



Seattle

One Seattle Comprehensive Plan Update

Description of Alternatives

130th and 145th Station Area

January 2023

Introduction

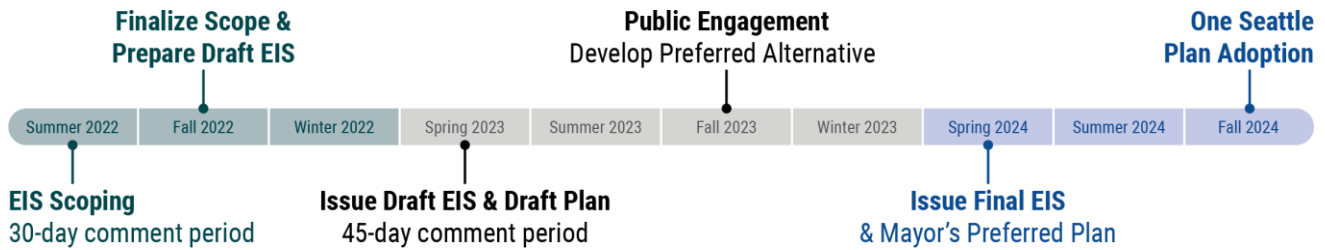
To ensure the benefits of new high-capacity transit are equitably distributed and additional investments are equitably leveraged to lift up those most in need, communities along transit corridors are creating plans so more people can live, work or shop near new stations. In 2019 the City of Seattle initiated a planning process in North Seattle for the areas surrounding the future Lynwood Link light rails stations at NE 130th St and NE 148th St and the Stride bus rapid transit (BRT) station at NE 145th St and 15th Ave NE.

The final 130th and 145th Station Area Plan, released in July 2022, outlined the community and City's concepts for land use, mobility and other policies and investments to support this regional vision for integrating fast and reliable transit with compact walkable communities for generations to come. The statement below articulates the community's vision for the future.

The 130th and 145th Station Area is a lively, walkable and welcoming North Seattle neighborhood. Major streets have roomy, tree-lined sidewalks, and other green infrastructure. Bicycle infrastructure makes everyday trips to transit stations, schools and neighboring urban villages enjoyable and safe. An array of housing offers options affordable to a broad range of incomes and lifestyles. Small shops and cafes near the station cater to locals, commuters, students and visitors. Local and citywide lovers of nature, recreation and culture treasure the abundant greenspaces and unique cultural events so easily reached by walking, biking or transit.

The realization of this vision requires updates to development regulations to support future development that is denser and includes a mix of residential and commercial uses. The City is proposing to implement these updates as part of the One Seattle Comprehensive Plan Update, which is also considering changes in other parts of Seattle. Both the station area and citywide changes require the preparation of an environmental impact statement (EIS). The EIS will evaluate citywide changes to development regulations as well as an in-depth analysis of changes within the 130th and 145th station area.

EIS Process



Source: City of Seattle, 2022; BERK, 2022.

130th and 145th Station Area Alternatives

The alternatives to be studied in the EIS were finalized based on a review of the input received during the EIS scoping period. The EIS will study five citywide alternatives, which represent approaches to modifying our growth strategy. This document describes what will specifically be studied for the 130th and 145th station area as part of these alternatives.

The three alternatives to be specifically studied for the 130th and 145th station area are summarized below. Citywide Alternative 3 – Broad and Alternative 4- Corridors include citywide changes for the neighborhood residential areas. These changes would be the same in the station area as for other parts of the city. Alternatives 3 and 4 will be discussed generally in the citywide EIS, but not specifically for the 130th and 145th station area.

Learn more about the EIS process and the citywide alternatives to be studied [here](#).

