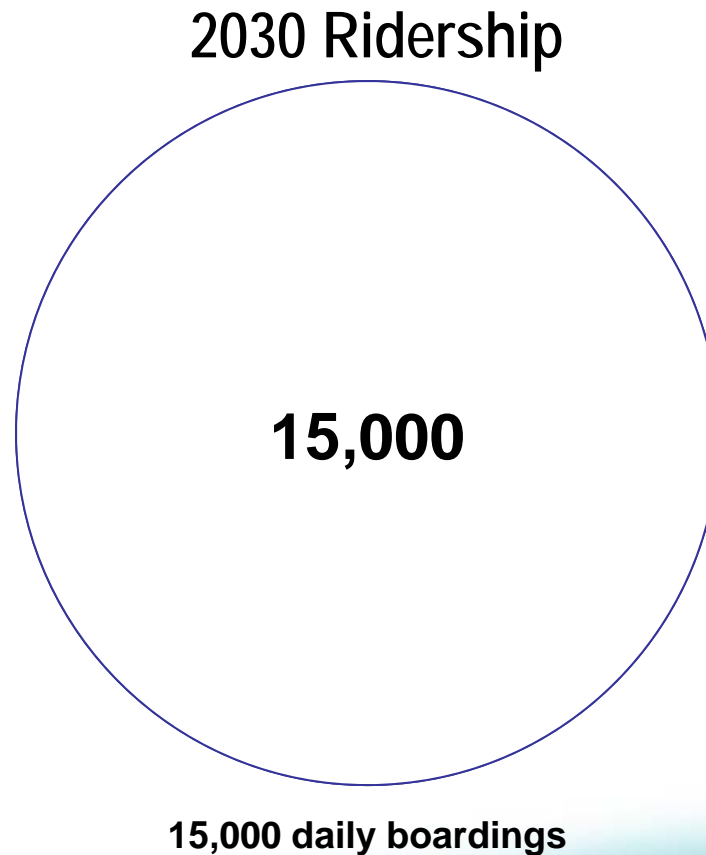
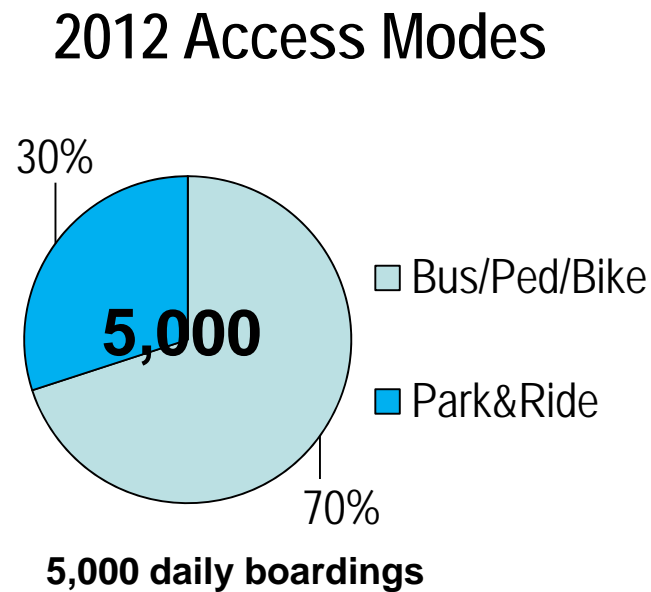


ST2 Passes
November 2008

Northgate Executive Steering Committee

- Committee of senior managers from KCM, City of Seattle, and ST formed last year to offer guidance on Northgate issues:
 - ST station design and construction issues
 - KCM Transit Center redesign plans
 - HUD Sustainable Communities grant activities including urban design study and KCM TOD plans
- **Goals of Committee:**
 - fully integrated inter-modal transit facilities
 - timely implementation of TOD plans
 - maintain & achieve ridership goals during and after LRT/TOD development

Ridership at Northgate Transit Facilities



Northgate Station – Integrated Access Plan

Goal: improve access to Northgate Station by all modes

- Integrated access modes include:
 - Link light rail system
 - pedestrian and bike access
 - Metro and ST bus service
 - future TOD projects
 - passenger drop-off and pick-up zones
 - park-and-ride facilities



