130TH & 145TH STREET
STATION AREA PLANNING

Open House Summary



March 13, 2019

Seattle Office of Planning & Community Development
Station Area Planning

DRAFT

130th and 145th Station Area Planning Open House

March 13, 2019 from 6-8pm at Ingraham High School

Summary

Estimated attendance totaled 100+ people. Of the 88 people who signed in, 73 (83%) identified as homeowners and 7 (9%) identified as renters.

City of Seattle staff included Office of Planning and Community Development (6 staff), Seattle Department of Transportation (4 staff), Office of Housing (1 staff), Seattle Parks and Recreation (1 staff), Department of Neighborhoods (1 staff). Attendees could visit a variety of stations to learn more about the study area and the project and ask staff questions. Displays offered multiple opportunities for attendees to identify issues and opportunities as well as offer specific ideas for the station area.

Staff from Sound Transit, King County Metro and CM Juarez's office also staffed information tables to share information and answer questions about Linwood Link Extension, SR522 BRT Project, 130th Station Preliminary Engineering Study, Metro Service, and other projects in the area.

Major Themes

- Support for new retail and housing, as well as concerns about displacement and changes to established residential areas.
- Preferences for types of new development included mixed use (retail with residential above), cottage housing, as well as new open spaces integrated into new, denser development.
- Support for safer walking and biking routes to get to the stations, especially blocks closest to the stations, and along 130th and 145th.
- Strong desire to protect and preserve greenspace, natural areas, tree canopy and improve the Jackson Park Golf Course Trail.
- People offered a variety of ideas for incorporating new uses into the Jackson Park Golf Course.

Comments recorded on display boards are transcribed on following pages, and photos of display boards with comments are attached.

Where Do You Live, Work or Play?

- Most attendees lived in Haller Lake and Pinehurst neighborhoods.
- Most attendees worked outside the study area.
- Most popular places to play included Haller Lake, Northacres Park and Jackson Park Perimeter Trail.

What Makes a Great Station Area? Place a dot next to your top five images that represent your idea of a great station area. *(number of dots places on each image)*

Thoughtful Growth

- Housing (19 dots)
- Retail (24 dots)
- Sidewalks (20 dots)

Getting Around

- Safe routes for bicycles and pedestrians (18 Dots)
- Green streets with trees and raingardens (9 dots)
- Access for people of all ages(16 dots)

Community Engagement & Equity

- Small culturally relevant businesses (9 dots)
- Underrepresented groups (9 dots)
- Those at risk of displacement (6 dots)

Livable Community

- Festivals, markets and access to healthy food (16 dots)
- Access to parks and open spaces (12 dots)
- Healthy tree canopy (12 dots)

Growth & Equity. How can we create more opportunity in the station area?

- Provide higher density areas near station and at 125th/Roosevelt with retail at base and some units for low income.
- Upzone close to the station for more density.
- Provide neighborhood commercial with multi-family housing on 130th between Aurora and I-5
- Affordable, dense, multi-family housing and rent control.
- Upzoning near station for multi-family housing.
- Keep affordable <u>family</u> houses. Provide jobs.
- Don't torpedo single family neighborhoods.
- Housing, transit, jobs, connections to light rail and transit.
- Build public housing around the station.
- Don't displace current residents (of all kinds) Increase density where density exists already, not by tearing down existing homes. Make affordable housing for low – middle income close to station, but without disrupting the existing neighborhoods.
- Off-street parking; sufficient and realistic parking to keep streets free.
- Make more actual concrete sidewalks please.
- Tenant education center
- Social service center for the north end like the one in South Seattle.
- Question – why is there no discussion of job creation?
- Keep the tree canopy of development density occurs.
- Save out greenspace, golf course included.
- We love the Jackson Park Golf Course. Please keep it.

- Golf course needs to go.
    - I agree.
    - Save as park for all.
- We love the Jackson Park Golf Course.
- Ask the community who uses the golf course. My guess is that not many have access to it ($). Minus golf; Add trails, arboretum much better.
- Don't take an excess of green space when establishing a dense urban center by 130th. Where will all these stores, childcare centers, parking structures going to go?
- How do we preserve existing trees and not remove them- encourage residents to plant more trees.
- Consider drainage, wildlife corridors, mature trees when establishing walkshed upzoning. Keep wildlife diversity in our city (Need Jackson course).
- Prioritize locally owned businesses in new retail spaces and build mixed income communities,
- More grocery stores in station area. Albertson's was displaced.
- Need community "hubs" that are not churches. Pubs, food, coffee shops, etc.
- Need a North Precinct Police Station now!!

Who Lives Here – Who Are We? Who will live in the station Area in the future?

- People of all ages, ethnicities and incomes.
- Will high density homes come to areas near station stops? If so, what does "near" mean?
- I appreciate the economic and cultural diversity in this area and would like it to continue!
- Hopefully a lot more people and more diversity.
- Current residents (renters, owners, seniors, low income) should be prioritized to minimize (to the utmost degree) displacement and disruption of community.

What's Here Now – Land Use. What would you like to see more of in the station area?

- Grow trees! Keep trees! Build sustainably.
- Preserve and expand greenspace/ habitat.
- More parks that are accessible.
- We love Jackson Park and use it all the time.
- Make green-space and affordable housing.
- Small commuter farmer's market with just the right foods needed for the end of a workday. Healthy eating, maybe cooking demos.
- Golf course does not serve the neighborhood- such potential to build a community "hub".
- Keep the trees! Excited for light rail but concerned what it means for tree canopy.
- Protect trees and greenspace.
- Concentrate development, not spread out.
- Clean up trail around the golf course.
- Save trees along 5th Ave.
- SF by Haller Lake & pollutants in lake.

- Consider topology, trees, wildlife area when upzoning. Preserve natural areas.
- Maintain existing green/open space, but with more inclusive uses (can golf course become a recreational park?)
- Sustainable building material mixed use income housing with community space.
- Concern about speculation investors in SF areas by light rail.
- More density in my neighborhood.
- Barcelona like Superblocks!!
- Parking equivalent to the housing.
- Mix of housing types- SF, small multi-family/ mixed use.
- More dense housing around the station to take advantage of transit.
- Neighborhood commercial with multifamily housing above along 130th.
- Create a neighborhood identity for Haller Lake.
- Middle income housing, Retail.
- Coffee and retail
    - +1
- Housing, retail, playground/ballfield parkland, bike/ped access.
- Retail space
- Needs a pizza joint
- Sidewalks! Curbs!
- Retail and housing.
- Small businesses/ retail space – Roosevelt.
- Bicycle infrastructure.
- Small businesses: food, drink, etc.
- * Walkable
- Office space. Need opportunity for jobs in neighborhood.
- Density by light rail
- Keep our single-family homes
- Traditional housing that fits in the neighborhood
- Affordable housing
- Dense, affordable housing.
- Build three bedroom housing!
- House the homeless!
- More thoughtful planning than what's happened so far at 65th & Roosevelt. Prioritize ALL current residents to minimize displacement and disruption of community. Increase density only in areas that already have high rises and prioritize housing nearest the station for those with less means.
- Backyard cottages.
- Yes, please to upzoning and density like Greenwood (+ affordable housing).
- 3 or 4 story mixed use near the station and pocket parks!! And some townhomes further from the station.
- Upzone + mixed income + public housing
- 6 floors and corner stores.
- 8-story height is OK on arterials.

- Mixed income housing.
- High rise apt buildings so some people can have views.
- Senior housing by transit and resources.
- Medium density housing upzoning form Meridian to I-5.
- Dense affordable housing.
- Upzoning OK especially along Roosevelt- a great connector in both directions.
- Upzoning OK!

Housing Choices. What types of housing would you like to see more of? Place a dot next to your favorite images of housing types you would like to see in the Station Area. *(number of dots places on each image*)

- 4 story mixed use buildings (25 dots)
- Rowhouses (6 dots)
- Duplex (3 dots)
- 4 story apartments or condominiums (11 dots)
- Townhouses (2 dots)
- 5 story apartments or condominiums (4 dots)
- Small cottages (14 dots)
- Single family (2 dots)

What's Here Now – Parks and Open Space. How can we better use and connect to our parks?

- Rethink use of Jacksons Park as gold course. Is this the best use for neighborhood?
- I don't golf but appreciate it as a community resource. Keep golf course but make a trail from 145th station to the club house.
- Repurpose the golf course! Inequitable use of space.
- Golf course is not serving community. It is not a park. We do not use this course. The trail is NOT welcoming, safe, or complete.
- Find a mixed use for the golf course (housing, food forest, free open space etc.) Add a trail from new 145th St Station to clubhouse at golf course.
- Mixed use trail east of 1st Ave NE through the edge of the golf course between 130th and 145th.
- Look into other uses for golf course. Not an equitable or environmental use of this space. What about urban farm with affordable housing?
- Expanding neighborhood parks so they're large enough to support more uses.
- Restore public access to the north end of Haller Lake at Meridian Ave N.
- We need much safer access to our parks and greenspaces. More sidewalks, more traffic lights, crosswalk signals and flags.
- Need to protect mature trees.
- A bike rack at Northacres Park.
- Keep greenspaces natural. Buy more land along Thornton Creek.
- Quit selling our greenspaces to developers.

- Rice paddy or other agriculture.
- Sidewalks Please !
- Improve trail drainage. Inches of water in winter. Fully fund the tail includes 145th side.
- More small greenspaces with benches, small paly areas, rain gardens in this quadrant (half mile around 130th station).
- Need pocket parks! More trees (Pinehurst & Olympic Hills area)
- Sidewalks, crosswalks, bike paths:
    - 130th is too narrow and feels dangerous as a pedestrian.
    - 1st Ave across form Northacres is particularly dangerous for peds and bikes
    - 145th is dangerous to walk
    - 131st behind the storage units is dangerous and annoying. Peds take up the street and walk in the parking lots on the north side of the street because it is too cold and out of the line of walking to use the existing sidewalk.
    - Put trail off 145th down 140th into wetland and the golf course.
    - Jackson Park trail should come off of 145th into the park.
    - Better pedestrian crossing leading to Jackson Park Trail.
    - Sidewalk to Northacres
- Golf Course is incredibly important as open space but could have more inclusive uses as a park.
- Please don't decrease the environmental integrity of the Thornton Creek watershed.
- Environmental learning center at Jackson Park (nature preschool?)
- Ensure that trees are being planting in the golf course.
- Public access (Meridian street end at Haller Lake)
- sidewalk to Northacres
- Sidewalk/ path (Blocks between NE 130th, Roosevelt Way NE, NE 125th, 5th Ave NE)

Natural Environment

- Please more street trees,
- How do we properly measure canopy? Mature trees, shrubs and street trees.
- Daylight Thornton Creek or have signage, art/ trail where it should be. (section north of NE 124th St)

Moving Around. How would you like to get to the stations? What are some of the challenges?

- One bus to station from Greenwood Ave N (no transfer)
- Need safe crossing across 145th to get to the BRT.
- Devote more space for sidewalks. People walking side by side or in small groups.
- Would like to walk, need a route through golf course.
- Walk. Lack of sidewalks and safety leaves no shoulder on 145th.
- Accessible sidewalks all along 145th and 130th.
- Need wide enough sidewalk for strollers. As wide as Green Lake or Seward path.
- I will drive where I would get free parking or don't use it.