Feature	Alternative 1 No Action	Alternative 2 Focused	Alternative 5 Combined
Amount and Pattern of Growth	Growth reflects the baseline amount of growth and continues the current pattern. No new areas will be designated for mixed-use or higher density.	Cluster growth in three newly designated neighborhood anchors - small mixed-use nodes	Focus growth in new urban village near 130 th and neighborhood anchor near 145 th .
Building Types for New Construction	No change from what is currently allowed	Denser than Alt. 1 Taller and more mixed-use buildings within neighborhood anchors.	Denser than Alt. 2 Denser mixed-use development over larger area.
Building Heights for New Construction	No change from what is currently allowed. Heights range 45 to 80 feet for MF residential and mixed-use buildings, and 30 feet for SF structures and accessory dwelling units.	Taller buildings (40 - 80 ft) within neighborhood anchors	Taller buildings (up to 85 ft) in urban village. Taller buildings (40-80 ft) in neighborhood anchor.

Retail and Commercial	No change from what is currently allowed	More retail and commercial locations than Alt. 1, especially within neighborhood anchors	More retail and commercial locations than Alt 2, especially within neighborhood anchors and urban village
Housing Units Growth (2025-2044)	840	2,208	2,703
Job Growth (2025-2044)	716	980	1,004

Sources: City of Seattle and BERK, 2022

Alternative 1 - No Action

A No Action alternative is required under the State Environmental Policy Act (SEPA). It would continue implementation of the current Seattle 2035 Comprehensive Plan. The No Action Alternative for the One Seattle Plan maintains the status quo of focusing most housing and jobs within existing urban centers and urban villages with no change to land use patterns. It also incorporates changes proposed as part of the recent Industrial and Maritime Strategy EIS. It would meet regionally set growth targets including 80,000 new homes and 158,000 jobs for the period 2024-2044.

130th and 145th station area: Current Comprehensive Plan and zoning designations would be retained under Alternative 1 No Action. Neighborhood Residential zoning would continue to allow three-story single-purpose residential development around the future light rail station at 130th and four to eight story multifamily and commercial development near the 145th BRT station. See map on page 6.

Alternative 2 - Focused

Citywide Alternative 2 would designate additional areas of focused growth called neighborhood anchors to create more housing around shops and services. Neighborhood anchors would be similar to urban villages since they would allow a wide range of housing types and commercial space, but with a smaller geographic size and lower intensity of allowed development. This alternative would result in a greater range of housing options with amenities and services in many neighborhoods.

130th and 145th station area: The EIS would study designating three areas east of I-5 as neighborhood anchors. Zoning to implement neighborhood anchors would include a combination of Lowrise Residential, Midrise Residential, and Neighborhood Commercial (NC3). Development would be more mixed use compared to Alternative 1. Heights would be greater at up to 7 stories, particularly within the neighborhood anchor at 145th St. See map on page 7.

