

130th and 145th Station Area Planning Environmental Impact Statement (EIS) Community Meeting



Meeting Info

- Questions can be entered in the Q&A feature at anytime.
- Technical questions can be submitted through the chat feature. *The chat feature will be visible to the host and panelists only.*
- Please be respectful of differing viewpoints and experiences. Avoid using the Q&A to criticize or insult other people.
- This meeting will be recorded and posted on our website.

Mentimeter

How to join?

1. <https://www.menti.com/vnjxn8b2v4>

Or

2. Use the QR Code to log in



Agenda

Introductions

Definitions Overview

History of the Project

Alternatives Overview

Questions and Answers

How have you connected with this project in the past? Check all that apply



Came to the open house at Ingraham High School in March 2019



Came to the community workshop at North Seattle Church of Nazarene in Sept 2019



Participated in an online community conversation in summer/fall 2020



Took an online survey to provide comments on the Draft Plan in 2021



Got email news about the project



This is my first community meeting



What do you value most about living in your community?



What is SEPA?

The **State Environmental Policy Act (SEPA) review process** helps agency decision-makers, agencies, tribes, and the public understand how a proposal – like the subarea plan for 130th/145th station areas – will affect the natural and built environment. It provides information and ways to comment on proposals and mitigation measures.

What is scoping?

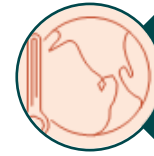
Scoping invites public, tribal governments, and other local, state and federal agencies to comment on a proposal's alternatives, impacts, and potential mitigation measures to be analyzed in the EIS.

What is an 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.

EIS Contents

- Contents (WAC 197-11)
 - Fact Sheet
 - Table of Contents
 - Chapter 1 – Summary
 - Chapter 2 – Alternatives
 - Chapter 3 – Environment, Impacts, and Mitigation Measures
 - Chapter 4 – Acronyms and References
 - Chapter 5 – Appendices



Earth & Water Quality
Air Quality & Greenhouse Gas Emissions



Noise
Land Use Patterns & Urban Form



Population & Employment
Housing & Displacement



Plants & Animals
Energy and Natural Resources



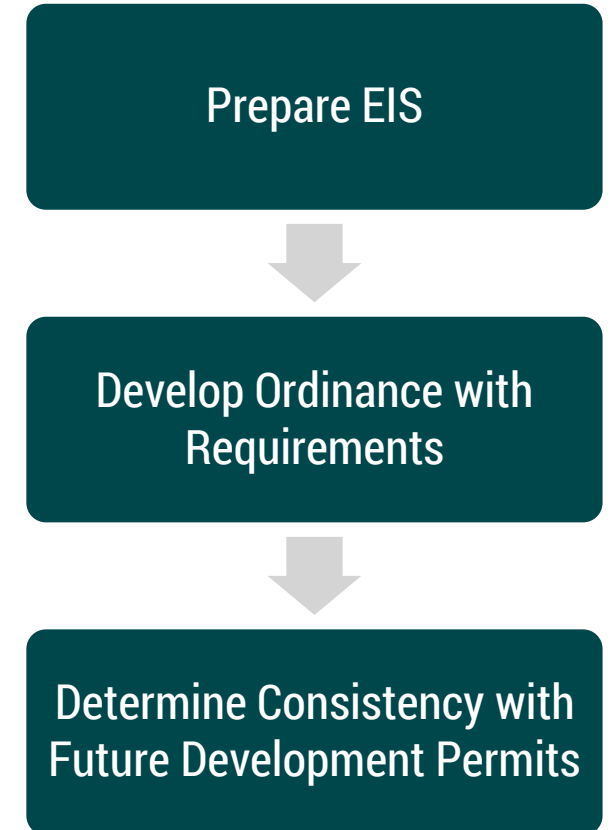
Historic Resources
Relationship to Plans, Policies, & Regulations



Transportation
Public Services
Utilities

Focused Review in Station Area

- The City will be conducting additional in-depth analysis of the 130th and 145th Street station areas in preparation for zoning changes under consideration ahead of the opening of new light rail stations.
- The EIS will include options for the City to streamline future environmental review in that area, which may include a planned action (RCW 43.21c.440), or infill exemption (RCW 43.21C.229), or other tools available under state legislation (e.g., SB 5818).