Northgate Station

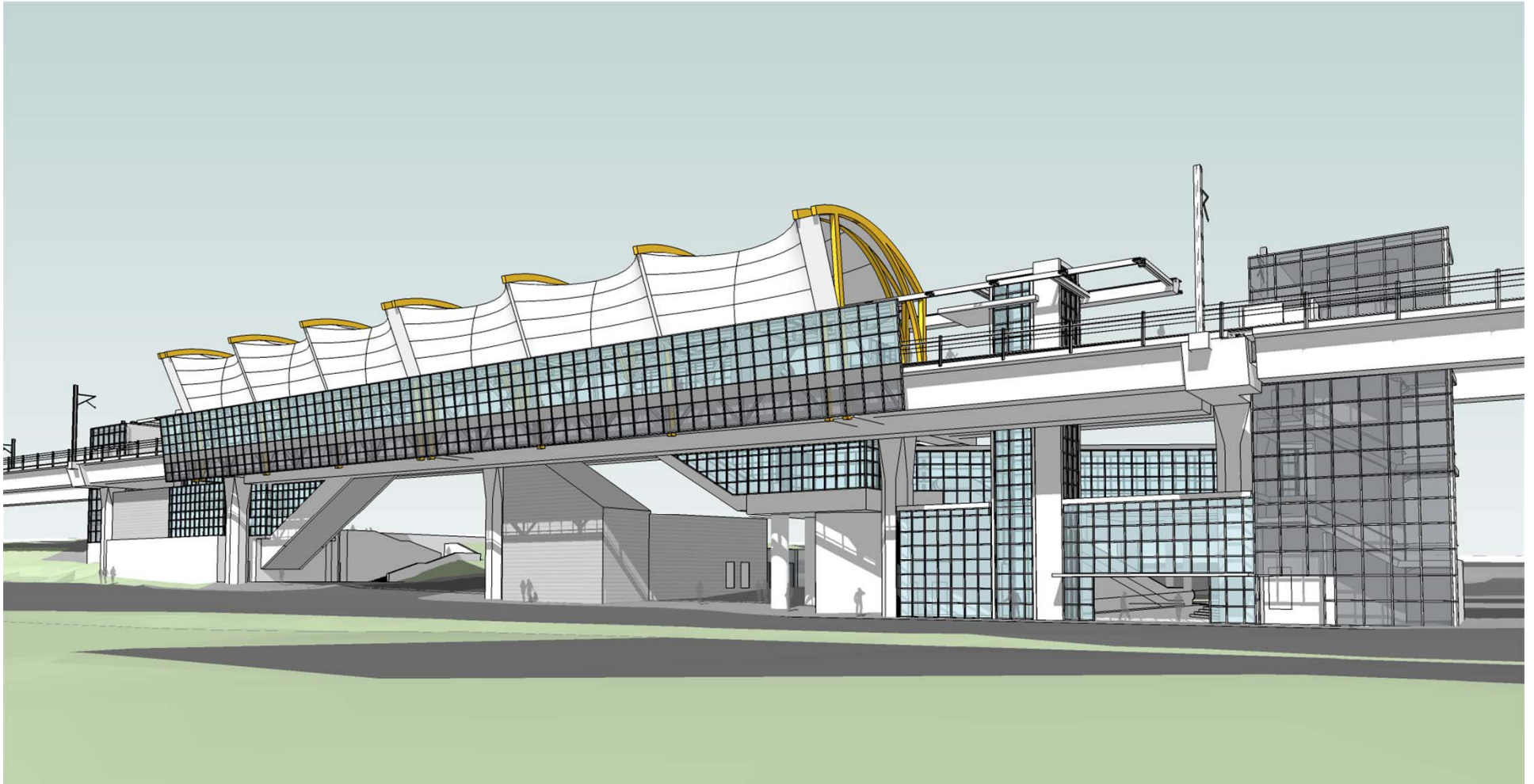
Key features:

- Elevated station spans NE 103rd with escalators, elevators and stairs
- Accommodates potential future connection to bridge over I-5
- Two entrances for easy connections to:
 - residences/businesses
 - bus transfers/P&R
 - future TOD
- Bicycle parking/access
 - parking for 200 bikes
 - Coordinating cycle track design with SDOT