Alternative 5 - Combined

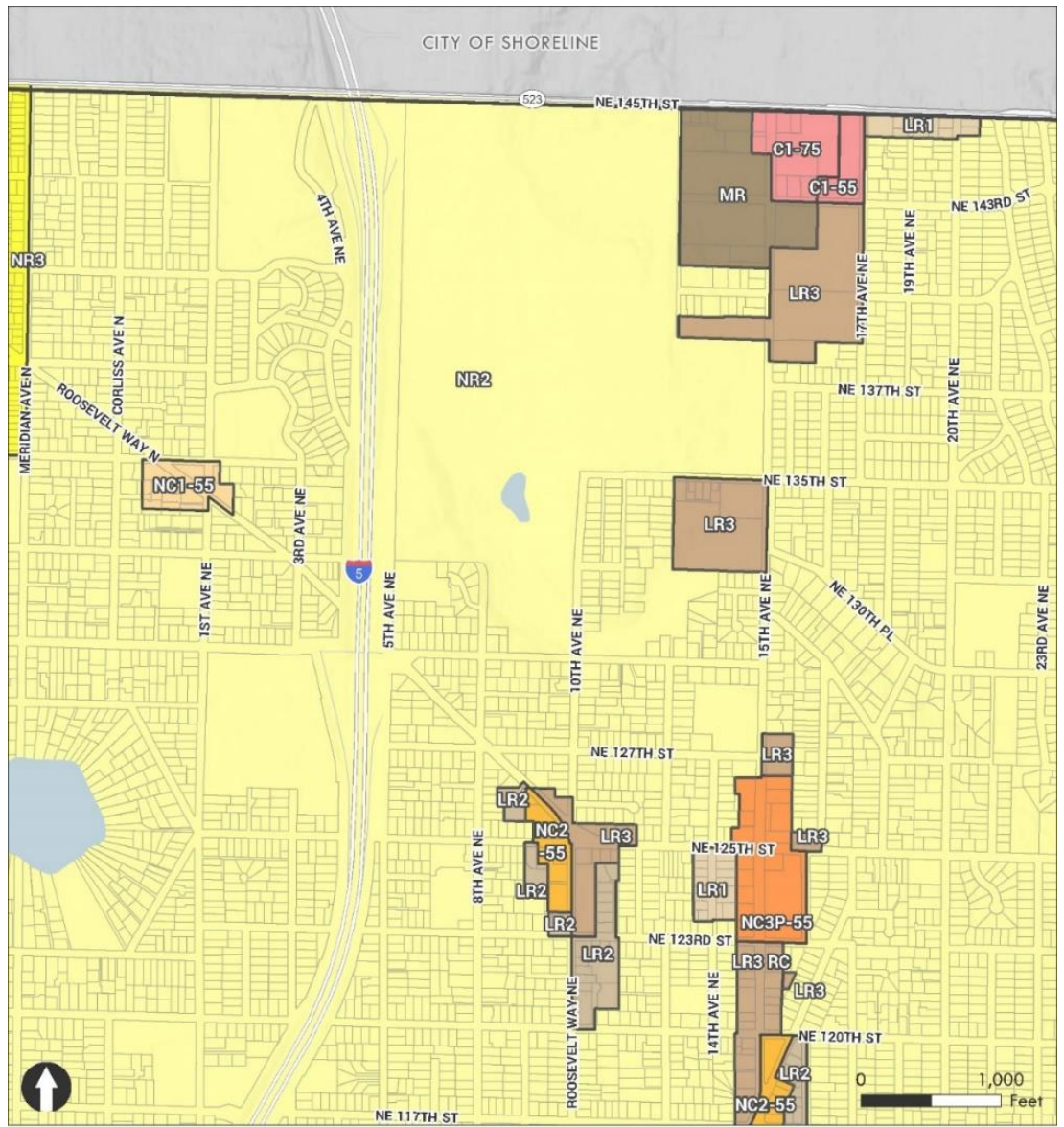
Citywide Alternative 5 has the largest increase in supply and diversity of housing across Seattle. It includes the strategies for encouraging housing growth in Alternatives 2, 3, and 4 – including

neighborhood anchors, broad changes to neighborhood residential areas, and more concentrated development within corridors around frequent transit and large parks – plus additional changes to existing urban center and village boundaries and changes to place type designations.

130th and 145th station area: The EIS would study creating an urban village that includes areas west and east of I-5 near Sound Transit’s 130th Street light rail station. Zoning for the urban village includes Lowrise Residential (1, 2 and 3), Midrise Residential, and Neighborhood Commercial (2 and 3). This would merge an existing commercial node around Pinehurst with an expanded residential mixed-use area closer to the station. See map on page 8.

Note that a consistent area will be analyzed for each alternative that is based on area of the urban village and neighborhood anchor in Alt 5 Combined.

Alternative 1 No Action



130th/145th Alternative 1: No Action (Current Zoning)