Mentimeter

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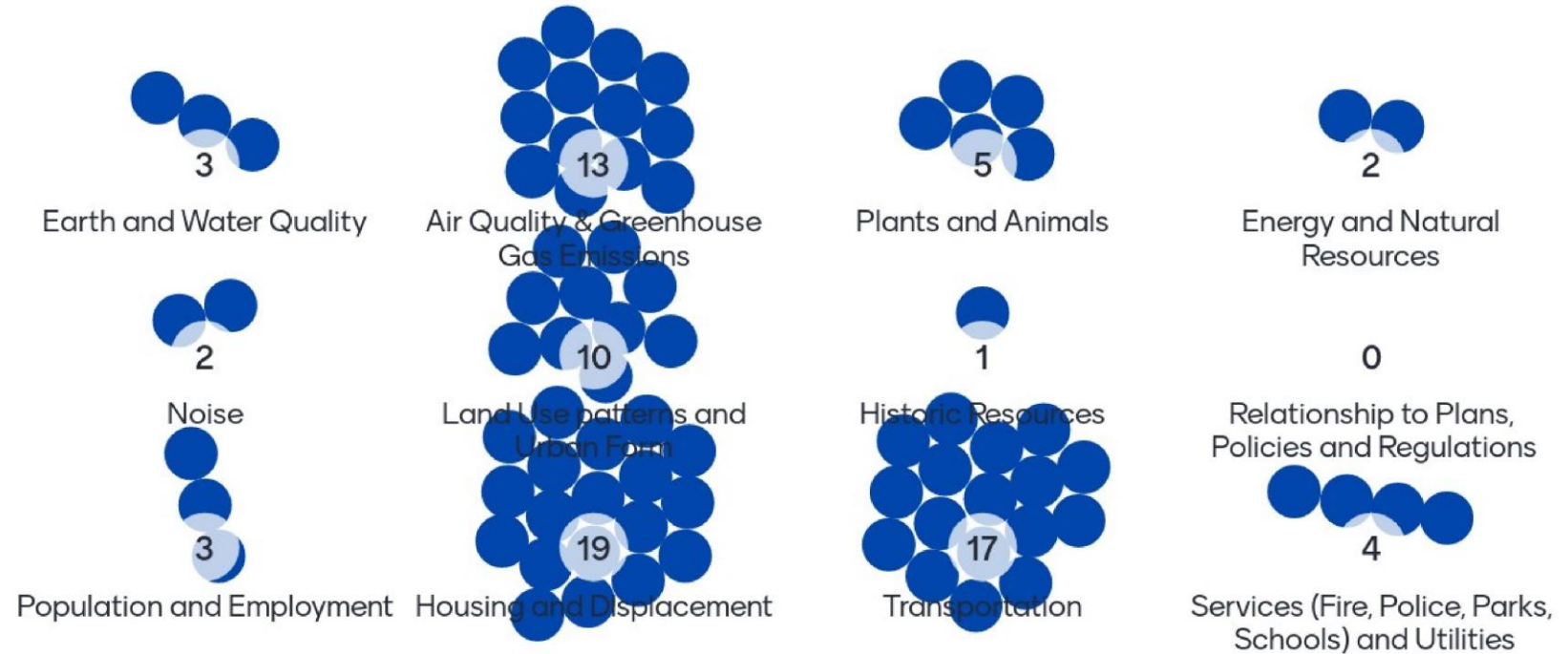
Or

2. Use the QR Code to log in





What do you feel are the 3 most important EIS topics to understand environmental implications and tradeoffs of different growth alternatives?



History of the Project:



7/21/2022

Project History



- 2008**
- Voters approve ST2 including Lynwood Link to begin services in 2024

- 2010-2013**
- Sound Transit (ST) begins studying alignment and station alternatives for Lynwood Link

- 2016**
- Voters approve ST3 including 130th and 145th Stations

- 2018**
- ST begins planning for 145th Bus Rapid Transit (BRT)
 - ST begins preliminary engineering to see if 130th Station can be built early