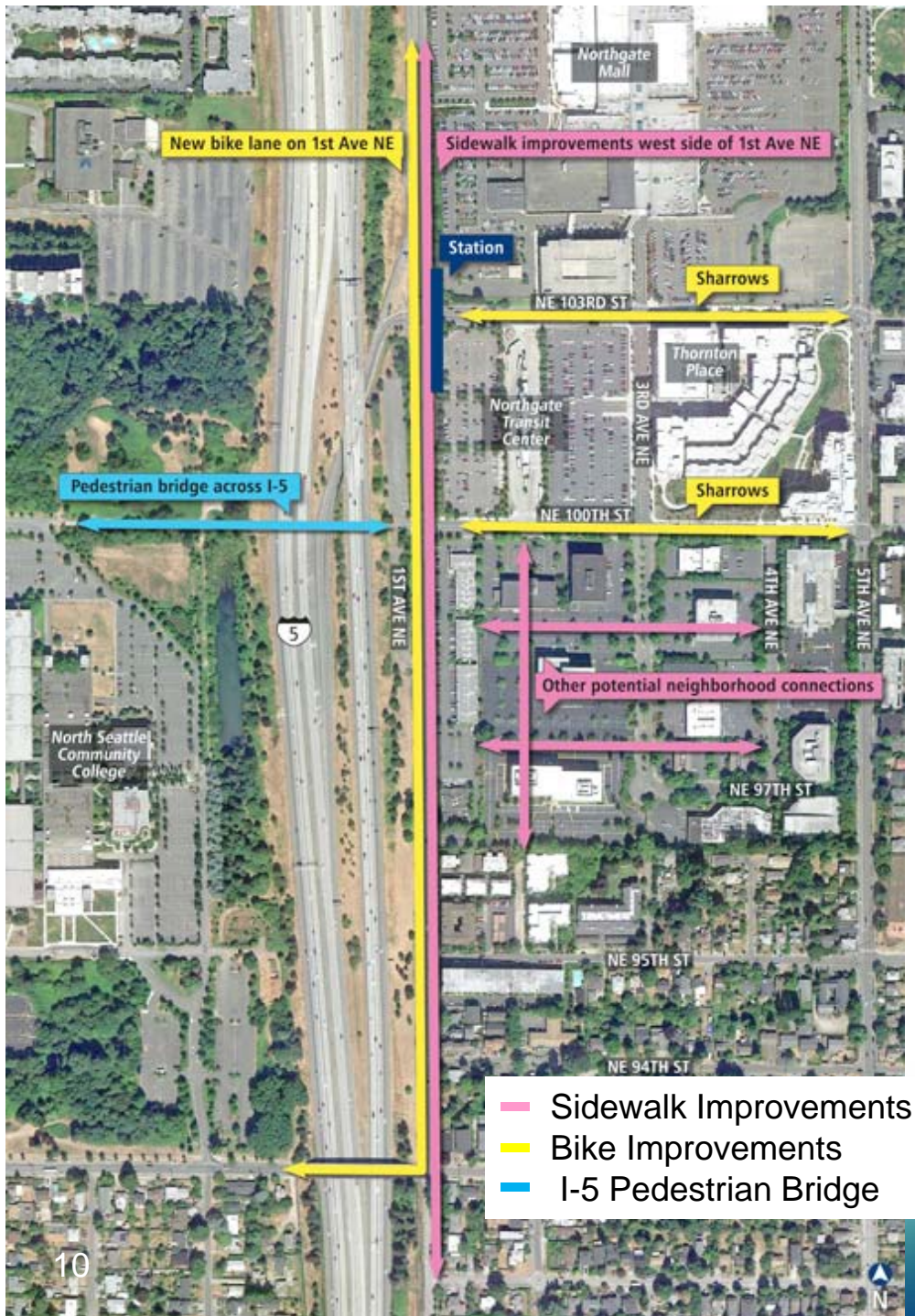
Northgate Station

Perspective Looking Northeast



Pedestrian and Bike Access Improvements

- ST has incorporated Bicycle Advisory Board input into station design
- City of Seattle has identified sidewalk improvements for Northgate area
- SDOT bike improvements include cycle-track proposed along 1st Ave NE and sharrows on NE 100th and NE 103rd
- KCM completed I-5 pedestrian bridge feasibility study
- CMAQ grant awarded to **ST/KCM/City** includes \$1.4 million for pedestrian, bike improvements and TOD planning



Future Northgate

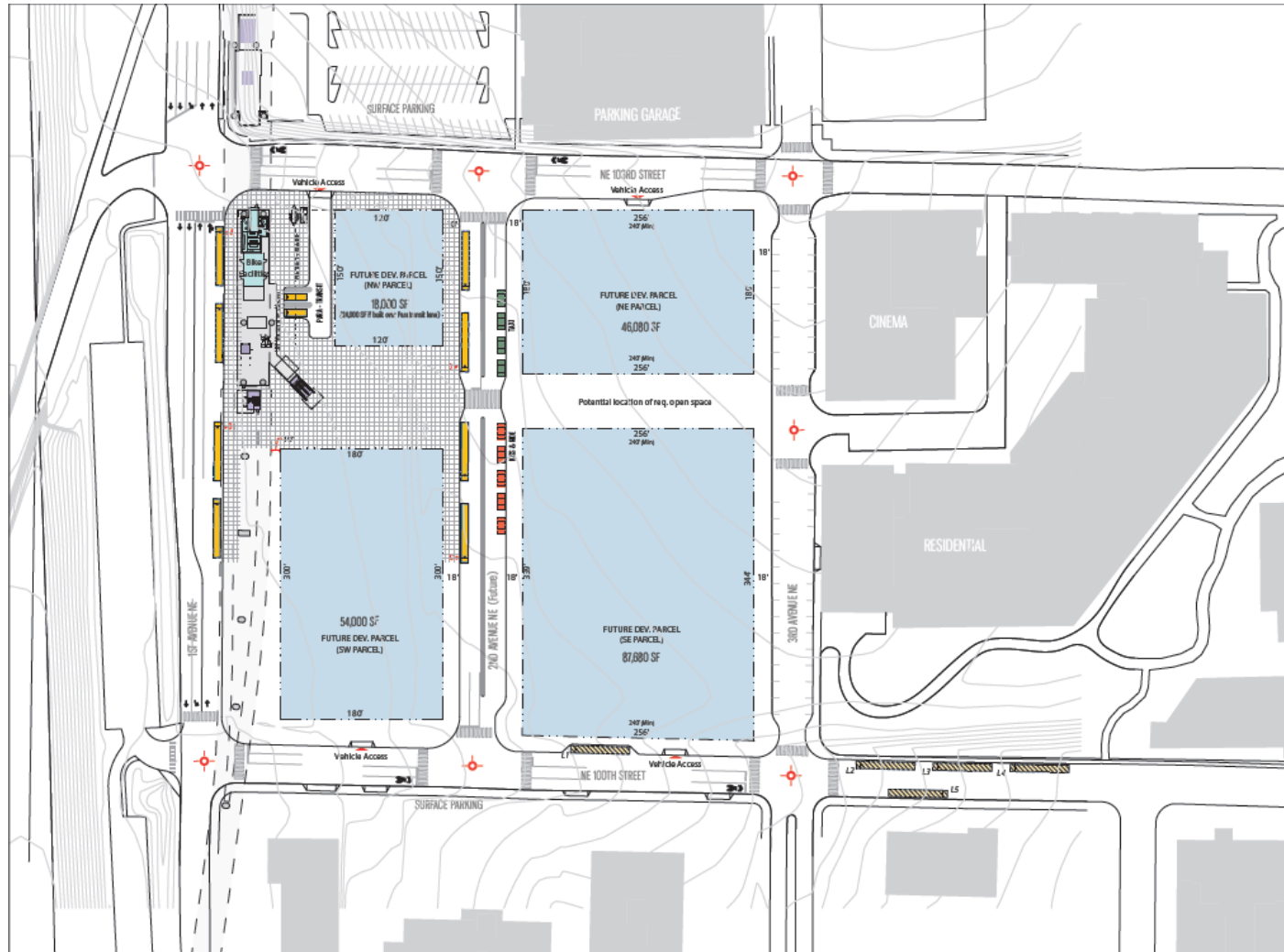
- Northgate is designated “Urban Center”
- City’s 2024 growth targets: + 2,500 households (+ 66%)
+ 4,200 jobs (+ 40%)
- City of Seattle – Northgate area planning:
 - 1993 Northgate Neighborhood Plan
 - HUD Sustainable Communities grant funded urban design study for Northgate (began in 2011)