- Improve the golf course trail along 5th Ave between 130th and 145th.
- Bike or walk safely.
- Need more sidewalks- dangerous to walk.
- Note: Need more trash cans.
- Better lighting- unsafe corridor (5th Ave NE between 130th and 145th)
- We need more sidewalks and crosswalks, signals at crosswalks. It's very dangerous walking near station.
- Frequent transit service! Walking! Biking!
- Need shortcut across GC- from SE corner.

Walking Board Comments

Station area

- Why are sidewalks not planned in the 10 minute walk zone?
- Big picture – differentiate the 2 stations
    - 145th – car parking + BRT
    - 130th – local E/W bus connections

Transit

- Transit to 130th station from Carkeek/Broadview area
- We live near Greenwood and 140th. We want to use light rail to get to Seattle. Clarify how there will be shuttles to and from the stations.

130th

- Improve walk and bike experience from 125th to 130th, why stop the bike lane at 125th???
- Traffic backs up at 130th and 5th, where vehicles are making left turn (north bound) on 5th
- 130th – no crosswalks south side by on ramps (east of I-5)
- 130th – Road diet between Aurora and I-5 to create a better pedestrian experience
- 130th is not pleasant, there are no trees and the sidewalks are narrow
- 130th - We need wide and continuous sidewalks on both sides of the street from Greenwood Ave N to the 130th Station
- Currently no ADA ramps on south side of 130th by on-ramp
- Desperate need for sidewalks to walk to 130th station. It's very unsafe at present and won't be well utilized if this isn't addressed

145th

- Widen sidewalk on north side of 145th (adjacent to golf course)
- Wheelchair accessible on 145th - 145th and 1st even has a signed saying it is not wheelchair accessible
- People in the NE sector won't use 145th St because of unpleasant walk
- Meridian Ave, 130th, and 145th, and 1st is a mess to bike on + road condition
- Is there widened sidewalk on north side of 145th?

- South side of 145th along golf course is very uncomfortable to walk on – even with current sidewalk feels very uncomfortable
- Take sidewalk off 145th down into green space of golf course and wetland

Neighborhood roads/connections/safety

- Bagley and 143rd intersection is a death trap. Slow traffic at residential intersections
- Kids walk in the middle of the roads. No safe travel, no shoulders, fast traffic, etc
- The corner of 137th and Burke has had multiple accidents. It needs regulation to slow traffic and increase pedestrian safety.
- 135th and 15th – Dangerous pedestrian crossing – saw someone get hit in crosswalk on March 12
- 127th between 8th and 10th – feels unsafe with narrow sidewalks
- 128th (between meridian and 1st) complete sidewalk to Northacres park (in the PIN)
- 131st - Sidewalks on the north side of street – channel pedestrians on the side of road
- Would like the stretch of 128th Ave between Fremont Ave and N Park Ave to be included in the PMP priority investment network – thanks, Dan Mitchell
- 125th and 15th – this area is better with the bike lanes/road diet, feels safer as a pedestrian (I believe this comment is referring to section along 125th where there was a road diet
- Connect station to bus routes that connect to grocery stores
- Sidewalks needed on 1st ave NE between 117th and NE 130th
- Think about restricting north bound vehicles on Corliss (between 122nd and 125th)
- Keep the cool trees in the ROW at 8th and 123rd (see map)
- With passing of school levy – Northgate Elementary will be rebuilt on north side of the existing lot. Think about what that means for the safe route to schools project
- Engage Lakeside parents – they park on "sidewalk" along 1st during games and events
- Need much better lighting in this area for safety and ease of walking

Golf Course/Parks

- Take sidewalks off of 145th and move into the golf course
- Could we use Golf course maintenance road for shortcut? East side of golf course (see public input map)
- Improve the golf course trail along 5th between 130th and 145th
- Work with parks to restore public access to Haller Lake from north at Meridian
- Annex north side of golf course to extend path fully around golf course trail
- Connection through Northacres park
- Drainage issues (bioswales)
- Make a green space at property at 17th and 145th. Right now undeveloped.
- Add park trail on golf course land for 145th
- ROW for powerlines through golf course – could be used for a N/S trail short cut?
- Jackson Park Trail provides access between Olympic Hills and 130th station

General comments:

- Sidewalks needed!
- More public trash cans to reduce litter

- Please daylight Thornton Creek
- 125th and 23rd – buy property to protect Thornton Creek
- Forcing cars out the right of way (maybe with wheel stops) so we can have a walking lane even if it's not a sidewalk
- Please build the 130th station at the same time as 145th.
- Sidewalks
- Sidewalks on the backroads/in residential areas with street lights and underground the power lines

Roosevelt

- Roosevelt Way N from 1st to Aurora should be high priority for sidewalks (pending NSF grant)
- Chicanes for traffic calming
- Use Roosevelt for a bike/pedestrian route (add bike path and sidewalks)
- Provide cut through for bikes and ped at the Roosevelt dead end (at I-5)
- We plan our dog walks to avoid walking on Roosevelt, but Roosevelt is really where we want to walk (desire line)
- Roosevelt is unsafe for walking yet it is included on neighborhood walking map as a route to use. Sidewalks should go along the entire length of Roosevelt
- Roosevelt – provide improved/new sidewalks along 1st Ave and Roosevelt (part of PIN)
- To get from Roosevelt to 1st to 130th, need overpass improvements
- Roosevelt is the most direct route because its diagonal
- Roosevelt needs traffic calming chicane, one car at a time (discourage driving)
- Make Roosevelt a pedestrian greenway running diagonally SE and NW of the 130th Station

Biking Board Comments

Stations

- Provide secure bike parking at station
- Bike Parking options at the station

145th

- Convenient bus/bike access via protected (physically separated by planters not pylons) bike lanes on 145th
- Take the sidewalk/golf course trail off 145th down into the green space on the golf course
- Protected bike lane/traffic calming on 145th

Roosevelt

- Roosevelt is flat which makes it perfect for connecting bike between 130th station and Aurora at 145th (diagonal) – Lee Bruch
- Options –
    - Have it as a greenway with diverter for through traffic at cross streets OR
    - Fill in one ditch with culvert and landscape with meandering low cost path

- Roosevelt would make a great bike/ped street, especially if one could cover the ditches and make protected bike lanes and sidewalk
    - Agreed - People skip side roads in order to take the more dangerous Roosevelt

<u>125th</u>

- Add bus service from 125th/130th to Lake City Way from Aurora to Lake City Way
- Traditional sidewalks on 127th (between Roosevelt and 15th)
- Need a blinking light at 125th and 1st
- Protected bike lanes and wider sidewalks along 125th (x2)
- Protected bike lane

<u>130th</u>

- Protected bike lane
- Convenient bus/bike access via protected (physically separated by planters not pylons) bike lanes on 130th
- Buses and protected bike lane infrastructure on 130th
- Add 130th bike lane, peds?
- Left turns from east bound (130th to 5th) are already a problem (e.g., backed up)
- Establish real 130th bike lanes
- Provide bike connection from Community Center (near 130th) to 130th station
- Need bus and bike access at 130th and I-5

<u>5th Ave</u>

- 5th Ave - Consider adding protected bike lane (physically with planters not plastic pylons) instead of shared path is too dangerous for peds when mixing with people walking

<u>15th Ave</u>

- Bike lanes on 15th (between 145th and 130th)

<u>Greenways</u>

- Continue greenway on 117th east of 8th to I-5 overpass connection
- Continue 8th ave Greenway north between 117th and 130th, then jog west on 130th to connect to the station
- 8th ave greenway and 125th bike facility are really helpful for connecting the neighborhood

<u>Other</u>

- Fewer bike lanes. There is very low usage in this neighborhood. Increase other modes of transit (e.g., mini bus routes)
- 10th Ave NE and 130th – unsafe road for ped crossing
- What happened to the paving/bike lane/extra stop light/crosswalk project around Ingraham HS?

What we heard so far. Share your ideas.

- Improve, maintain, protect Thornton Creek Watersheds, water quality.
- Keep greenspace (golf course too)
- Adds to "More density along 130th/Roosevelt? 125th Corridor"
    - Improve walk/bike paths
    - Not on the drainage to the creek. Keep wildlife corridor Sound to Lake WA.
        - Agreed
- Adds to "infrastructure to support safe walking and biking to the station.."
    - Shoulders on residential roads for safe walking if sidewalks not possible. Street lines to delineate cares/walking. Yield signs on crossing. Residential street intersection circles or other create ways to slow traffic on residential streets.
- Adds to "City of Shoreline rezoned everything from I-5 to Meridian for high density development. Seattle should do the same."
    - No!
    - Yes
- Adds to "Station should serve the two existing hub urban villages, Bitter Lake and Lake City."
    - Aurora needs to become a real urban village with sidewalks both sides. Such an UNSAFE street now.
- Adds to "Residential housing is a higher priority than commercial development."
    - Yes.

What are your big ideas?

- Play areas for kids.
- Dense affordable housing and safe streets.
- Take the Jackson Park Golf Course for general use park.
- Keep our greenspace (golf course too)
- Medium rise density in 20-minute walking/biking distance to all stations.
- Barcelona-like super blocks!!
- Urban Farm, preschool and seniors, work/live, cohousing, diagonal trail through park.
- Secure bike parking.
- Upzoning for 130th/125th.
- Community "hubs" that aren't just churches – restaurant, pubs, etc.
- Make sure we can accommodate cross traffic/ through traffic plus peds and bikes.
- Commercial and multi-family along arterials.
- Kiss N Ride drop off area off-street.
- Jackson Park- general use park with land sway for sense housing near station to make neighborhood parks bigger with playfields and ball fields.
- More subsidized and non-profit housing.
- Give the 130th St station and development as small a footprint as possible!

- Provide a small space for a Seattle Public Library drop and pick up holds requested from the library.
- Accessibility for all
- Big idea by 2025+ automated, connected, electric and share circulator vans to get people to light rail w/o cars.
- 6 floors and corner stores
- Better walking access (sidewalks on all nearby streets)
- Environmental learning center at Jackson Park
    - Yes
- Need a North Precinct Police Station
- Indoor bike parking
- Safe bike route between 122nd and Northgate Way on Meridian N
- Make 130th between 99 and I-5 a central neighborhood commercial/mixed use area for the Haller Lake neighborhood.
- Complete Jackson Park Trail- 145h could be in the park.
- 145th Sidewalks on both sides are terrible and UNSAFE.
- Trails thru park (get rid of golf) keep the open space. Continuous sidewalks
- Bus Bike Walk. Real protected bike lanes.
- Provide mini farmers market. The correct mix of farmers and prepared food for a quick stop and shop and enjoy later that day.
- Biking connections on 130th from the west.