- 2019**
- ST begins construction on Lynwood Link

Project History



Mar-Aug 2019

- Background Report
- Community Survey Results
- Open House Summary

Sept-Dec 2019

- Community workshop report
- Community Conversations Summary

2020

- Draft Station Area Plan
- Multi-Modal Study Area Report

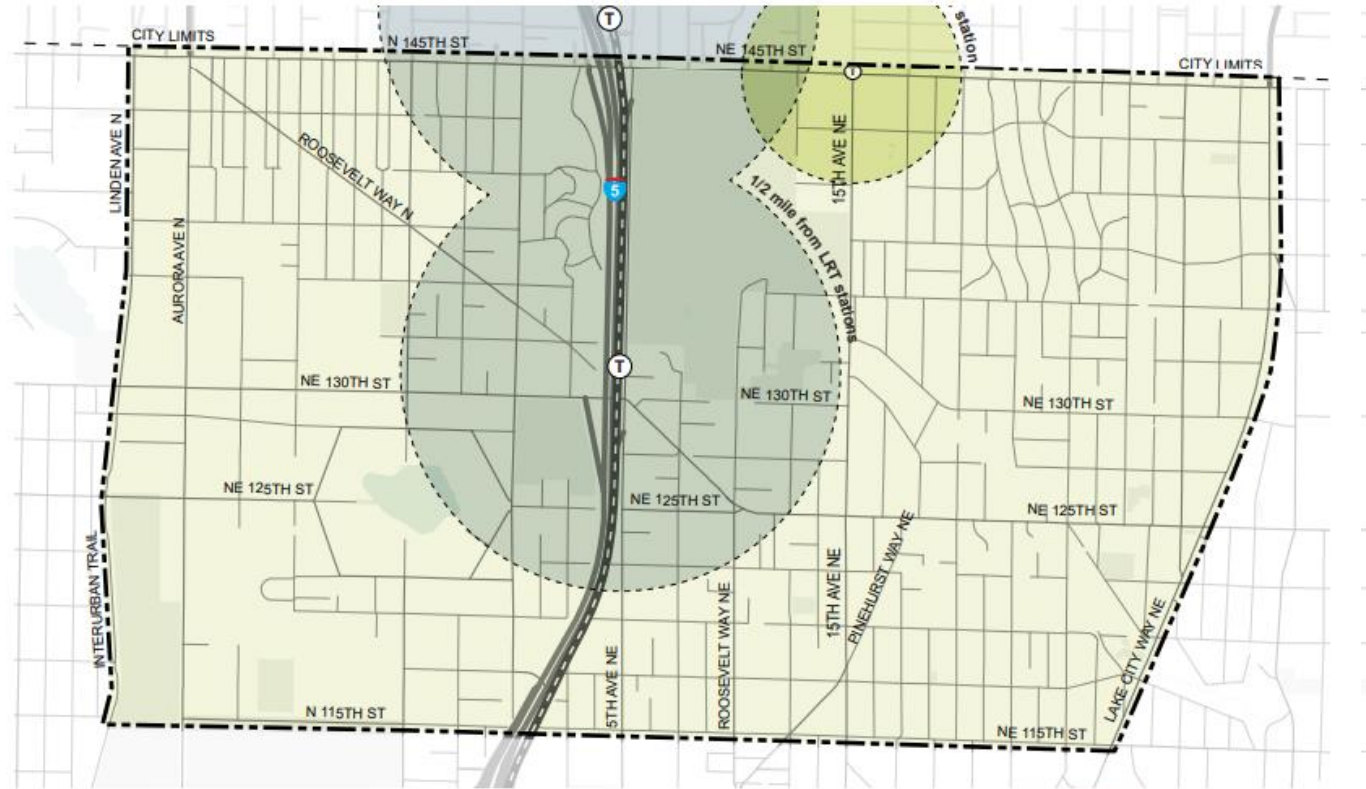
2021

- Final Station Area Plan
- Early Actions

2022+

- Zoning Study
- Environmental Review
- Legislation
- Capital project planning

Study Area



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

Study Area
Larger area accessible to the light rail station by a short bus, bike or car trip. Planning led by City of Seattle.

Light Rail and BRT Stations

Purpose of Subarea Plan

- **Create city and community concepts** around land use, transportation and other policies and investments for fast, reliable transit and compact walkable neighborhoods
- **Align with the City of Seattle Comprehensive Plan (One Seattle)**
- **Lead with equity** to address past systemic inequities and minimize factors that contribute to displacement
- **Address Climate Change** by reducing vehicle miles traveled, car dependency and greenhouse gas (GHG) emissions

What We Heard

VISION. 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.

78% of Draft Survey Plan respondents liked this vision statement

What We Heard

Safe Connections to
stations

Connect to growing
Urban Villages

Density- for and
against

Neighborhood-
servicing retail

More affordable
housing

Assets- quiet, open
space, trees, etc.

Concerns that
investment might be
diverted from Lake
City

Alternatives Overview



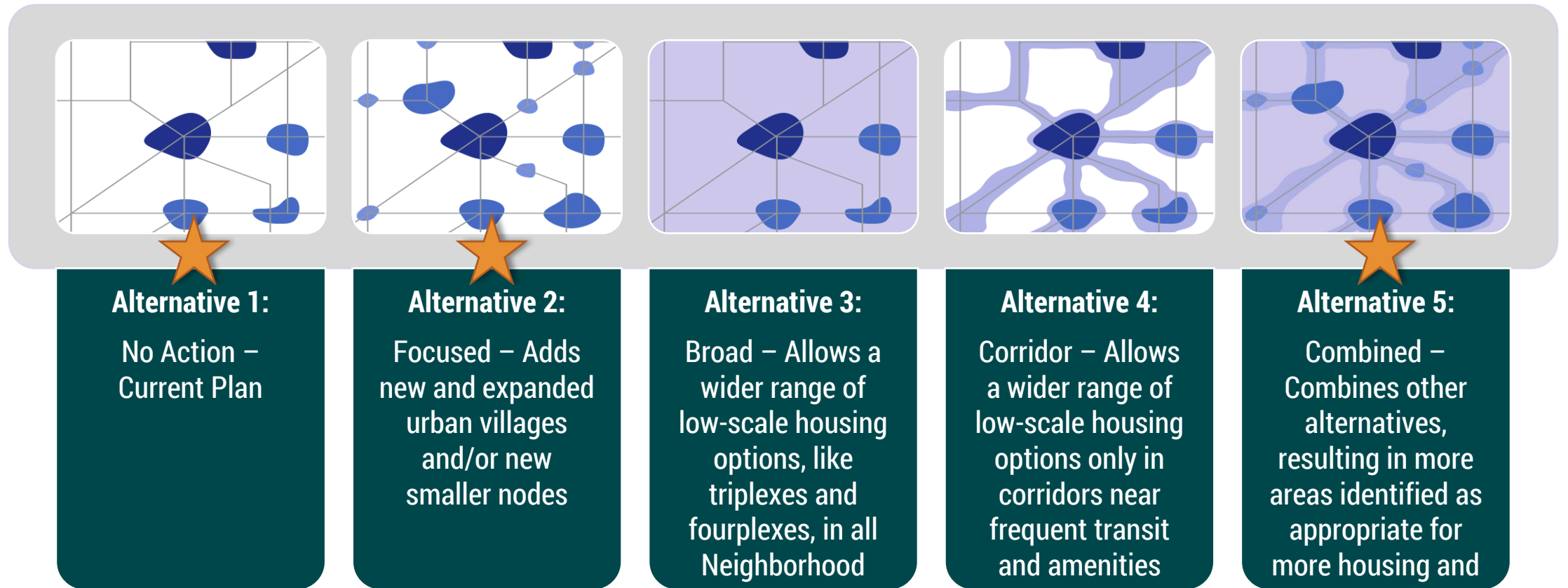
What is an Alternative?

- An EIS is required to identify and analyze alternative approaches to meeting the goals of a proposal.
- The “EIS alternatives” represent different growth strategies. And relate to ideas presented in a 2021 City Council budget proviso.
- Alternatives should represent a diverse range of options that can highlight the impacts of different potential choices.
- The alternatives should be broad enough that the final preferred alternative, which is included in the final plan, will fall within the range of the alternatives studied.