Metro Northgate Objectives

- Excellent Transit Facility emphasizing Bus to Bus and Bus to Train connections. Priority for walk, bike and transit access.
- During construction: Ridership losses need to be mitigated. No loss of ridership or revenue.
- After construction: Mixed use transit oriented environment with affordable housing. Maximize Metro value including ridership.
- Integrate the local bus network with Link.

Future Transit Center and TOD



Thornton Place Development



TOD: Near Term



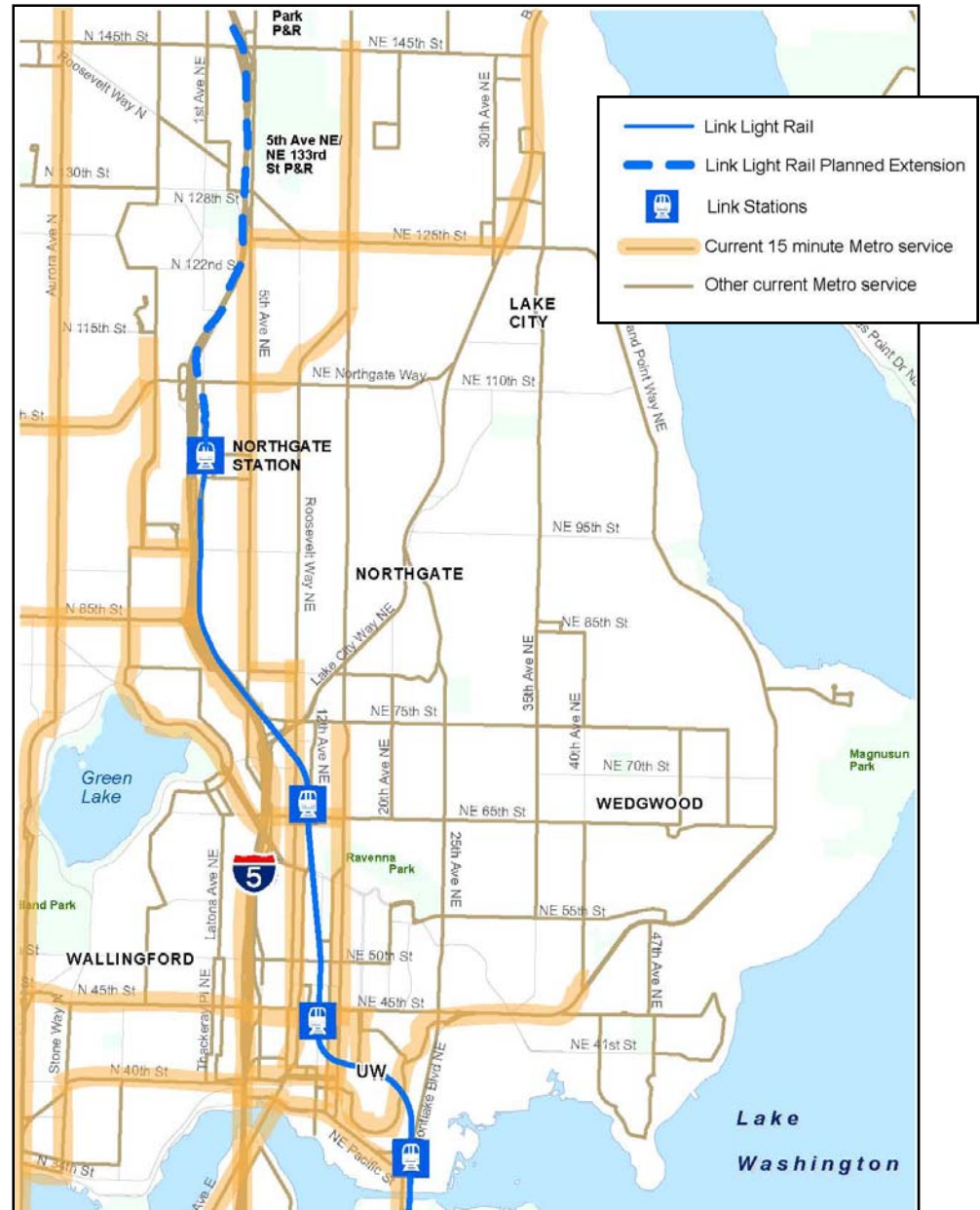
85' Height
414 Units
9,300 SF Retail

Long Term at Northgate?