Zoning Category

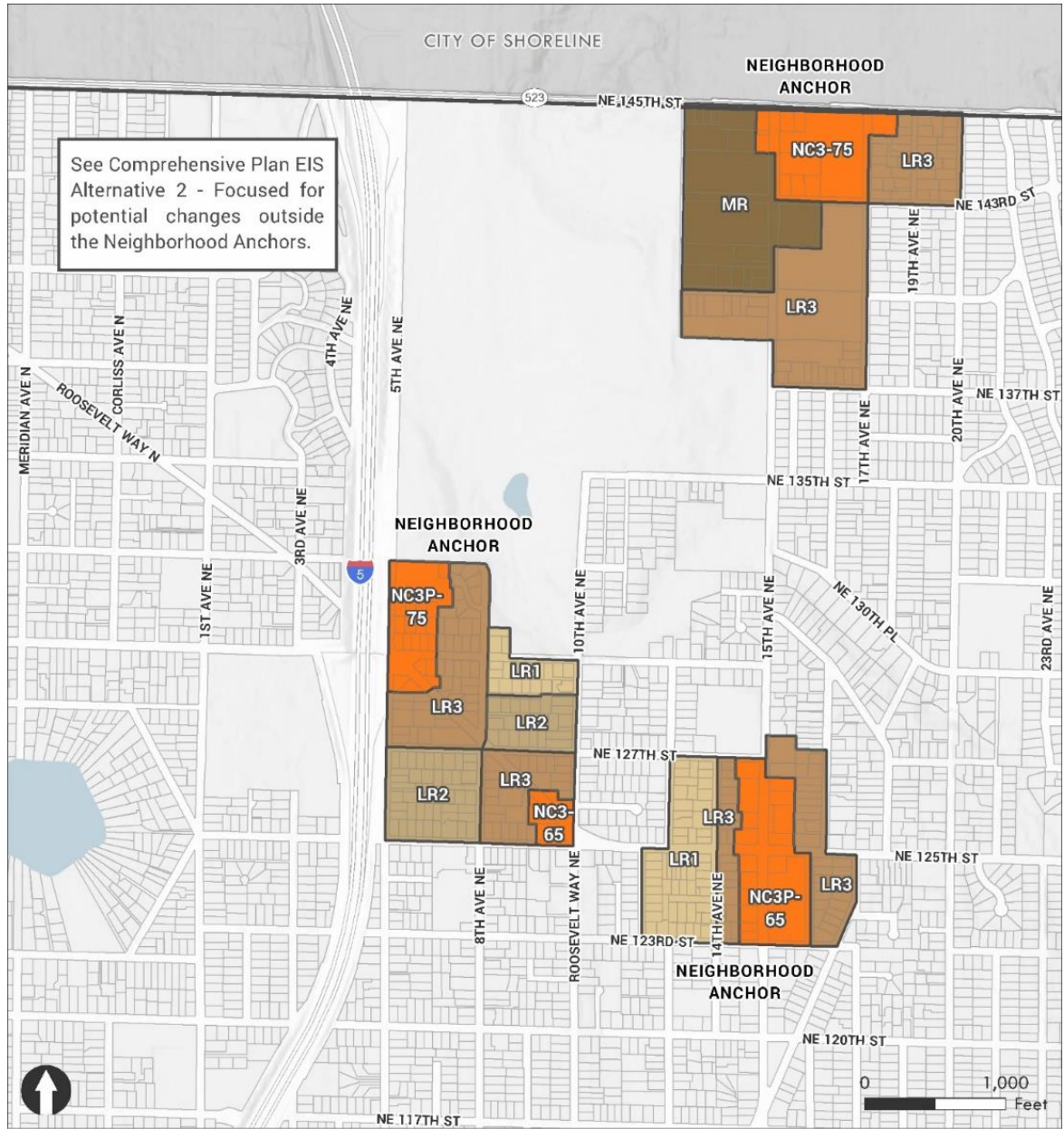
- | | |
|----------------------------|---------------------------|
| Neighborhood Residential 2 | Midrise Multifamily |
| Neighborhood Residential 3 | Neighborhood Commercial 1 |
| Lowrise 1 | Neighborhood Commercial 2 |
| Lowrise 2 | Neighborhood Commercial 3 |
| Lowrise 3 | Commercial 1 |



Map Date: October 2022

Sources: City of Seattle, BERK 2022.