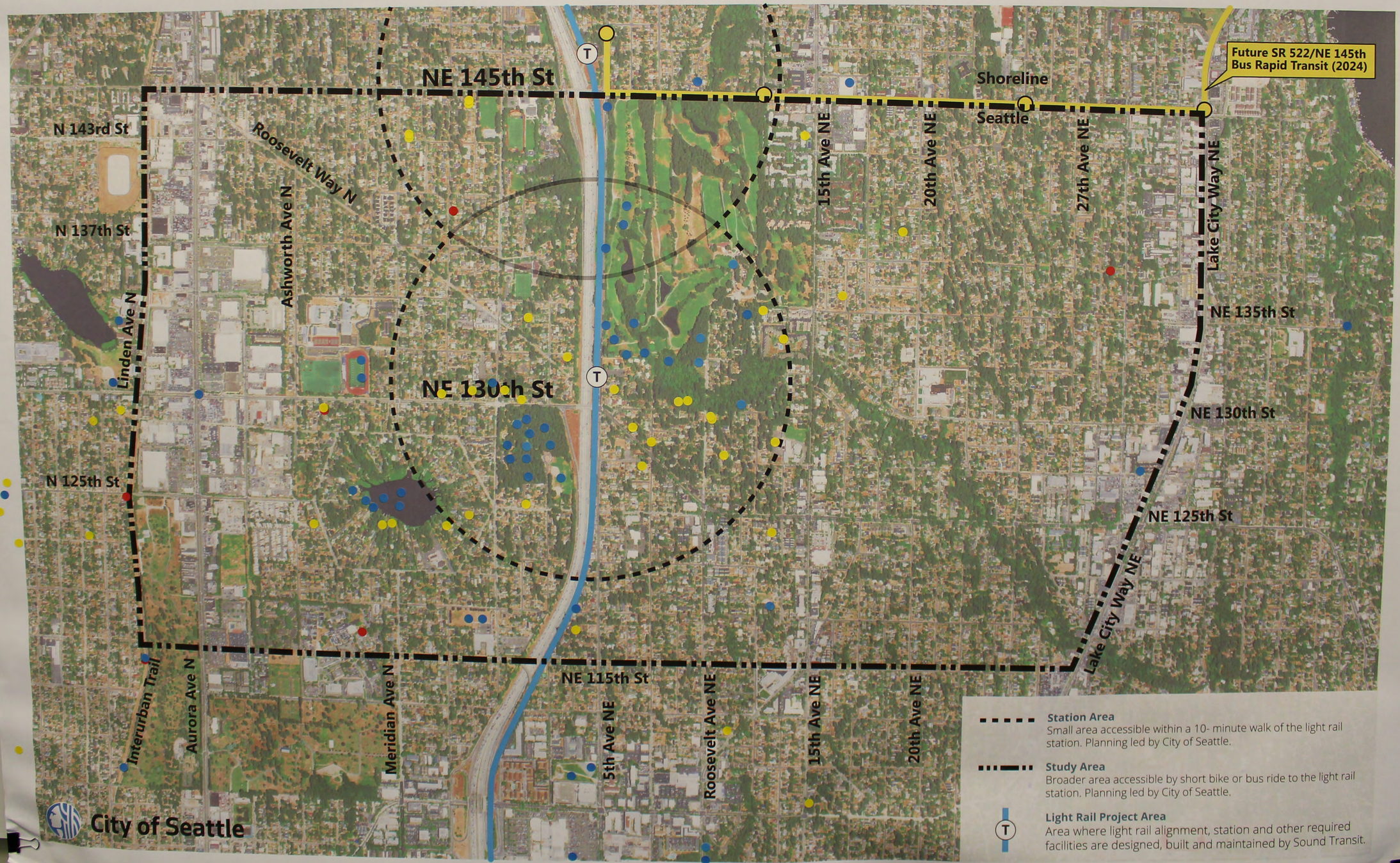
Additional Comments Sent Via Email

- This might not be the right email for this, but I do also have a concern about biking to and from the 130th station from the west. I frequently bike this route and 130th is far too busy to bike on, forcing sidewalk biking. There is really no other option between I-5 and 1st Ave NE on 130th other than the sidewalk. Going West when you get to 1st you can drop down to 128th all the way to the interurban, but this involves crossing Aurora on 128th with no lights which is also not great. Is there a plan for a better bike route between the interurban trail and the station? This would open up a lot more bike routes to the station.
- I'm a near neighbor and have some serious concerns about upzoning our neighborhood, adding more people and cars, when it is already unsafe for pedestrians. We can't support growth in this area until we have pedestrian safety infrastructure. My kid has to walk to school in the street with cars -- and we live very near the proposed station.

130th & 145th Station Area Planning

Where Do you Live, Work or Play?

Place a colored dot where you: *Live* *Work* *Play*



130th & 145th Station Area Planning

Project Background

What is Station Area Planning?

Light rail and bus rapid transit are coming to North Seattle. Over the next year the City will engage the community and agencies in 130th & 145th Station Area Planning. This planning process will consider options for future development and investment to create a vision for the area within a 10-minute walk of a station. Major topics to be explored include:

- **Thoughtful Growth** – what types of housing, retail and other uses are best for the station area?
- **Getting Around** – how will people of all ages and abilities get to/from the station easily and safely?
- **Livable Community** – what makes the station area a place with great spaces and strong connections that meet the needs of the community?
- **Community Engagement and Equity** – how do we elevate the voices of underrepresented groups and those at-risk of displacement in the planning process?





Station Area

Small area accessible within a 10-minute walk of the light rail station. Planning led by City of Seattle.

Study Area

Broader area accessible by short bike or bus ride to the light rail station. Planning led by City of Seattle.

Light Rail Project Area

Area where light rail alignment, station and other required facilities are designed, built and maintained by Sound Transit.

Project Timeline

This planning effort includes two major phases:

Phase 1 Visioning (2019)

Phase 2 Implementation Strategies (TBD)

Related Sound Transit Efforts

Over the next thirteen years faster and more frequent transit service is coming to North Seattle:

- LINK service at 145th Street will begin in 2024.
- Bus rapid transit service along 145th Street (east of I-5) will begin in 2024.
- LINK service at 130th Street will begin in 2031.

Phase 1 Visioning

Ongoing Community Involvement
Surveys, meetings, online tools, workshops, and open houses

Open Houses & Workshops: 1 — 2 — 3 — 4

Background
Now

- Existing Conditions
- Issues & Opportunities

Options for the Future
Summer & Fall 2019

- Generate Options for the Future
- Discuss, Analyze & Refine

Draft Vision
Winter 2019

- Phase 1 Report
- Feedback on Draft Vision
- Next Steps

People who live within a half mile of a station are more likely to take transit, and use their cars much less.

130th & 145th Station Area Planning

What Makes a Great Station Area?

Place a ● dot next to your top 5 favorite images that represent your idea of a great station area.

THOUGHTFUL GROWTH


Housing – Diverse and affordable housing choices



Retail – Walkable neighborhood retail


Sidewalks – Better infrastructure with new development

GETTING AROUND

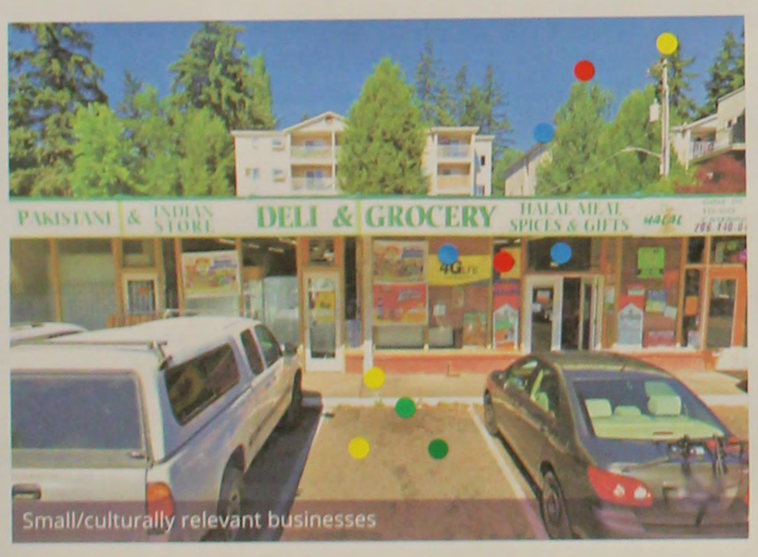

Safe routes for bicyclists and pedestrians


Green streets with trees and rain gardens



Access for people of all abilities

COMMUNITY ENGAGEMENT & EQUITY



Small/culturally relevant businesses


Under-represented groups



Those at risk of displacement

LIVABLE COMMUNITY


Festivals, markets and access to healthy food


Access to parks and open spaces


Healthy tree canopy

130th & 145th Station Area Planning

Why Plan



Station Area Planning brings together community members and government agencies to multiply the impact of the new station and development for everyone who lives, works and visits in the surrounding neighborhoods—now and in the future. We focus on areas within a 10-minute walk of the planned light rail stations, while considering broader neighborhood and regional needs. We plan for change by considering how to support:

Neighborhood Voices

Ideas and plans are reflective of neighborhood input and benefit the broader community

Community Benefit

Transit and other investments create new opportunities, particularly for existing and underrepresented members of the community, in areas such as housing, services, and amenities

Access for All

People of all ages and abilities, from all parts of the community, can safely and easily access transit and new development through various modes of travel (walking, biking, driving, riding)

Future Change

As the station area evolves over time, decisions should be innovative, durable, and flexible, to accommodate for growth, changes in course and direction

Other Investments will support and enhance new light rail stations. Typical investments include:

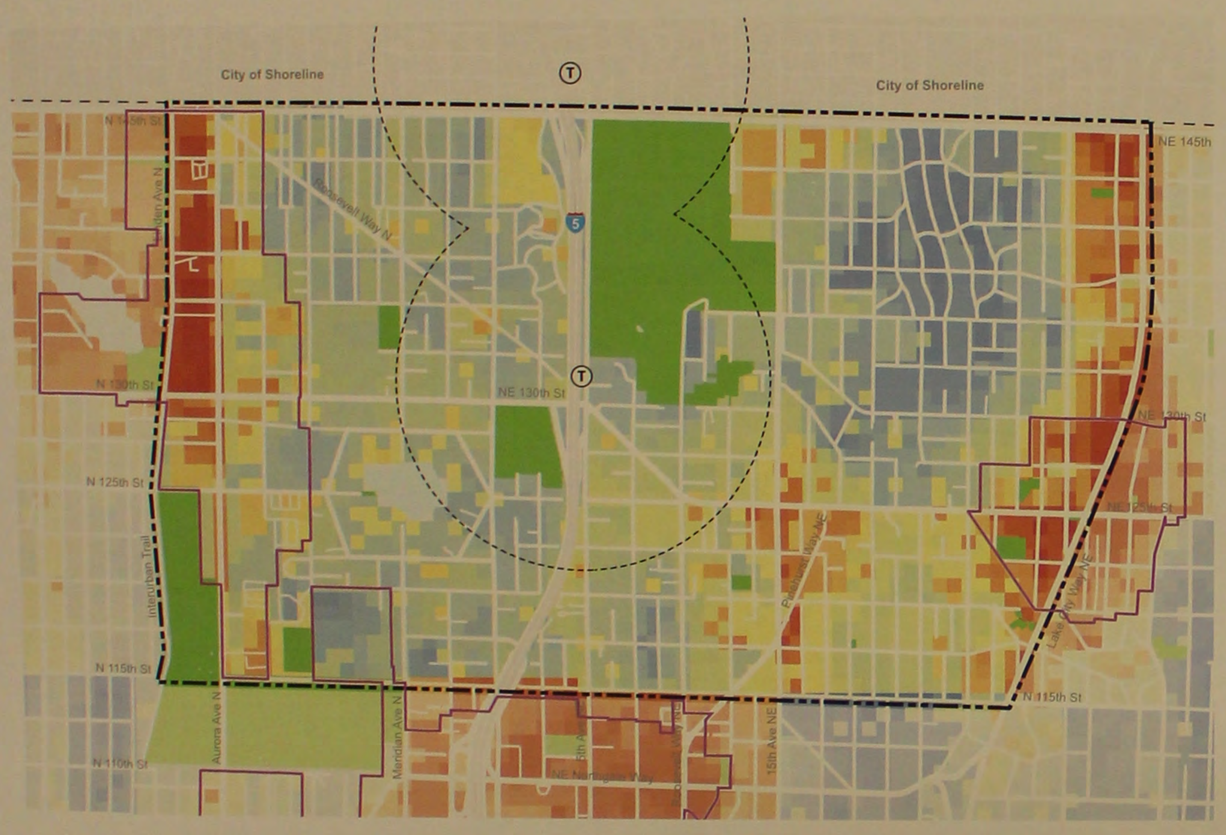
- Improved streets to support access to the station and for safety;
- Better walking and bicycle routes around the neighborhood;
- New developments that include residences, retail and other neighborhood services;
- Parks and other public spaces improved or designed to provide opportunities for play, community events, time in nature or socializing;
- Other neighborhood amenities and services that result from early planning and coordination between government agencies and private partners.

130th & 145th Station Area Planning

Growth & Equity

In 2016, the City completed an Equity Analysis to understand how growth may benefit or burden marginalized populations, particularly in urban villages. The City is using this analysis to inform potential strategies to lessen impacts and maximize opportunity for these populations. As part of the analysis, the City looked at demographic, economic, and physical factors to understand current displacement risk and access to opportunity.

Displacement Risk



Higher Displacement Risk

Lower Displacement Risk

Future 130th & 145th Stations

Station Area

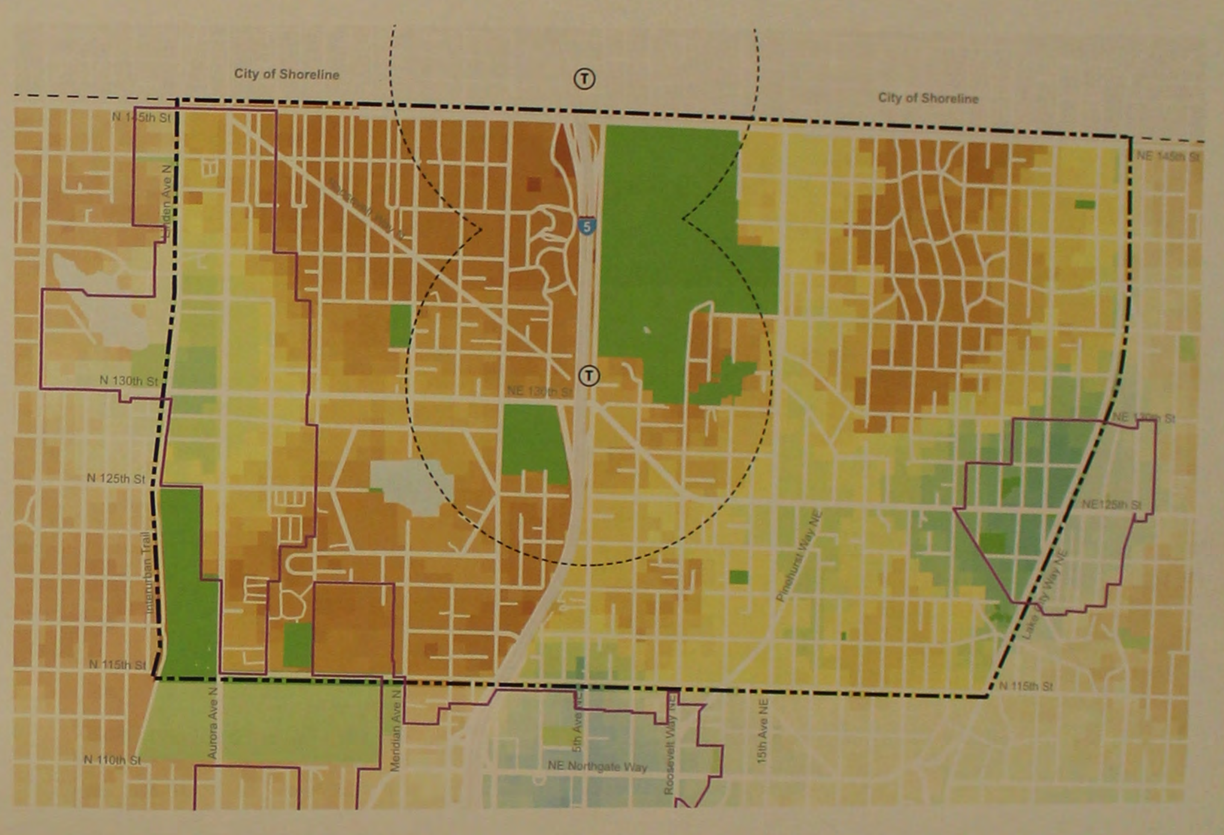
Study Area

Urban Villages

Displacement refers to the involuntary relocation of marginalized populations from their current neighborhood.

- The Urban Villages surrounding the study area (Bitter Lake, Lake City, and Northgate) have higher displacement risk.
- Overall, the study area has a moderate to lower displacement risk.

Access to Opportunity



Higher access to opportunity

Lower access to opportunity

Future 130th & 145th Stations

Station Area

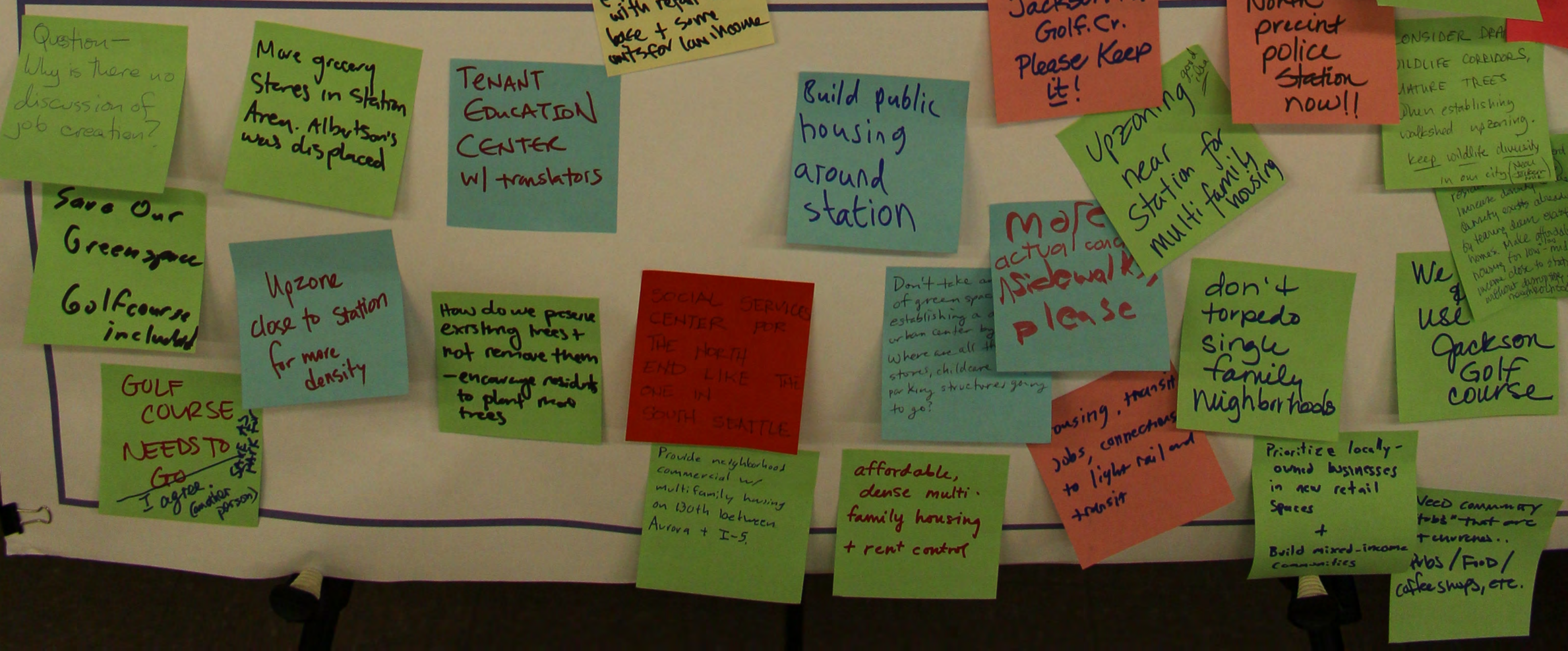
Study Area

Urban Vil

Access to opportunity refers to an ability to access s and other key determinants of social, economic, and phy

- The Urban Villages surrounding the study area (Bi , and Northgate) have moderate to higher access to opportunity.
- Overall, the study area has a moderate to lower access to opportunity.