Metro Transit Service Restructure 2021

- Metro Strategic Plan Policy
- Reinvestment Opportunity
- Begin Planning Restructure Process 2019



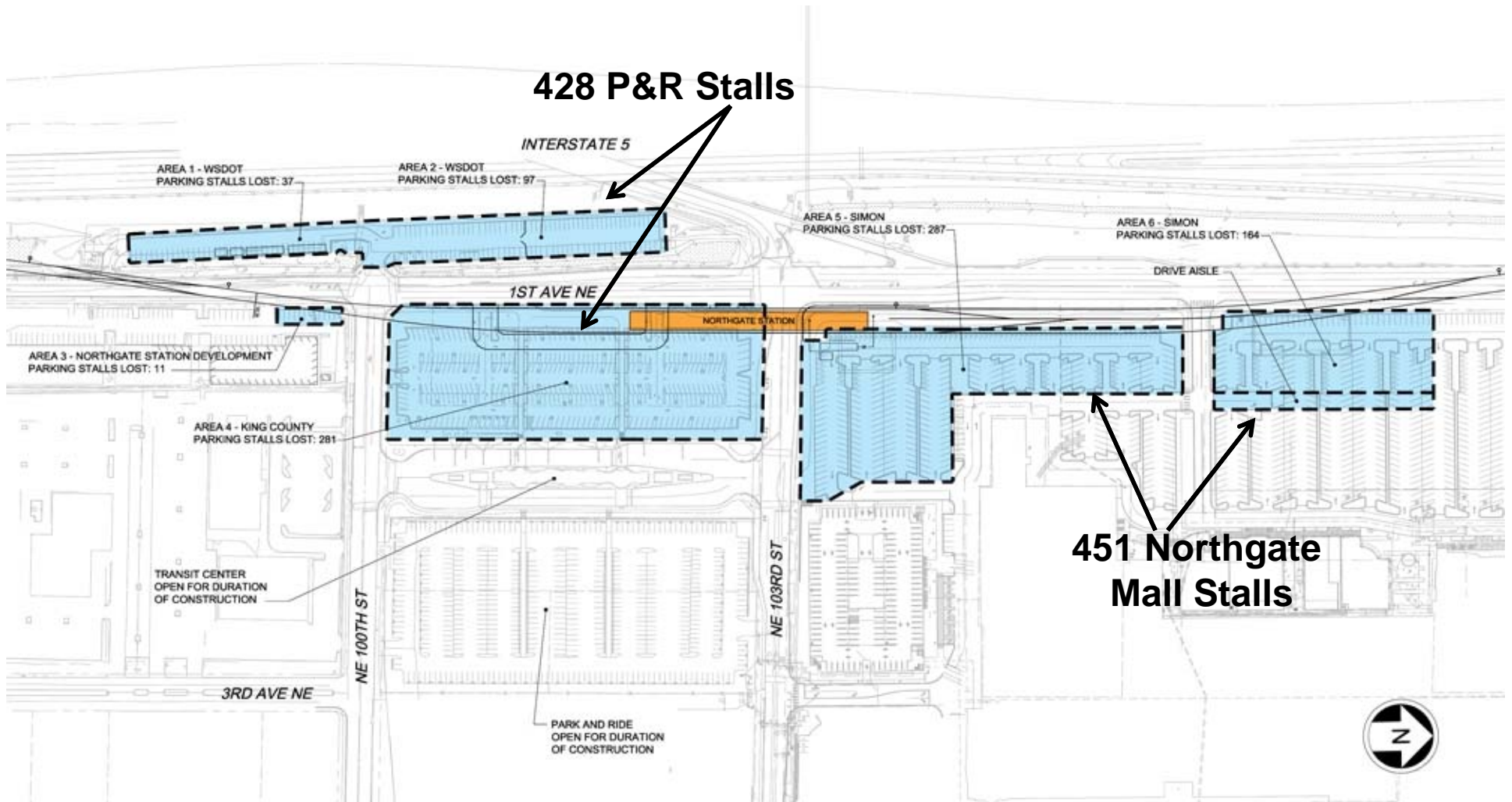
Northgate Existing Conditions

(Park-and-Ride Facilities: 1,522 stalls)



ST Construction Impacts on Parking

(Draft 1/10/12)



Sound Transit/King County Metro Direction

1. Fully mitigate construction impacts on P&R parking
2. Preferred mitigation approach is to build replacement garage between 600 to 900 stalls
3. Preferred site for new garage is on Northgate Mall property near station; West Parcel site remains an option
4. Strong support for phasing in KCM TOD sites (currently used for parking) following completion of garage; beginning as early as 2015