City Council 2021 budget proviso study of alternatives demonstrating different housing and growth strategies:

- Allowing new types of housing in Neighborhood Residential areas citywide.
- Supporting development of “15-minute” neighborhoods where people can walk or bike to everyday needs.
- Using other strategies to address displacement.

Seattle Comp Plan EIS Alternatives



Scale



Urban Center	Urban Village	Smaller Nodes	Corridors	Neighborhood Residential Areas
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Regionally designated neighborhoods with diverse mix of uses, housing, and employment

Areas with a wide range of housing types and transit, amenities and jobs

Places with diverse housing and mixed uses to support complete neighborhoods

Additional housing growth in Neighborhood Residential zones near frequent transit and amenities

New flexibility for housing choices and other uses throughout Neighborhood Residential Areas



Alternatives Overview:

	Alternative 1 No Action (aligns with citywide Alt 1)	Alternative 2 Focused Growth (aligns with citywide Alt 2)	Alternative 3 More and Distributed Growth (aligns with citywide Alt 5)
Amount and Pattern of Growth	Baseline growth and pattern	Cluster growth in newly designated small mixed-use node(s) and near transit	Potential new urban village, node, and corridor designations. Residential areas growth.
Building Types for New Construction	No change (single family, accessory dwelling units, limited multifamily and mixed use)	Denser and taller buildings in nodes. More mixed-use buildings.	Denser than Alt 2. More mixed-use buildings. More home type variety).
Building Heights for New Construction	No change <ul style="list-style-type: none"> • Multifamily and mixed use: 45–80 ft • Neighborhood residential: 30 ft 	Nodes: Potentially up to 40 - 80 ft	Urban village: 95 ft Nodes/corridors: Same as Alt 2 Residential: Same as Alt 1 or 2
Retail and Commercial	No change	Couple include more retail and commercial locations than Alternative 1	More retail and commercial locations

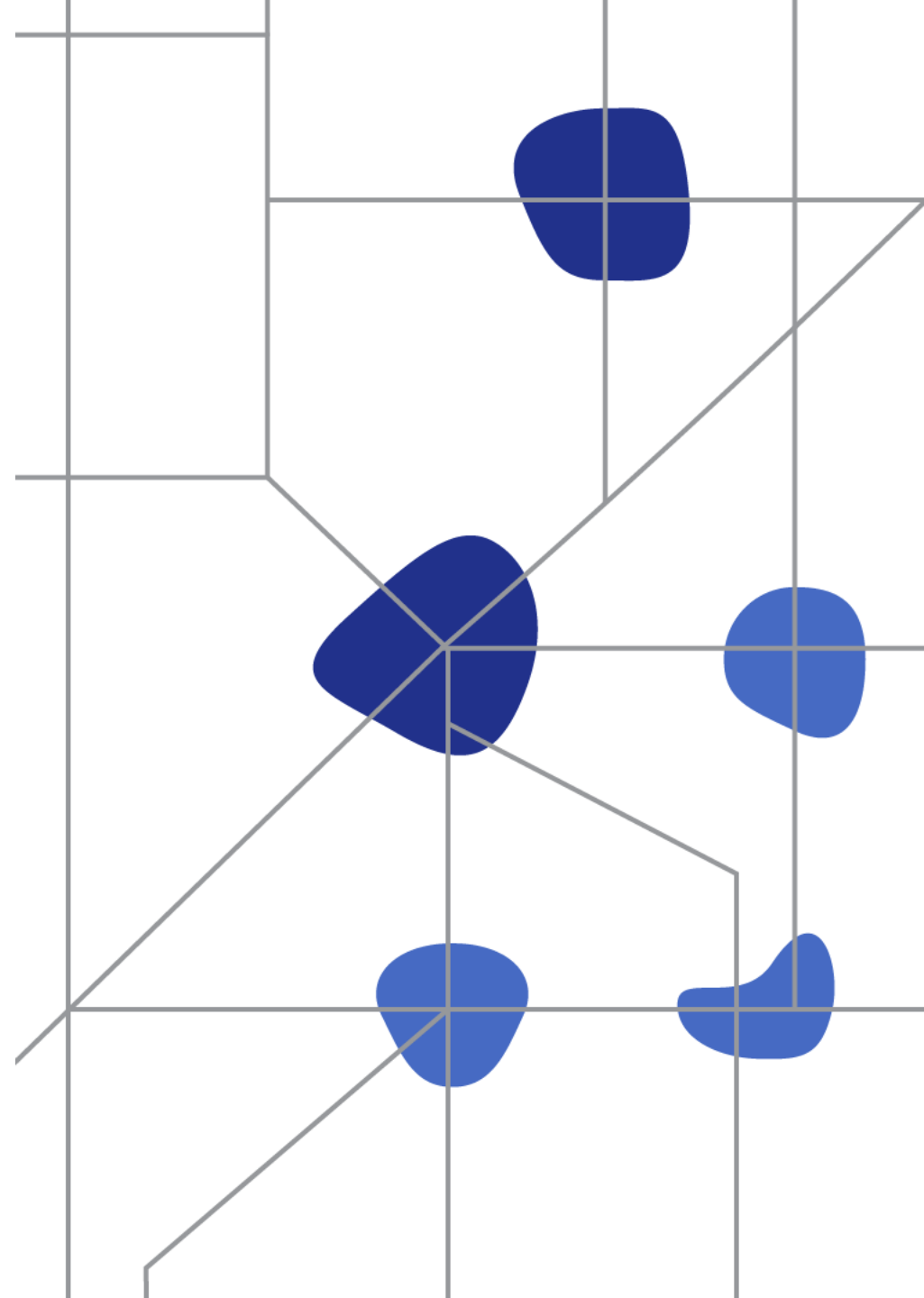
CITYWIDE PLAN ALTERNATIVE 1

No Action

EIS-required alternative. Maintains status quo of focusing most housing and jobs within the existing **urban centers** and **urban villages** with no change to land use patterns.