How can we create more oppo n the station



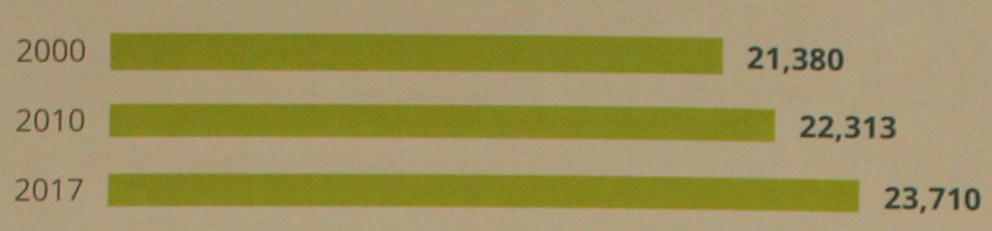
Ram MAIN Line

Hot Entrée of the Day

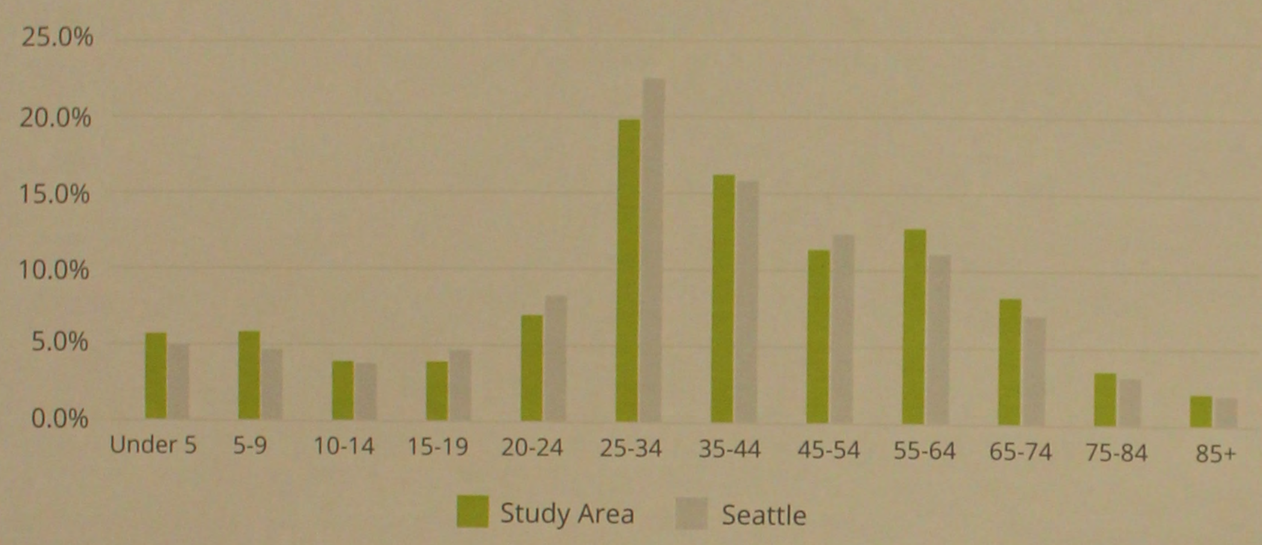
130th & 145th Station Area Planning

Who Lives Here - Who Are We?

Population



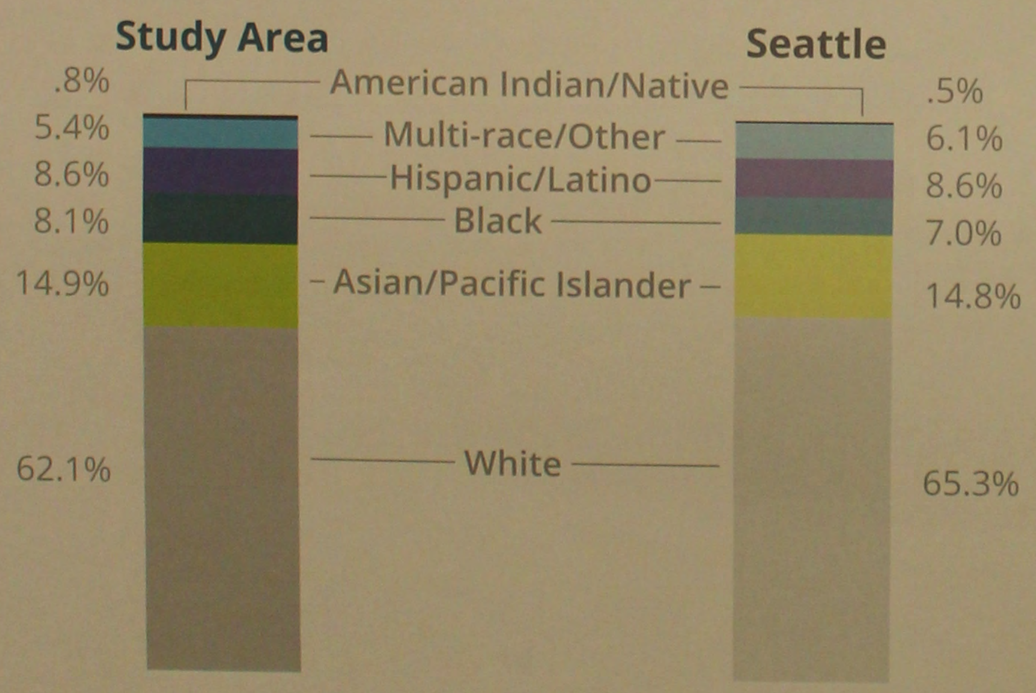
Age



Educational Attainment

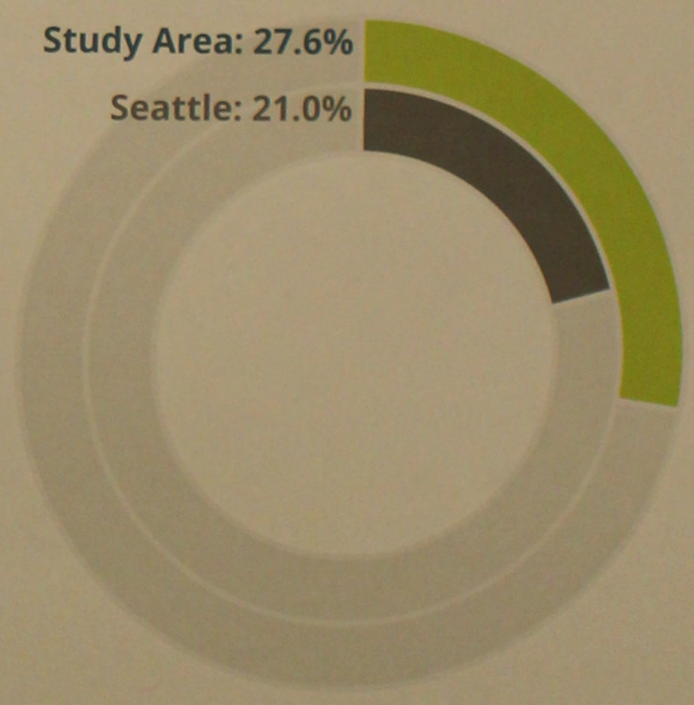
Study Area	Seattle
92.91% High School or Higher	**94.2%** High School or Higher
50.1% Bachelor's or Higher	**61.7%** Bachelor's or Higher

Ethnicity



Source: American Community Survey (ACS) 2017, 5-Year Estimates by Census Tract

Language Spoke at Home Other Than English



Who will live in the station area in the future?

Share your idea on a sticky note!

Will high density homes come to areas near station stops? If so what does near mean

Hopefully a lot more people + more diversity

Current residents (renters, owners, seniors, low income) should be prioritized to minimized to the utmost degree displacement + disruption of community

I appreciate the economic and cultural diversity in this area and would like it to continue!

people of all ages, ethnicities & incomes

130th & 145th Station Area Planning

Who Lives Here - How are we doing?

Renter Households

Study Area

46.1% Renters

53.9% Homeowners



Seattle

53.5% Renters

46.5% Homeowners



Median Household Income

Study Area
$63.4k

Seattle
$79.6k

The **median household income** in the Study Area is **16.2%** less than Seattle as a whole.

The income gap between the Study Area and Seattle is even greater for **family income** at $76.8K compared to $115.4K.

Cost Burdened Households

Study Area
37.7%

Seattle
35.1%

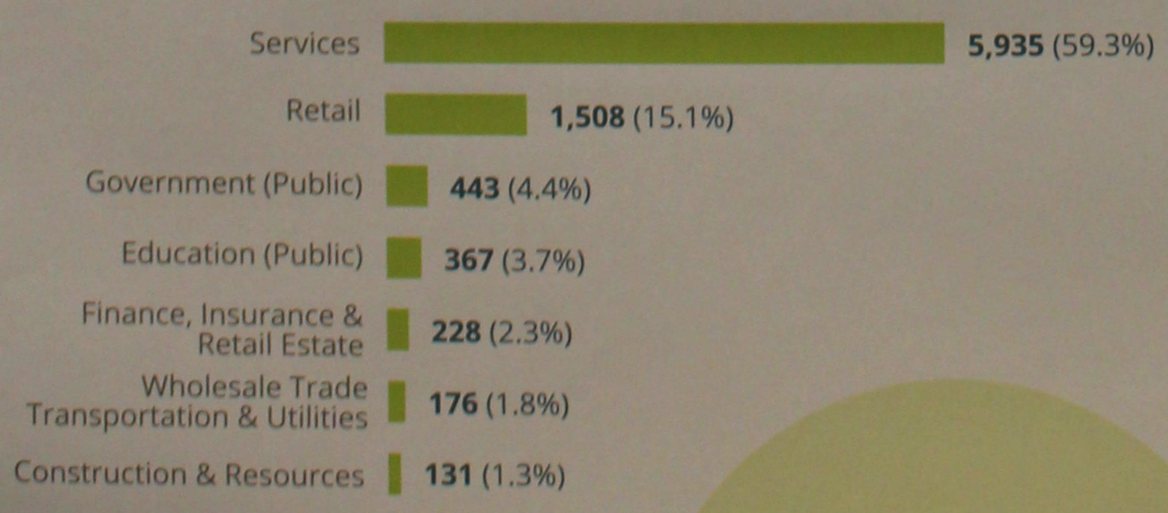
Cost-burdened households pay more than **30%** of their income for **housing (rent or mortgage, plus utilities)**

Below Poverty Level

Study Area
13.3%

Seattle
12.5%

Jobs in the Study Area



The number of jobs reflect jobs covered by state unemployment insurance which includes about **90%** of all jobs.