Northgate Parking Garage Preferred Site



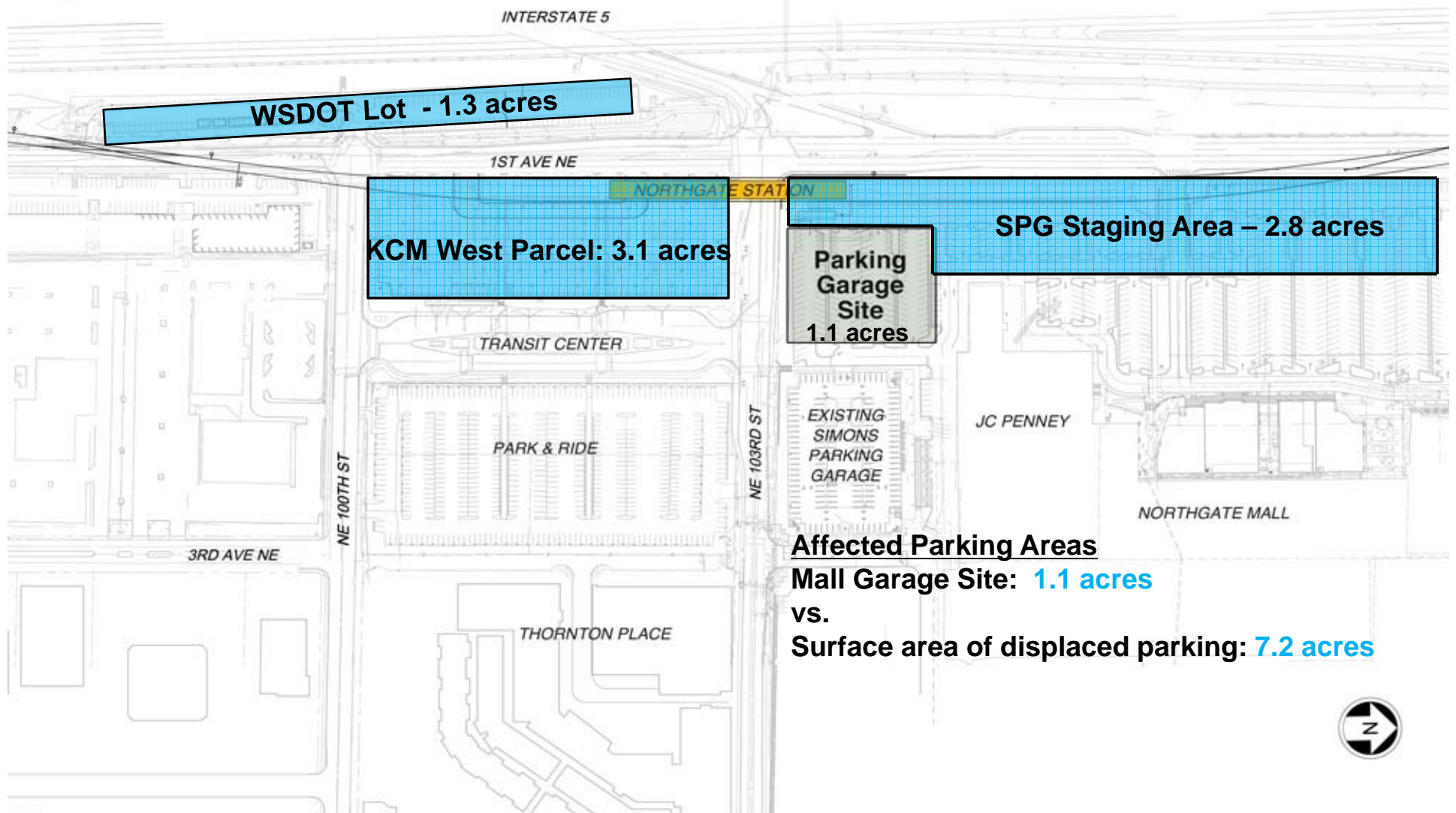
Garage at Northgate Mall – Project Benefits

- Shared use parking already proven successful at Northgate
- Helps maintain ridership during construction
- Shared use parking agreement could reduce ST's total costs
- Mitigates adverse impacts to businesses
- Avoids displacement of P&R stalls during garage construction
- Site is close to station; improves connections to the inter-modal facility