This would mean:

- new housing is primarily rental apartments concentrated in existing mixed-use areas
- most land outside urban villages remains limited to high-cost detached houses
- no new strategies to increase housing supply or address exclusivity



Alternative 1 No Action

(aligns with citywide Alt 1)

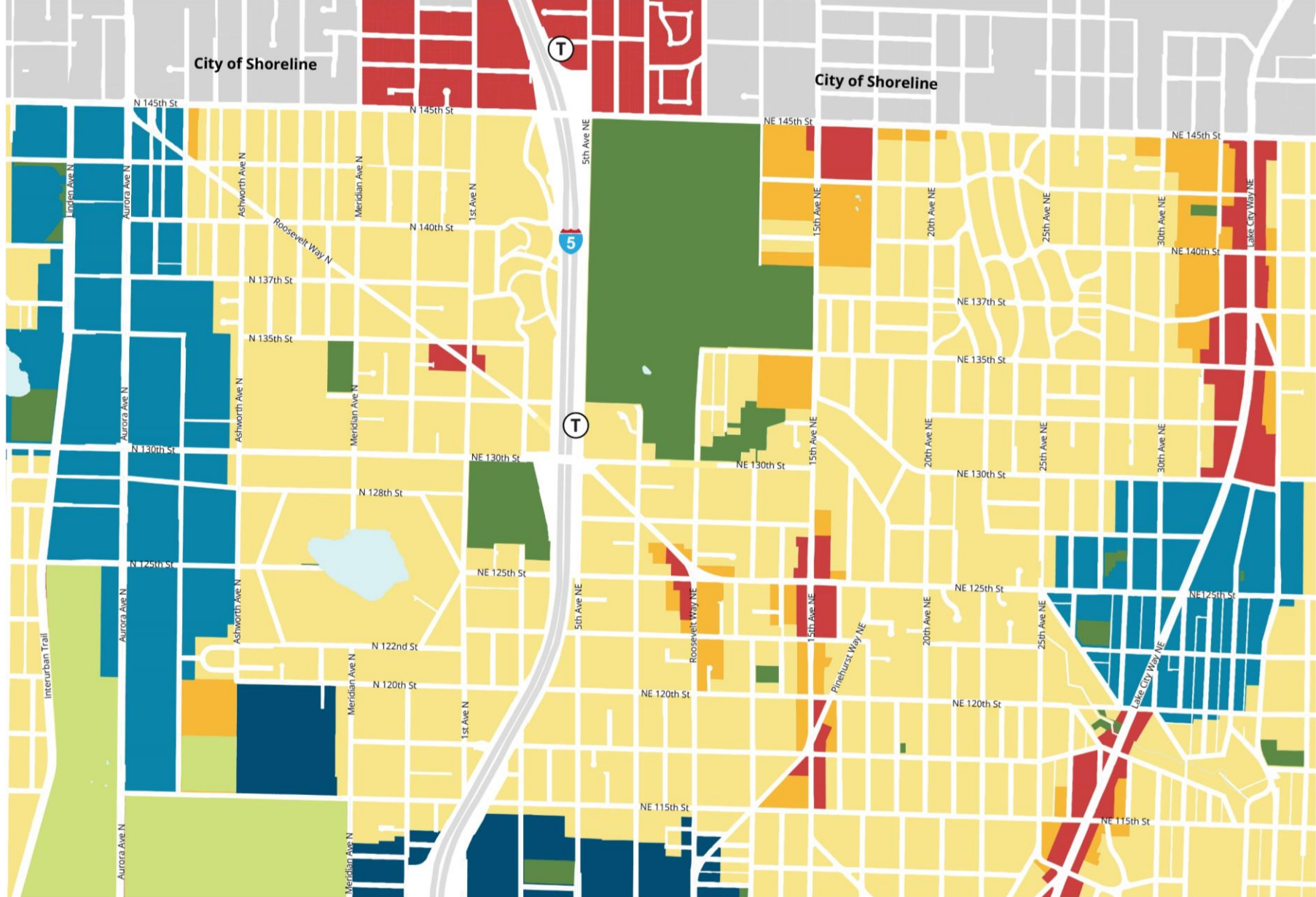
Growth Baseline growth and pattern

Building Types No change (single family, accessory dwelling units, limited multifamily and mixed use)

Building Heights No change

- Multifamily and mixed use: 45–80 ft
- Neighborhood residential: 30 ft

Retail and Commercial No change



Current Zoning

- Urban Center
- Hub Urban Village
- Neighborhood Residential
- Multi-Family
- Commercial/Mixed Use
- City-Owned Open Space
- Cemetery

CITYWIDE PLAN ALTERNATIVE 2

Focused

Creates additional areas of focused housing and jobs, including new and expanded urban villages and/or new **smaller neighborhood nodes**. Likely located around existing retail centers well served by transit.