Alternative 2 Focused



130th/145th Alternative 2: Focused

Zoning Category

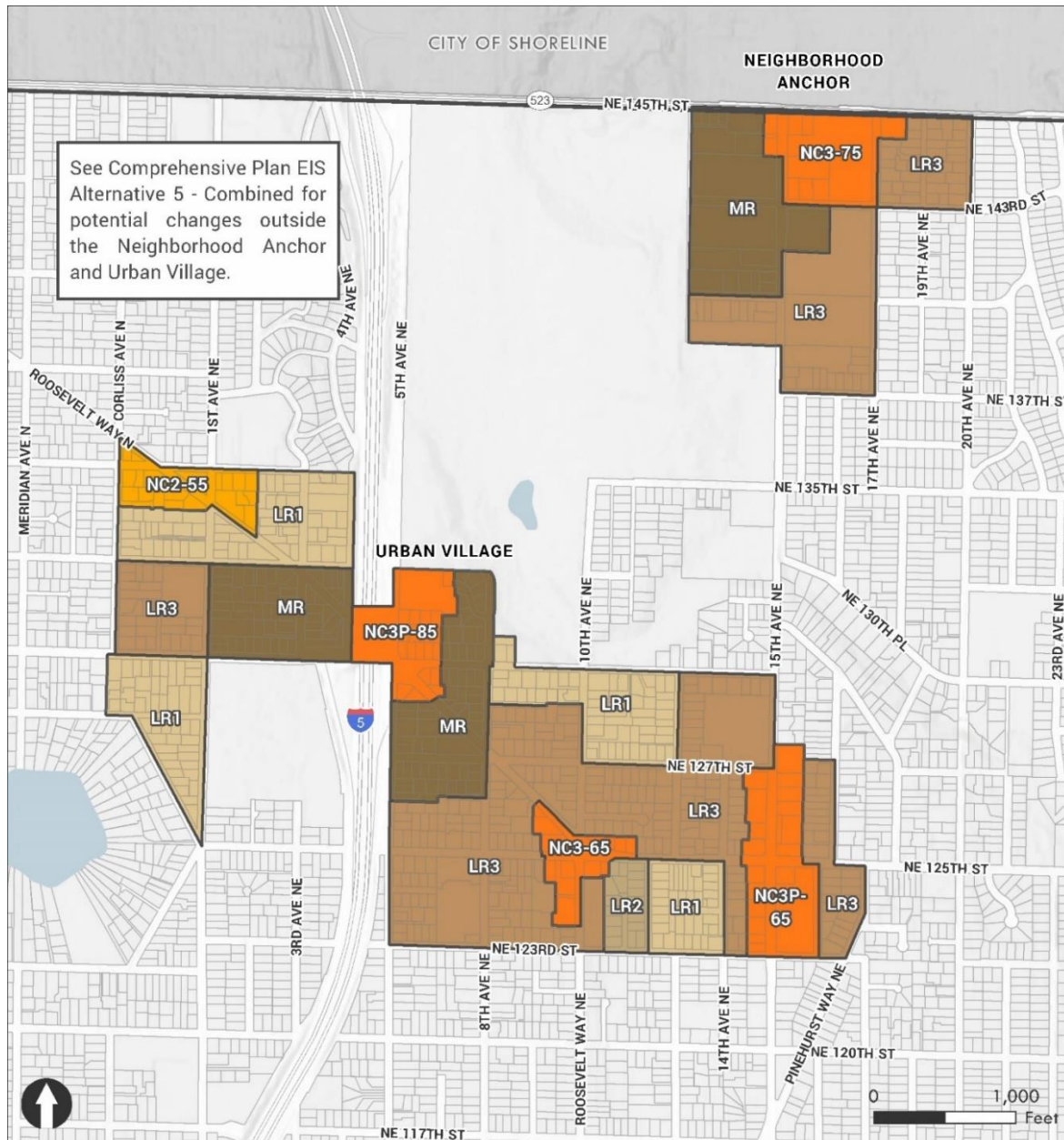
- Lowrise 1
- Lowrise 2
- Lowrise 3
- Midrise Multifamily
- Neighborhood Commercial 3



Map Date: October 2022

Source: City of Seattle, BERK 2022.