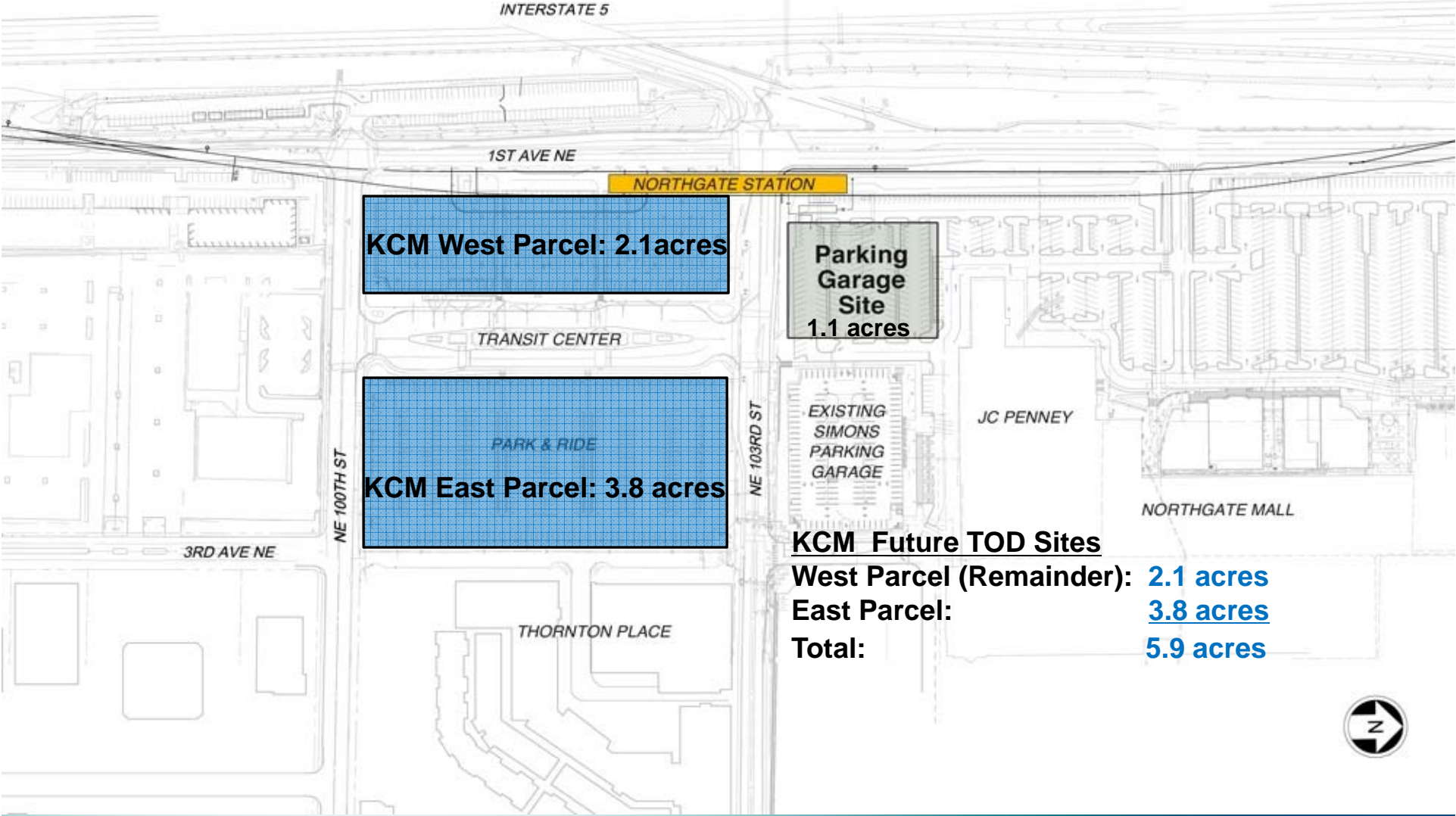
Garage at Northgate Mall – Land Use Benefits

- Locates parking activities close to station and freeway
- More efficient land use than surface parking
- Accommodates KCM's future TOD plans
 - West Parcel site remains unencumbered
 - allows flexibility in re-design of Transit Center
 - allows conversion of KCM's surface P&R lots to TOD sites
- Garage would allow future development of other Mall property without more parking (maintains tenant lease parking ratios)

Northgate – Surface vs. Garage Parking



Northgate – Future TOD Sites



KCM Future TOD Sites

West Parcel (Remainder):	2.1 acres
East Parcel:	3.8 acres
Total:	5.9 acres

Northgate Park & Ride Facility Capacity

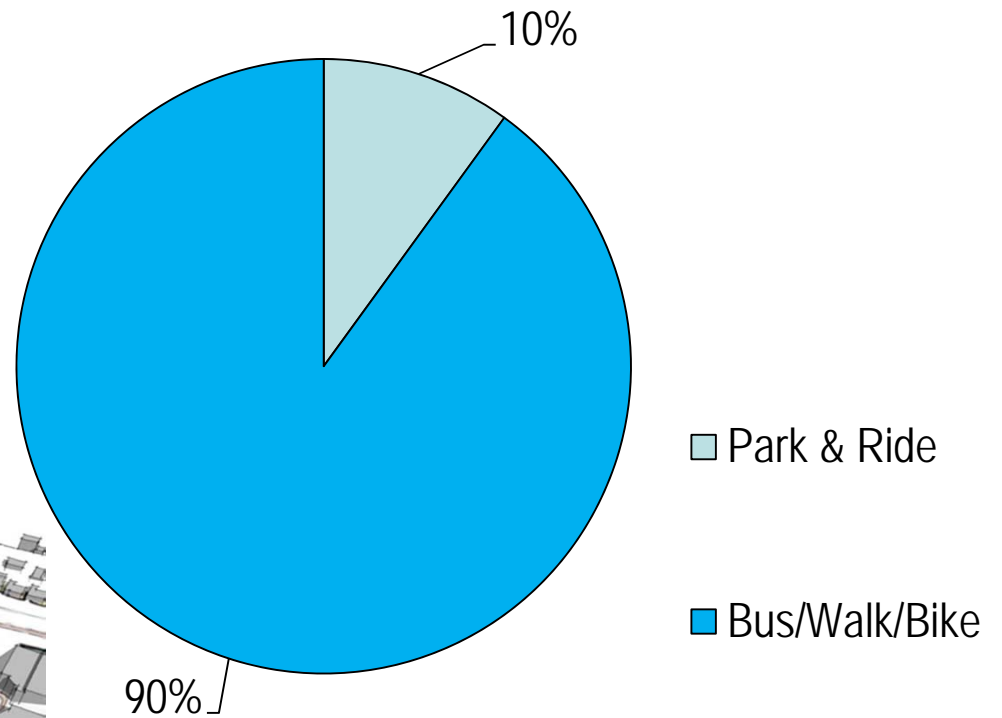
	Current (2012)	During ST Construction with New Garage	After Northgate Station Opens* (2021)
Total P&R Stalls	1522	1544	1219

