

One Seattle Comprehensive Plan

Alternatives for 130th and 145th Station Areas To Be Studied As Part Of The Comprehensive Plan Update Environmental Impact Statement

Background

The City released a [Draft Plan](#) for the 130th and 145th Street station areas in March 2021. The 130th and 145th Station Area Plan included Early Action 1.12 “Undertake a detailed zoning and environmental study for the station area. Study a range of housing types, uses and heights to determine how best to advance the vision of walkability, diverse housing, small scale retail and greenspace protection.”

The Office of Planning and Community Development is proposing to undertake this study as part of the environmental analysis that is being created for the update of the Seattle Comprehensive Plan. The Comprehensive Plan is a citywide document that guides City decisions about where we locate housing and jobs, and where and how we invest in transportation, utilities, parks, and other public assets. The updated plan, called the One Seattle Plan, is anticipated to be adopted in 2024 and could include changes to zoning throughout the City. The Comprehensive Plan Update will include the development of an Environmental Impact Statement (EIS).

An Environmental Impact Statement (EIS) is an informational document that provides the City, public, and other agencies with environmental information to be considered. Because an EIS is already being developed for citywide changes, it made sense to combine analysis of the 130th and 145th station areas with this major project.

This document provides information on the changes that are proposed to be studied for the 130th and 145th station areas as part of the Comprehensive Plan Update EIS. To learn more about the Citywide EIS process generally, visit the [One Seattle Plan EIS Scoping](#) page.

Study Area

The Station Area includes parcels within ½ mile of two LRT stations and ¼ mile of one BRT station.

Proposed Alternatives for 130th and 145th Station Area

The three alternatives are proposed to be studied for this area. Each of these alternatives aligns with one of the citywide Comprehensive Plan Alternatives. The alternatives differ in the amount (housing units and jobs) and the pattern of growth. Because the areas surrounding the three stations differ in context and existing zoning, the concepts may vary among the three sub-station areas surrounding the 130th LRT station, 148th LRT station, and the 145th BRT station. Close to 200 acres of publicly owned parkland is located within the 130th and 145th station area. Any future changes to zoning will not alter the City’s current policy to preserve City-owned parkland for park and recreation use. None of the alternatives propose changing this policy.



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	Alternative 1 No Action (aligns with Comp Plan Alt 1)	Alternative 2 Focused Growth (aligns with Comp Plan Alt 2)	Alternative 3 More and Distributed Growth (aligns with Comp Plan Alt 5)
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.	More growth than Alt 1. Growth could be clustered in newly designated growth areas- small mixed-use node(s) and along frequent transit corridors.	More growth than Alt 2. Growth could occur throughout the station area including a new urban village in addition to nodes and corridors as in Alt 2. An additional increment of growth could occur in the remaining residential areas.
Building Types for New Construction	Building types will be unchanged- larger single-family structures, accessory dwelling units, and limited multifamily and mixed-use development.	Building types in nodes and corridors could be taller and denser than Alt 1. More mixed-use buildings than Alt 1.	Building types in the new urban village could be taller and denser than Alt 2. More mixed-use buildings than Alt 2. More types of low-scale housing (triplexes and fourplexes) in the remaining residential areas.
Building Heights for New Construction	Heights will be unchanged- 45 to 80 feet for multifamily residential and mixed-use buildings; 30 feet for single-family structures and accessory dwelling units.	Heights in new nodes could be up to 80 feet. Heights along transit corridors between nodes could be up to 40 feet. Heights in the remaining residential areas could be the same as Alt 1.	Heights in the new urban village could be up to 95 feet. Heights in other nodes, or along transit corridors could be the same as Alt 2. Heights in the remaining residential areas could be the same as Alt 1 and 2.
Retail and Commercial	The location of retail and commercial uses will be unchanged.	Could include more retail and commercial locations than Alt 1.	Could include more retail and commercial locations than Alt 2.

Comments on these alternatives for the station areas can be submitted on the EIS comment page of the One Seattle Plan Update Engagement Hub at <https://engage.oneseattleplan.com/en/>.