Median Housing Value

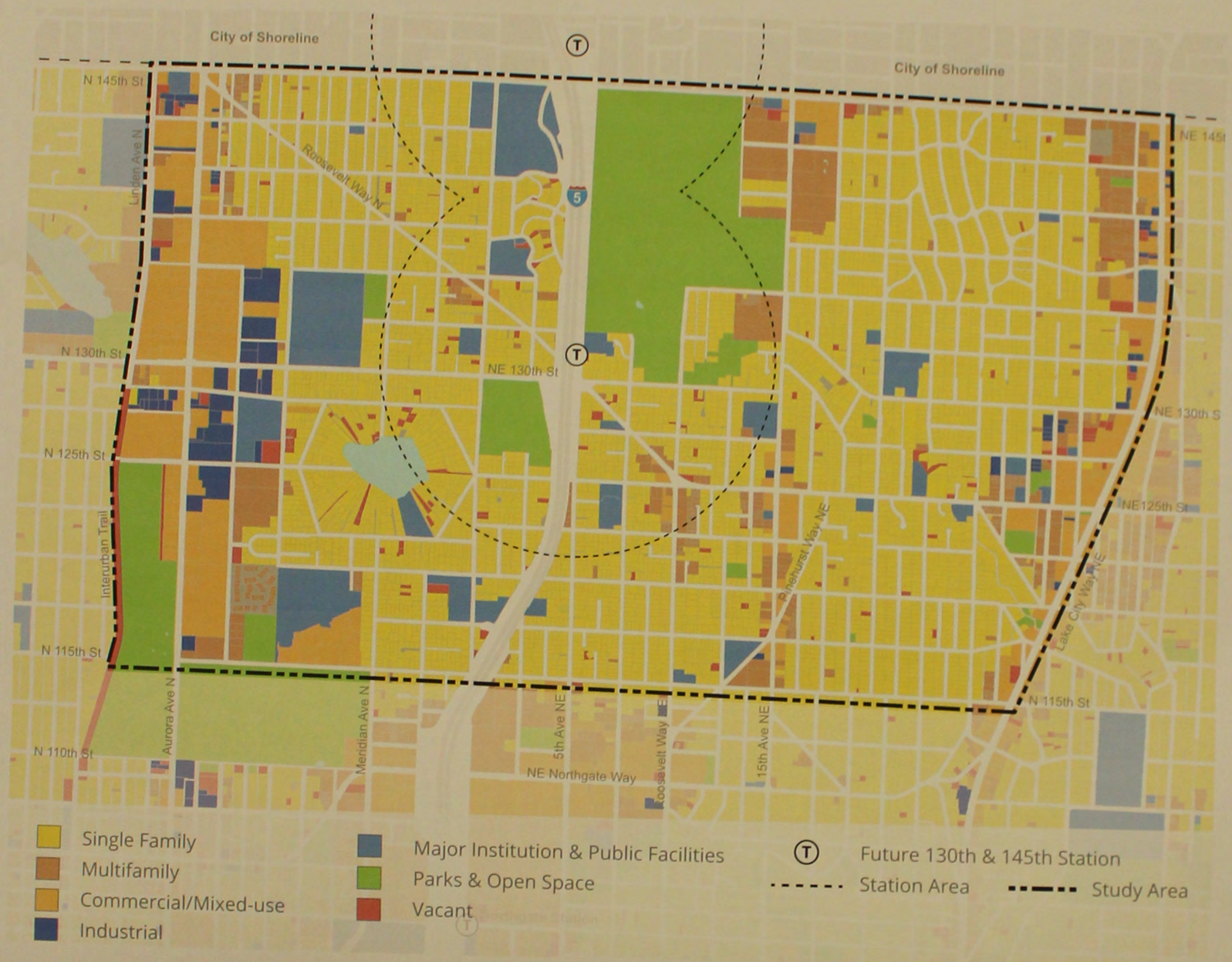
Study Area
$396,900

Seattle
$537,800

Homes in the study area are **more affordable** compared to Seattle as a whole.

130th & 145th Station Area Planning

What's Here Now - Land Use




Townhouse development on 1st Ave NE


Single family housing development on 17th Ave NE


Multifamily housing development on 15th Ave NE

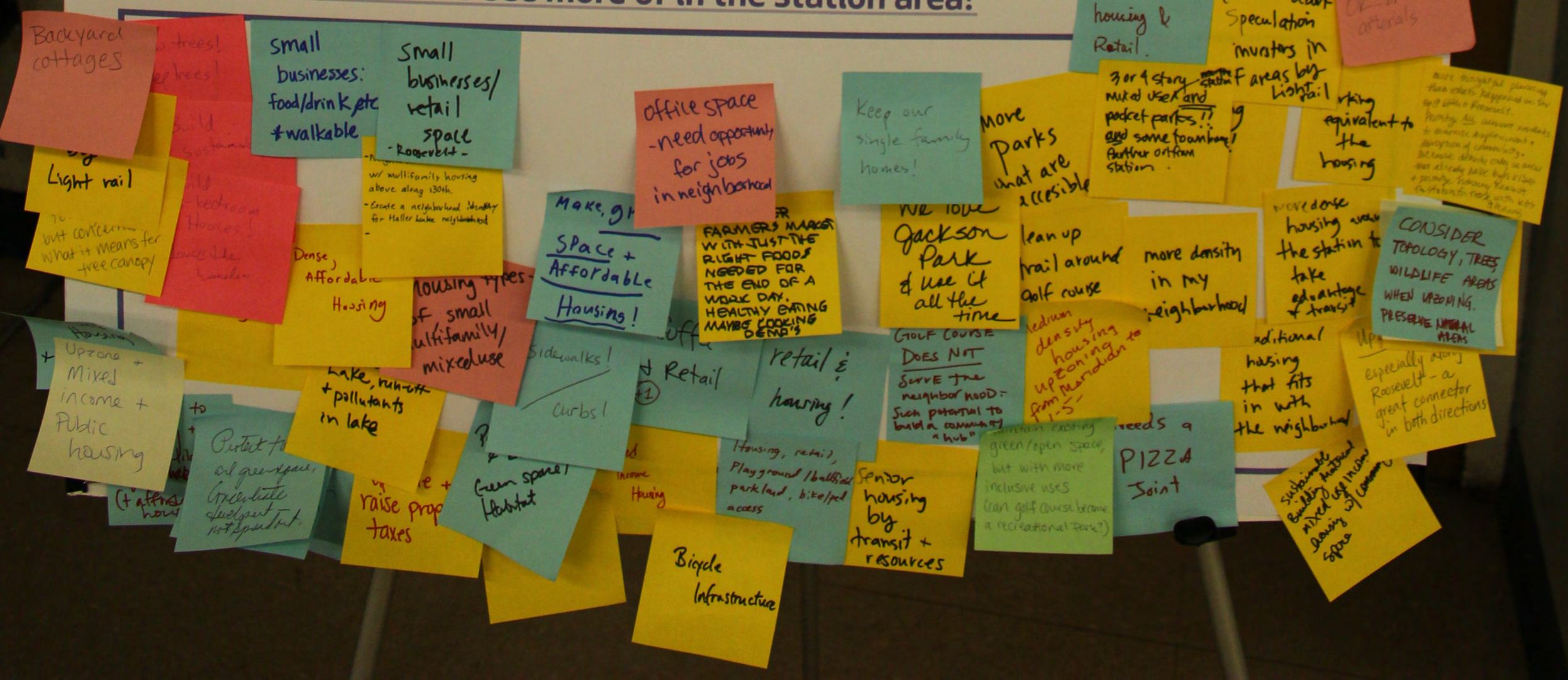

Grace Chinese Lutheran Church


QFC Grocery Store on 145th Ave NE


Walking trail at Northacres Park


Commercial/Retail development on 15th Ave NE

What would you like to see more of in the station area?



130th & 145th Station Area Planning

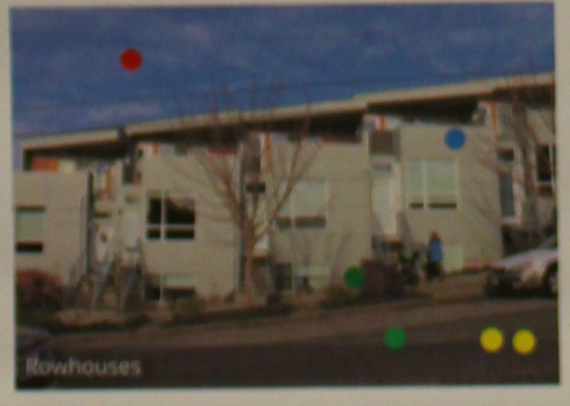
Housing Choices



What types of housing do you want to see more of?

Place a ● dot next to your favorite images of housing types you would like to see in the Station Area.

















130th & 145th Station Area Planning

What's Here Now - Parks & Open Space



Parks & Open Spaces

1. Helene Madison Pool
2. Northacres Park
3. Hubbard Homestead Park
4. Jackson Park Golf Course & Trail
5. Licorice Fern Natural Area
6. Pinehurst Playground
7. Homewood Natural Area
8. Virgil Flaim Park
9. Albert Davis Park
10. Little Brook Park
11. Cedar Park
12. Haller Lake Street End Park
13. Bitter Lake Playfield
14. Bitter Lake Resevoir Park
15. Little Brook Creek Natural Area
16. Mineral Springs Park
17. Northgate Park
18. Beaver Pond Natural Area
19. Victory Creek Park
20. Evergreen Washelli Cemetery

P-Patches

1. Haller Lake P-Patch
2. Jackson Park P-Patch
3. Pinehurst P-Patch
4. Bitter Lake P-Patch









How can we better use and connect to our parks?

Need to protect mature trees

a bike rack @ Northacres Park

Restore public access to the north end of Haller Lake at Meridian Ave N.

Expanding recreated parts to require large enough to support more use

Repurpose golf course! Inequitable use of space

Use maintenance roads inside GC for pedestrian shortcuts

- 130th is too narrow and feels dangerous as a pedestrian
- 1st Ave access from North Acres is particularly dangerous for peds and bikes.
- 145th is dangerous to walk
- 131st behind the storage units is dangerous and annoying. Peds take up the street and walk in the parking lots on the north side of the street because it is too cold to and out of the line of walking to use the existing side walk.
- put trail off 145th down into wetland area of Golf course
- Jackson park trail should come off of 145th into the park
- better pedestrian crossings leading to Jackson park trail

Sidewalk to Northacres

golf course is incredibly important as open space, but could have more inclusive uses as a park

- Please don't decrease environmental integrity of Thornton Creek watershed
- Environmental learning Center @ Jackson Park (nature preschool?)

NE 127th ... stairs - unsafe, fix!

MIXED USE TRAIL EAST OF 1st AVE NE THROUGH THE EDGE OF THE GOLF COURSE BETWEEN 130 & 145

Look into other uses for golf course. Not an equitable or environmental use of this space. What about urban farming?

selling green spaces to developers.

Add a trail from new 145th st. station to clubhouse at golf course

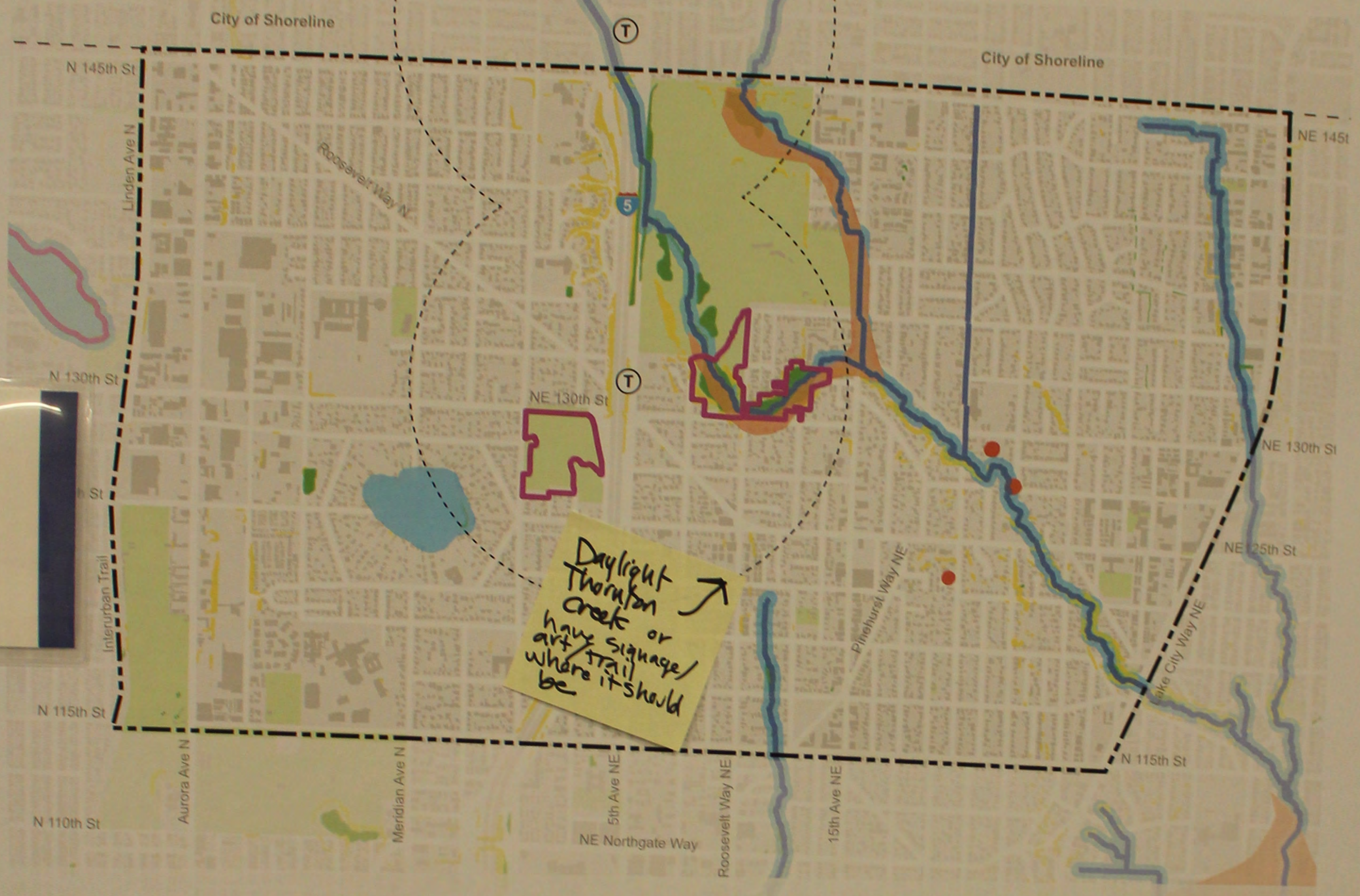
find a mixed use for the golf course (housing, food forest, free open space) etc.