* Assumes full build-out of KCM's East and West Parcel TOD Sites

- SPG lease (280 stalls) renewal: 2026
- Thornton Place lease (350 stalls) ends: 2046

Northgate Station Area - Future

2030 Access Modes (Daily)

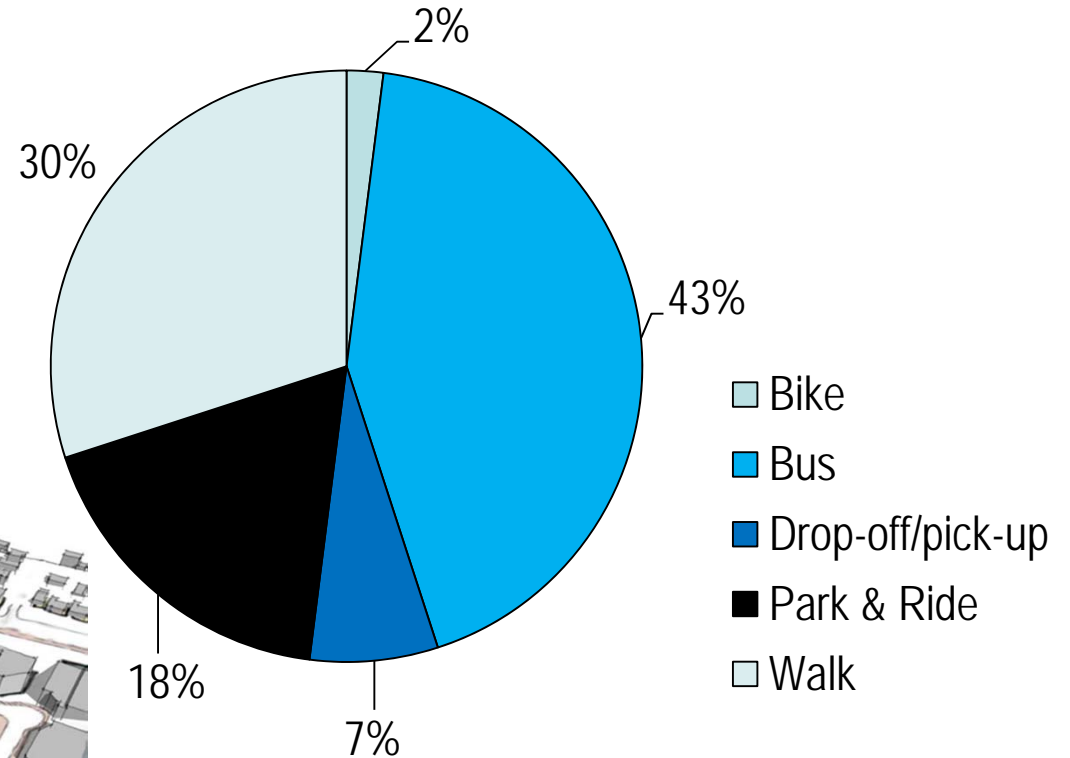


Based on 2030 ridership forecast at Northgate Station of 15,000 daily boardings



Northgate Station Area - Future

2030 PM Peak Access Modes



Based on 2030 ridership forecast at Northgate Station PM peak period access data (5,400)



Seattle Bicycle Advisory Board Input

Station Access

SBAB Recommendations (January 4, 2012 Meeting)	Sound Transit Response
<ul style="list-style-type: none"> Station access via bicycle – construct cycle-track along 1st Ave NE 	<ul style="list-style-type: none"> ST is actively working with SDOT to ensure station and guideway will not preclude a future cycle-track on 1st Ave NE
<ul style="list-style-type: none"> Rider access to Northgate Station – bike riders should not be routed through parking lots 	<ul style="list-style-type: none"> ST recognized potential conflicts - bike facilities moved north allowing access directly from NE 103rd St
<ul style="list-style-type: none"> On-street bicycle facilities should be constructed on NE 100th and NE 103rd St 	<ul style="list-style-type: none"> SDOT to evaluate needs of on-street facilities during Bicycle Master Plan update
<ul style="list-style-type: none"> SBAB endorses I-5 pedestrian/bicycle crossing 	<ul style="list-style-type: none"> Station is designed to accept potential future bridge crossing connection

Seattle Bicycle Advisory Board Input

Accessing Trains at Station

SBAB Recommendations (January 4, 2012 Meeting)	Sound Transit Response
<ul style="list-style-type: none">Bicycle parking – access station directly without having to dismount and walk long distances to bike parking facilities	<ul style="list-style-type: none">ST recognized potential ped/bike conflicts in plaza and moved bike facilities and bicycle access to the north to be closer to NE 103rd St.
<ul style="list-style-type: none">Stairs to the station platform – most bike riders prefer to use stairs instead of elevators	<ul style="list-style-type: none">Station access to platform has been re-designed to include a stair access near the bike facilities; runnels will be incorporated into the stairways for ease of access

Northgate – Next Steps

- North Link project baselining briefing for ST Capital Committee on June 14th
 - will include summary of tonight's public feedback
- ST Board action on North Link project baselining on June 28th
- North Link ground breaking event – August 2012