This alternative would:

- Create a greater range of housing options, primarily rental apartments, near amenities and services in select neighborhood centers
- Create more commercial space and at-home businesses in select neighborhood centers
- Increase opportunities to grow “complete neighborhoods” where more people can walk to everyday needs



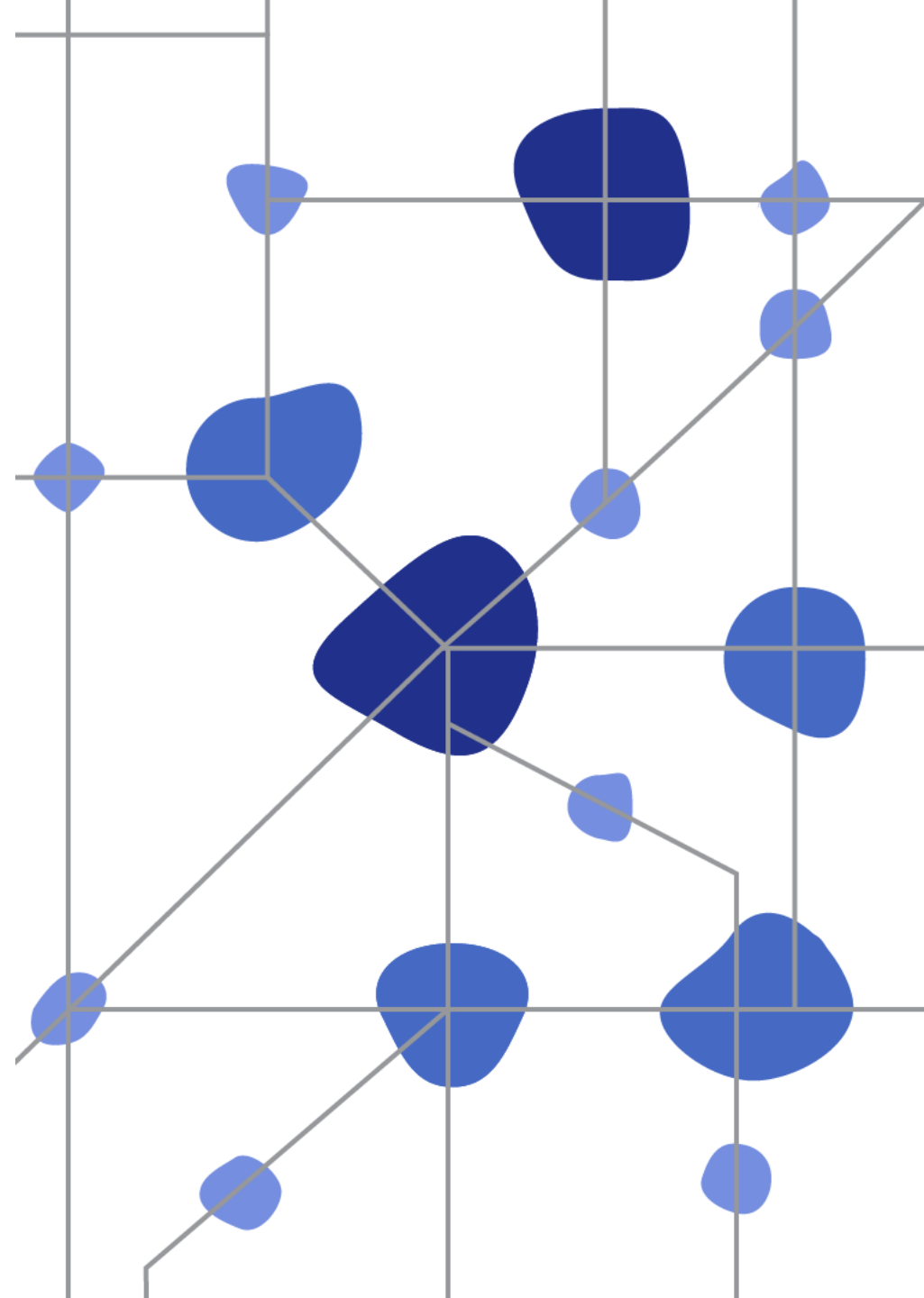
urban center
Regionally designated neighborhoods with diverse mix of uses, housing, and employment



urban village
Areas with a wide range of housing types and transit, amenities, and jobs



smaller nodes
Places with diverse housing and mixed uses to support complete neighborhoods



Alternative 2 Focused Growth

(aligns with Comp Plan Alt 2)

Growth

Cluster growth in newly designated small mixed-use node(s) and near transit

Building Types

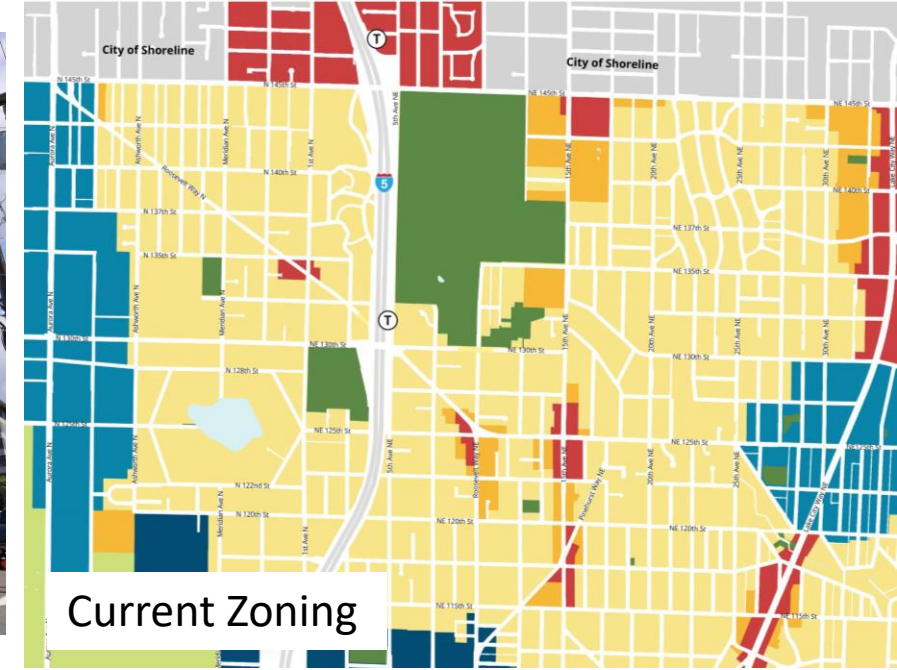
Denser and taller buildings in nodes. More mixed-use buildings.