GOLF COURSE DO NOT serving COMMUNITY. IT IS NOT A PARK. WE DO NOT USE THIS course. The ...

Why is this ...

130th & 145th Station Area Planning

Natural Environment

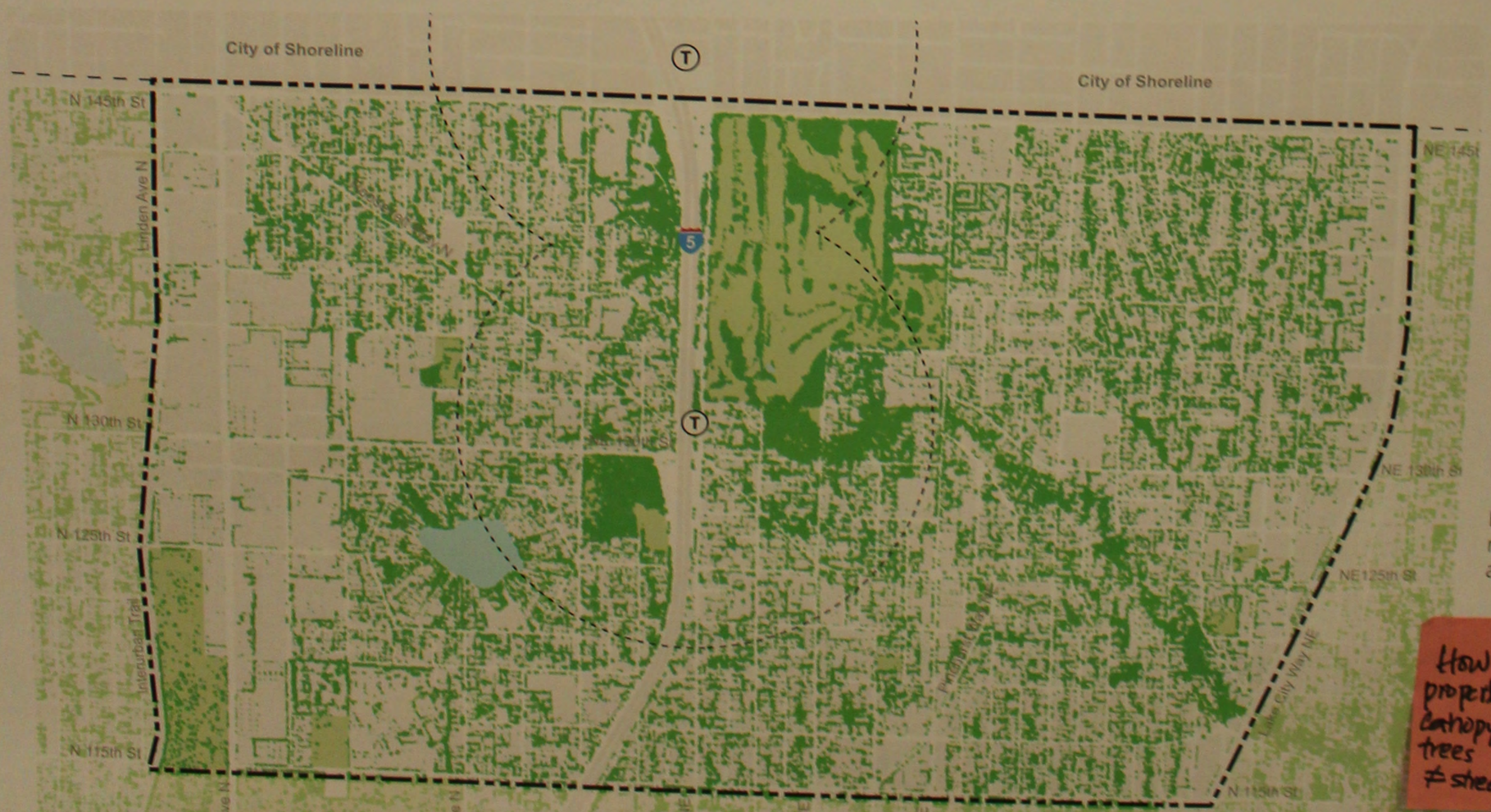


Ecology & Hazards

The Study Area contains numerous natural assets that are critical to the health and well-being of the natural environment and for livable communities.

Among these assets are Thornton Creek, the wildlife habitats at Northacres Park, and the Licton Springs and Thornton Creek Watersheds.

There are also environmental hazards within the Study Area such as steep slopes along I-5 and areas with potential liquefaction along Thornton Creek.



Tree Canopy Coverage

Canopy coverage is an important management tool for the City to understand the extent and distribution of trees in Seattle.

Seattle's goal is to reach 30% canopy cover by 2037. The City of Seattle's most recent canopy cover study, using data from 2016, found that 28% of Seattle is covered with trees. The highest tree canopy occurs in residential, park and natural areas, as well as the right-of-way.

In the Station Area, the prevalence of natural areas contribute to the large amount of canopy coverage at 37.8%.

How do we properly measure canopy? MATURE trees ≠ shrubs ≠ street trees

Canopy coverage refers to the percentage of an area that is covered by trees, as seen in an aerial view.

Plant more street trees. Preserve what we have already

130th & 145th Station Area Planning

Moving Around



Existing & Planned Pedestrian Infrastructure

Sidewalks are a significant component of an effective pedestrian network. With light rail stations coming into the Study Area where sidewalks are limited, developing strategies to make it safe and comfortable for walking will be important to provide pedestrian access to the station. As part of the Pedestrian Masterplan, SDOT has developed a **Priority Investment Network (PIN).**

The **Pedestrian Improvemen Network (PIN)** i composed of street that serve as ke pedestrian routes t kindergarten throug 12th grade (K-12) publ schools and freque transit stop



Existing & Planned Bicycle Infrastructure

Bicycle connections to light rail statio are an important component of stati area planning. Currently, both the St and Study Areas have limited bicycle facilities.

Around Haller Lake there are existin sharrows and there is a growing nu of neighborhood greenways north 130th St. between 20th and 27th A



130th & 145th Station Area Planning

Moving Around

Existing & Planned Transit Service

The Study Area currently has many bus routes that provide transit service and north-south connections. However, previous community engagement efforts have identified east-west transit connections as a critical component of the transit system that can be improved.

Convenient East-west transit connections to the future light rail stations will be important to provide access to the stations for transit dependent populations.



How would you like to get to the stations? What are some of the challenges?

Share your idea on a sticky note!

more bulbs for pedestrian heavy intersections - pinch point to slow traffic aka Roosevelt Light for Pinehurst School

Walk - lack of sidewalks, lots of safety issues, no shoulders

Would like to walk, need a route thru golf course

Need wide enough sidewalk for strollers

As wide as greenlake or seward path

I will Drive where I would get free parking or don't use it

bike or walk safely

accessible sidewalks ALL along 145th & 130th

Improve the Golf course trail along 5th & between 130th & 145th

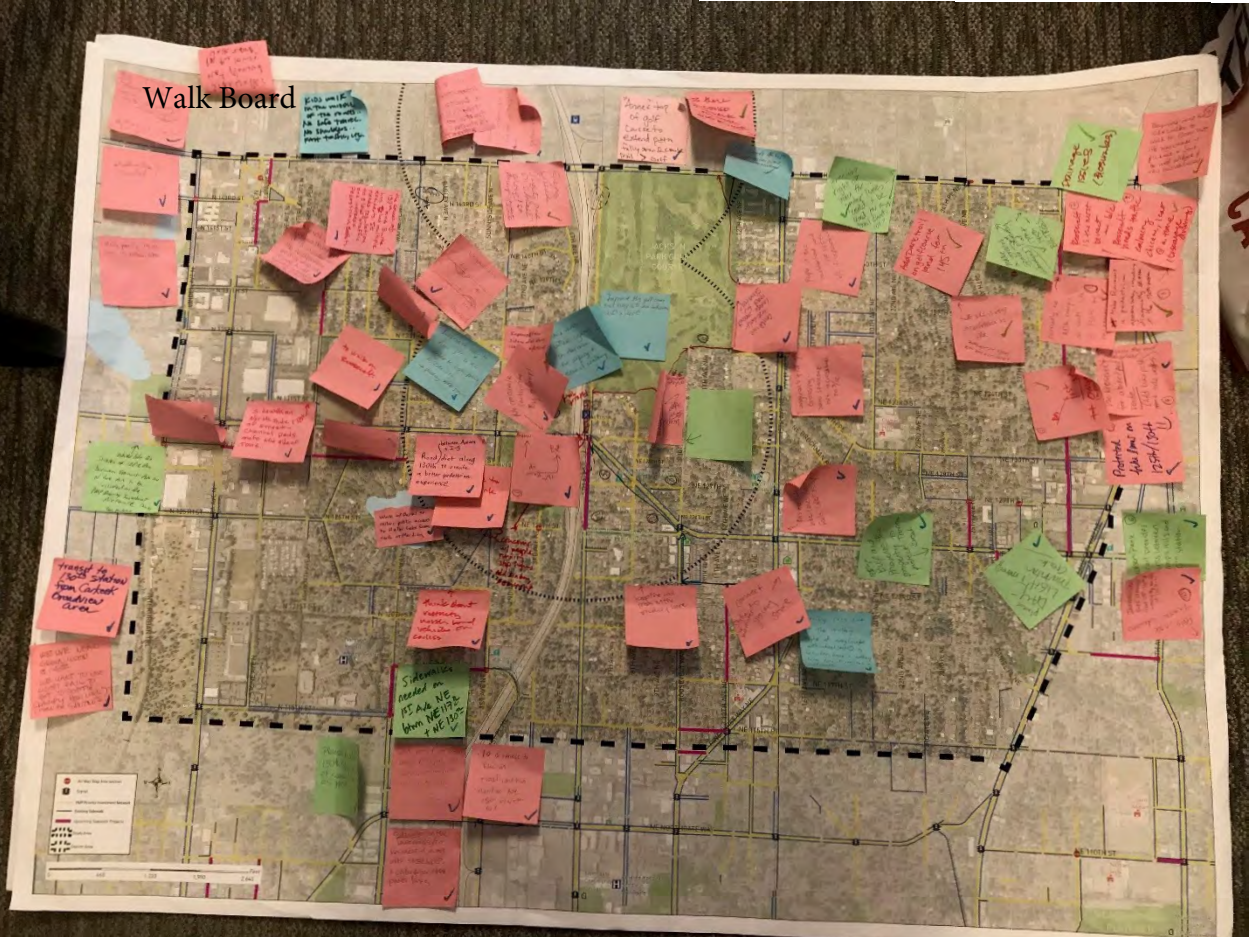
Better lighting - Whole corridor (particularly 130th-145th)