Alternative 5 Combined



130th/145th Alternative 5: Combined

Zoning Category

- Lowrise 1
- Midrise Multifamily
- Lowrise 2
- Neighborhood Commercial 2
- Lowrise 3
- Neighborhood Commercial 3



Map Date: October 2022

Sources: City of Seattle and BERK, 2022

Zoning Categories

Zoning categories shown on maps for the 130th and 145th station area alternatives are described below:

Neighborhood Residential (NR)

Areas characterized by single-family dwelling types with up to two attached accessory dwelling units within the same structure or up to one attached accessory dwelling unit and one detached accessory dwelling unit. Expected building types include detached house, attached accessory dwelling unit and detached accessory dwelling unit. *Note: citywide alternatives will study changes to allow a greater diversity of housing types in areas currently zoned NR.*

Lowrise 1 (LR1)

Areas characterized by low-density, small-scale multifamily housing types, which are similar in character to single family zones. Most appropriate outside of urban centers, urban villages, and station area overlay districts. Expected building types include cottage housing, rowhouses and townhouses.

Lowrise 2 (LR2)

Areas characterized by multifamily housing types in existing small-scale multifamily neighborhoods with arterial streets. Most appropriate within urban centers, urban villages, and station area overlay districts. . Expected building types include rowhouse and townhouse.

Lowrise 3 (LR3)

Areas characterized by multifamily housing types in existing small to moderate-scale multifamily neighborhoods, and along arterials, that have a mix of small to moderate scale residential structures. Most appropriate within urban centers, urban villages, and station area overlay districts. Expected building types include rowhouse, townhouse and apartments.

Midrise (MR)

Areas characterized as desirable, pedestrian-oriented urban neighborhoods having convenient access to regional transit stations, where the mix of activity provides convenient access to a full range of residential, services, and amenities, along with opportunities for people to live within walking distance of employment. Most appropriate within urban centers, urban villages, and station area overlay districts Expected building types include apartments.

Neighborhood Commercial (NC1)

Small-scale shopping areas that provide convenience retail sales and services to the surrounding residential neighborhood. Characterized by an attractive pedestrian environment, small businesses and lot sizes, and limited transit service. Typical uses include small grocery stores, hair salons, coffee shops, and apartments. Expected building types include small commercial structures, multi-story mixed-use and residential structures. Non-residential uses typically occupy the street frontage.

Neighborhood Commercial (NC2)

Moderately-sized pedestrian-oriented shopping areas that provide a range of goods and services to the surrounding neighborhoods. Compatible uses include housing and offices. Characterized by an attractive pedestrian environment, medium businesses and lot sizes, and moderate transit service. Typical uses include medium-sized grocery stores, drug stores, restaurants, coffee shops, customer service offices, medical/dental facilities, and apartments. Expected building types include small commercial structures, multi-story mixed-use and residential structures. Non-residential uses typically occupy the street frontage.

Neighborhood Commercial (NC3)

Larger pedestrian-oriented shopping districts that provide a wide range of goods and services to the surrounding neighborhood and a larger community or region. Compatible uses include housing, offices, and business support services. Characterized by intense pedestrian activity, varied business and lot sizes, and good transit service. Typical uses include supermarkets, restaurants, offices, hotels, clothing shops, business support services, and residences that are compatible with the area's mixed-use character. Expected building types include single purpose commercial structures, office buildings, multi-story mixed-use and residential structures. Non-residential uses typically occupy the street frontage.

Pedestrian-Designated Zones (e.g., NC3-P)

The P designation is a suffix applied to NC zones along pedestrian-oriented commercial streets. Areas are characterized by intense pedestrian activity, uninterrupted commercial frontage, many businesses per block, and excellent transit service. Access for pedestrians, bicyclists, and transit is favored over the automobile. Expected building types include buildings with ground level retail or live work units, and apartments above.

Commercial 1 (C1)

Auto-oriented commercial areas that provide a range of retail and services to the surrounding neighborhoods and the larger community or region. Characterized by large parcels that favor automobile access over pedestrians and transit. Typical uses include large supermarkets, building supplies and household goods, auto sales and repairs, and apartments. Expected building types include a variety of commercial building types and site layouts including one-story commercial structures with surface parking, and multi-story office or residential buildings.