Building Heights

Nodes: Potentially up to 40 - 80 ft

Retail and Commercial

Could include more retail and commercial locations than Alternative 1



CITYWIDE PLAN ALTERNATIVE 5

Combined

Accommodates greater supply and diversity of housing across Seattle. Distribution of housing would combine Citywide Alternatives 2, 3, and 4, resulting in more areas identified as appropriate for more housing and mixed-use development.

This alternative would:

- promote abundant rental and ownership housing, primarily in areas well served by transit
- address past underproduction of housing and rising housing costs
- support complete neighborhoods across more of the city
- Create more commercial space and at-home businesses throughout Seattle



urban center
Regionally designated neighborhoods with diverse mix of uses, housing, and employment



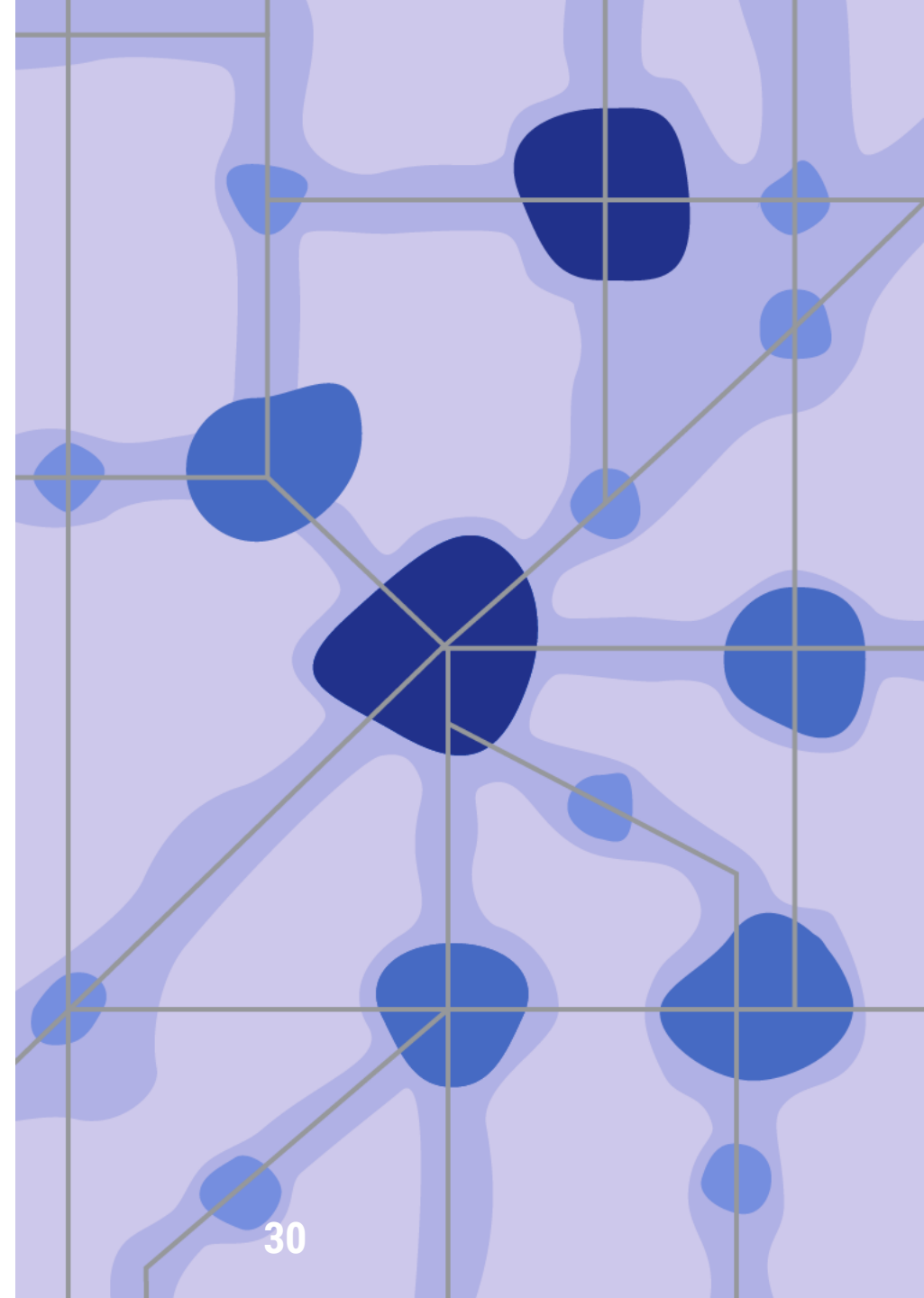
urban village
Areas with a wide range of housing types and transit, amenities, and jobs



smaller nodes
Places with diverse housing and mixed uses to support complete neighborhoods



tiers of growth
New flexibility for housing choices and other uses throughout Neighborhood Residential areas



Alternative 3 More and Distributed Growth

(aligns with citywide
Alt 5)

Growth

Potential new urban village, node, and corridor designations. Residential areas growth.