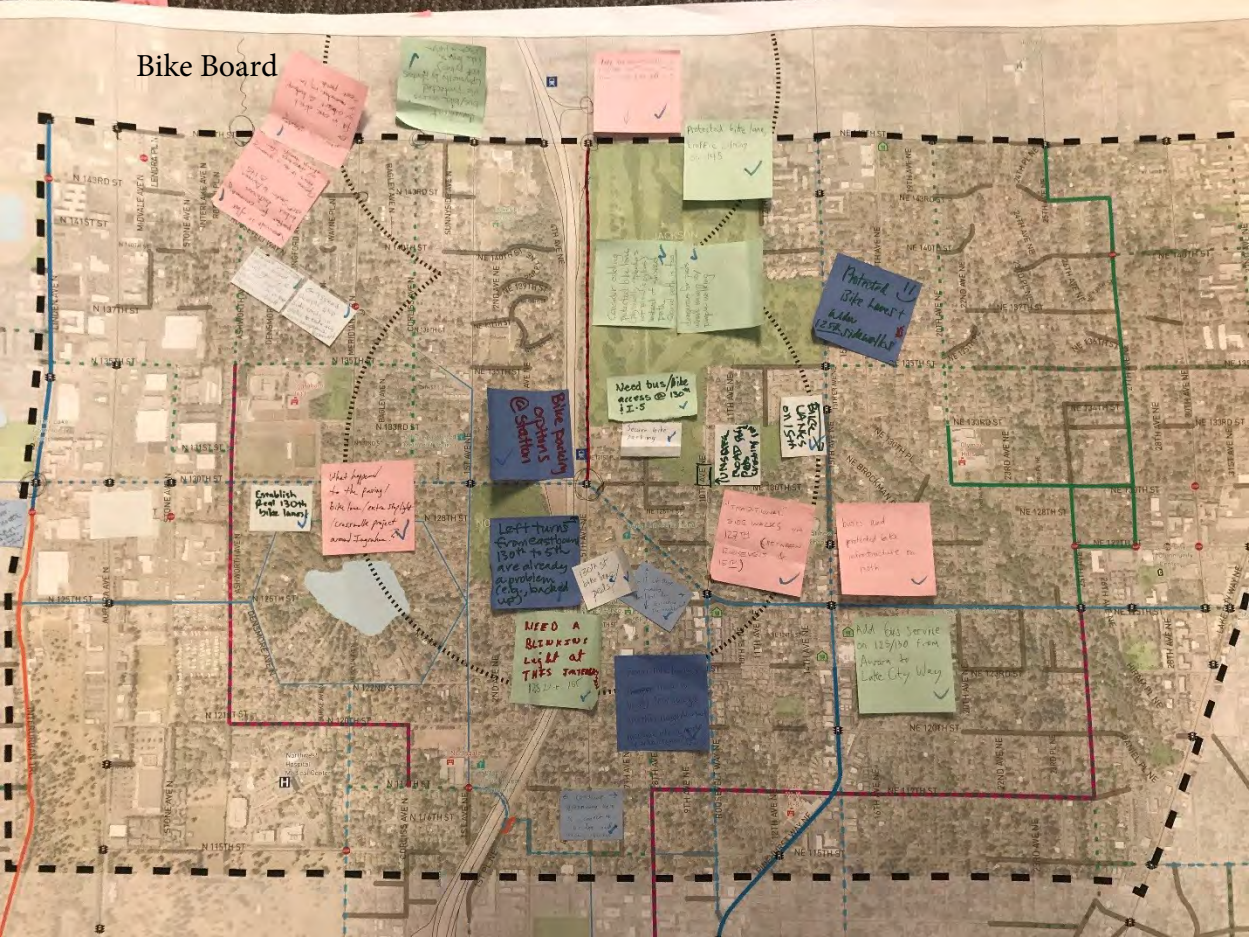
We need more sidewalks + crosswalks + signals + curbcuts. It's very dangerous walking near Aurora

Frequent transit service! Walking! Biking!

Need shortcut across GC from SE corner

Note: Need more trash cans


Walk Board


Bike Board
Need bus/bike access @ 130th I-5
Bike Parking Options @ Station
Left turns from eastbound 130th to 5th ave already a problem (rely, backed up)
NEED A BLINKING Light at THIS JUNCTION
Add bus service on 125/130 From Aurora to Lake City Way
Protected bike lane
Potential Bike Lane* Adds 125th sidewalks
Bike Lanes on 15th
Establish Rapid 130th bike lanes
What happened to the Survey/ Bike lane/ Pedestrian Crossroads Project around Interchange
Transit at 5 key locations on 125th (Greenwood to I-5)
Bike Rail painted blk unattractive to path

th & 145th Station Area Planning

hat We Heard So Far

are your ideas by writing or placing a post-it note in the blank bubbles below.

ow are comments that were collected during previous planning and engagement efforts.

Share your idea on a sticky note!

Improve, maintain, protect Thornton Creek watershed water quality.

"More **density** along the 130th/ Roosevelt/125th corridor."

improve WALK/BIKE paths

Not on the drainage to the creek. Keep the wildlife corridor South to Lake WA. Agreed!

City of Shoreline rezoned everything from I-5 to Meridian for high density development. Seattle should do the same

No! Yes

"Upgrade neighborhood infrastructure to **support safe walking** and **biking to the station**: sidewalks, stops signs, wayfinding, crosswalks, good lighting, drainage, streets, bike lanes, bike parking, bike lockers."

Shoulders on residential roads for safe walking IF sidewalks are not possible. street trees to designate delineate cars/walking.. Yield signs on crossing.. residential street intersection circles or other creative ways to slow traffic on res. streets

Metro bus prioritization should be revisited as there are lots of packed buses and other ones that are empty

"**Residential housing** is a higher priority than commercial development."

Yes.

"Need to **fix existing drainage** problems"

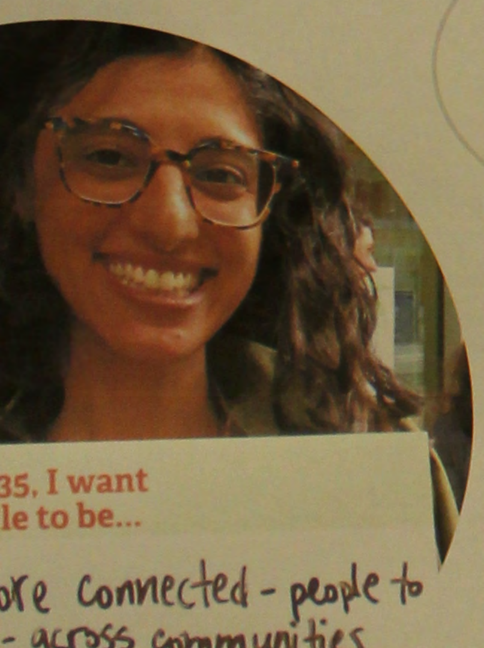
"Station **should serve** the two existing hub urban villages, **Bitter Lake** and **Lake City**"

Around nodes to define a real urban village w/ side walks both sides. Sucks an unsafe street now

Keep Greenspace (Golf courses too)

"Work with nearby churches to allow commuter parking on their lots."

Consider reducing the golf course at Jackson to 9 holes and using part of the southern portion for housing or local-serving park space



35, I want
le to be...

ore connected - people to
- across communities
n lots of the same d
that are here n

Need more **trails** and **parks**

We need to make sure that the infrastructure is in place at the same time as the development. Additional resources are need for the police and justice system.



HALA HOUSING AFFORDABILITY AND LIVABILITY AGENDA

130th Light Rail Station COMMUNITY CONVERSATION

Seattle 2035 YOUR CITY, YOUR FUTURE

130th & 145th Station Area Planning

What are your big ideas?

Share your ideas by writing or placing a post-it note in the blank space below.

Share your idea on a sticky note!

Keep Our Greenspace (Golfcourses too)

DENSE, AFFORDABLE HOUSING & SAFE STREETS

BARCELONA-LIKE SUPERBLOCKS!!

biking connections on 130th from the West

Play areas for kids

Medium rise density in 20m. walking / biking distance to all stations

take the Jackson golf course for general use park

secure bike parking

COMMUNITY "hubs" that aren't just churches.. restaurants/pubs, etc.. what?

UP Zoning for 130th/125th

Make sure we can accomodate cross traffic/ thru traffic plus ped + Bikes

Urban Farm preschool + seniors Work-live Cohousing + diagnol trail through park

KISS N RIDE Drop off area off-street

Commercial/ Multi-Family along arterials

Indoor bike parking

Jackson Park → General use park w/ land swap for desire housing near stations to make neighborhood parks bigger w/ playfields and ballfields

145th ST. Sidewalks on Both sides are terrible + UNSAFE.

more subsidized + nonprofit housing

6 Floors AND CORNER STORES!

Big idea by 2025+ ~~automated~~ connected electric and shared circulator vans to get people to light rail/bicycles

Repave 130th Keep Single Family homes & NOT ANother Greenwood

Give the 130th St. Station + Development as small a footprint as possible!

need a North precint Police station

BUS-BIKE-WALK ↑ real-protected bike lanes

Better walking access (sidewalks on all nearby streets)

Continuous Sidewalks

PROVIDE MINI FARMERS MKT THE CORRECT MIX OF FARMERS + PREPARED FOOD FOR A QUICK STOP + STOP + ENJOY LATER ON

Make 130th between 99 + I-5 a central neighborhood commercial/mixed use area for the Haller Lake neighborhood

Environmental learning center @ Jackson Park YES...

Complete Jackson Park Trail- 145th could be in the park

Safe bike route between 125th and Northgate Way on Meridian N.

Accessibility For All

Trails thru Park (get rid of golf!) keep the open space

PROVIDE A SMALL SPACE FOR A SEATTLE PUBLIC LIBRARY DROP ← PICK UP HOLDS REQUESTED FROM THE LIBRARY