Building Types

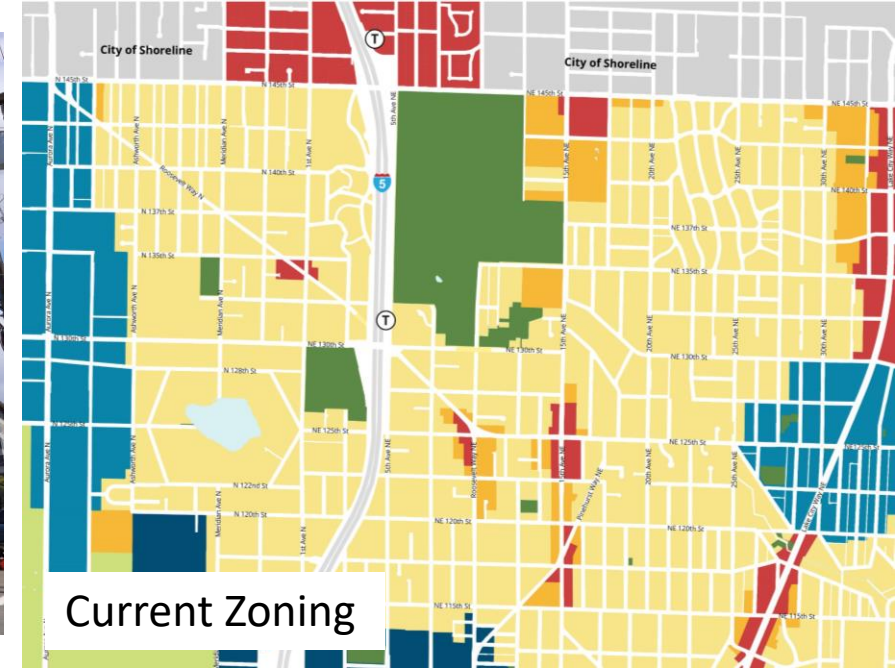
Denser than Alt 2. More mixed-use buildings. More home type variety.

Building Heights

Urban village: 95 ft
Nodes/corridors:
Same as Alt 2
Residential: Same as
Alt 1 or 2

Retail and Commercial

More retail and commercial locations



Do you have suggestions for the Station Area in the EIS?

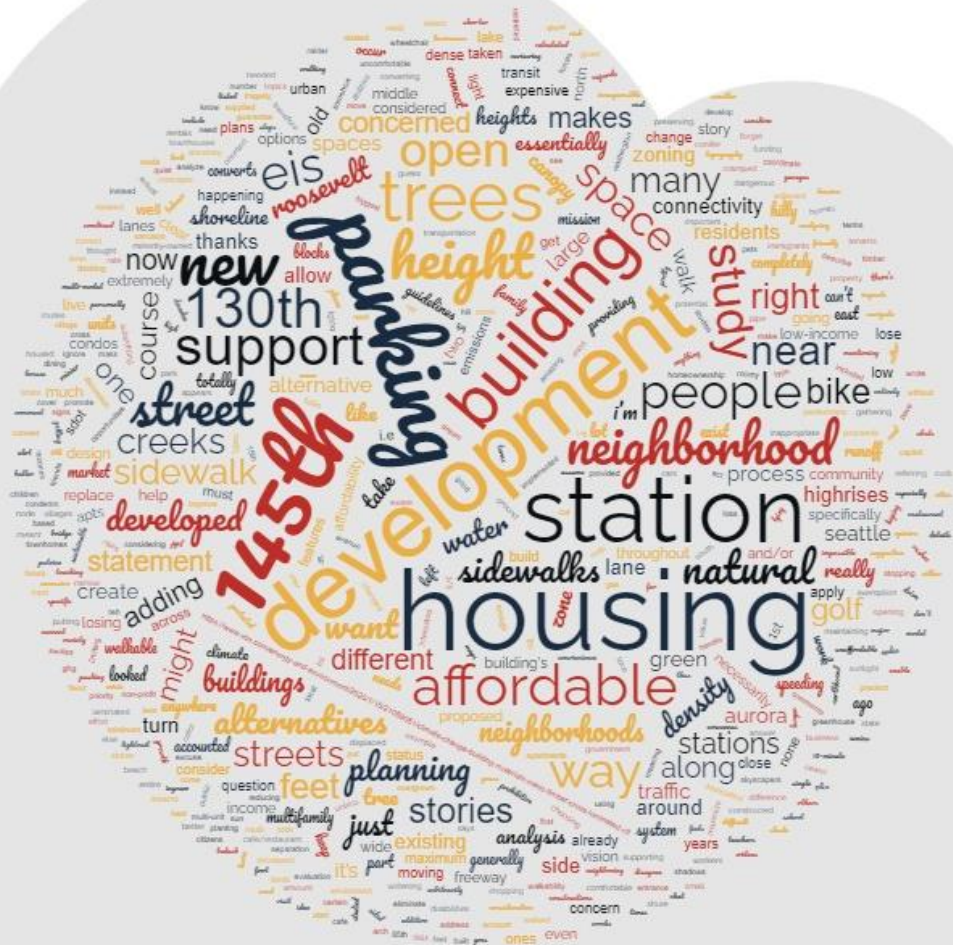
- Please write your answers in the Q&A feature

Q&A Themes

Questions were answered live in the meeting.

Please see the video for details.

The word cloud at right reflects Q&A key words.



Questions?

Contact us

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