



# CITY OF SEATAC

## PLANNING COMMISSION MEETING

City Council Chambers, SeaTac City Hall, 4800 S. 188<sup>th</sup> Street  
May 5, 2015, 5:30 p.m.

### MEETING AGENDA

- 1) Call to Order/Roll Call – 5:30 p.m.
- 2) Approve Minutes of April 21, 2015 Planning Commission Meetings (Exhibit A)
- 3) Public Comment: Public comment will be accepted on items not scheduled for a public hearing
- 4) Public Hearing on Angle Lake District Station Area Plan (testimony only) (Exhibit B)
- 5) Continued Public Hearing: Comprehensive Plan Amendments (Exhibit C response matrix)
- 6) Review of Transportation Master Plan
- 7) CED Director's Report
- 8) Planning Commission Comments (including suggestions for next meeting agenda)
- 9) Adjournment

*The Planning Commission consists of five members appointed by the Mayor and confirmed by the City Council. The Commission primarily considers plans and regulations relating to the physical development of the city, plus other matters as assigned. The Commission is an advisory body to the City Council.*

*All Commission meetings are open to the public and comments are welcome. Please be sure to be recognized by the Chair prior to speaking.*

**CITY OF SEATAC  
PLANNING COMMISSION  
Minutes of April 21, 2015  
Regular Meeting**

**Members present:** Joe Adamack, Roxie Chapin, Tom Dantzler, Robert Scully, Jim Todd  
**Members absent:** None  
**Staff present:** Joe Scorcio, CED Director; Steve Pilcher, Planning Manager; Mike Scarey, Senior Planner

**1. Call to Order**

Chair Adamack called the meeting to order at 5:31 p.m.

**2. Public Comment**

None.

**3. Approval of minutes**

Moved and seconded to approve the minutes of the April 7, 2015 meeting as written. **Passed 5-0.**

**4. Public Hearing on the Comprehensive Plan amendments**

Chair Adamack re-opened the public hearing at 5:32 p.m.

CED Director Joe Scorcio reminded the Commission that the public hearing had been closed at their April 7 meeting, with the expressed intent to re-open the hearing this evening. He discussed the staff's proposed process for working through the various comments that have been compiled to date. He also noted that if necessary, the Commission could continue the hearing again until May 5, 2015, in the event there are unresolved issues.

The Commission decided to review each comment and proposed staff response individually, with the intent of achieving consensus on what action to take on each. A vote will then be taken whether to adopt the entire list as suggested by staff or with recommended changes that the Commission may make.

Senior Planner Mike Scarey then reviewed each comment that had been compiled by staff, noting the staff response. The suggested staff responses were accepted, except for:

- Policy 2.5F in the Land Use Element: add a reference to the urban center and station areas;

- Policy 6.1C regarding connection to sanitary sewer: staff was asked to bring back potential policy alternatives to address possible incentives to encourage unsewered areas to connect to sewer;
- Capital Facilities Policy 5.1B: add the words “at least” to the statement regarding maintaining library service; note that service levels for Fire are established in the contract with the service provider;
- Environment Element Implementation Strategy 9.2B, PROS Policy 10.3E and associated implementation strategy: no action to be taken until staff brings back additional information concerning the June 2000 Bow Lake Joint Use Study;
- PROS Implementation Strategy 10.7F: replace the phrase “offer incentives” with “enable incentives”;
- Economic Vitality Element 8.3A: change the terminology to refer to “workers of all ages”;

Staff was also directed to add policies similar to the new Land Use Policy 2.7B regarding Sound Transit, to address the City’s relationship to the Port of Seattle/Airport and Washington State Department of Transportation.

At 7:24 p.m., the Chair opened the hearing to public testimony.

Cathy Boysen-Heiberg stated she appreciates the staff responses to her previous comments, but remains concerned about the references to Bow Lake and the June 2000 study. She cited provisions from the City’s Zoning Code that require the provisions of public access to Bow Lake.

CED Director Scorcio provided some draft policy language for the Commission to consider that might address these concerns. The Commission requested the final language be brought back for its consideration at the next meeting.

At 7:36 p.m., the Chair closed the hearing to public testimony.

After discussion, the Commission agreed to move forward with all of the staff suggestions, except for the revisions as noted above. **Passed 5-0.**

## **5. CED Director’s Report**

Director Joe Scorcio noted that Sound Transit has published the Draft Environmental Impact Statement for the Federal Way Link Extension. Comments are due by May 26, 2015.

He invited the Commission to an Arbor Day tree planting activity at Angle Lake Park on April 22.

He commented briefly on the just-concluded National APA Conference and suggested a more thorough discussion be postponed until a future meeting.

**6. Planning Commission Comments**

Commissioner Chapin commented on the Federal Way Link Extension and encouraged members to review the material that had been distributed.

**7. Adjournment**

Moved and seconded to adjourn. Motion passed 5-0. The meeting adjourned at 7:57 p.m.

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## Angle Lake District Station Area Plan Staff Report

This report provides an overview of the Angle Lake District Plan including background on why it was created, project funding, community engagement activities, the plan review process and a summary of each of the Plan’s six chapters. (The current draft of the Plan can be accessed on the project website at the following link: [www.ci.seatac.wa.us/anglelakestation](http://www.ci.seatac.wa.us/anglelakestation).)

### BACKGROUND

The main impetus for developing the Angle Lake District Station Area Plan was to help implement City Council’s goal to:

*“Plan and construct infrastructure improvements in the South 200<sup>th</sup> Street Light Rail Station Area (now called the Angle Lake District) that increase the viability of commercial development while also engaging in strategic urban planning efforts to determine the highest and best land uses in this area, incorporating input from SeaTac residents and adjacent businesses, as well as the development community.*

The Plan was also informed by the Urban Land Institute Technical Advisory Panel report on the Angle Lake Station Area and was created to be consistent with existing City policies and regional goals, including those identified within the Growing Transit Communities Compact, to which the City is a signatory.

### PROJECT FUNDING

The City allocated \$40,000 in funding for the Angle Lake District planning effort, which was leveraged by \$44,000 in federal Community Transformation Grant (CTG) funding earmarked for a community engagement process and pedestrian and bicycle study. The project also benefited from a \$5,000 Growing Transit Communities Equity Grant, which was procured by the non-profit organization Global to Local, and allowed for an expansion of community outreach efforts, especially to hard to reach communities.

### SUMMARY OF COMMUNITY ENGAGEMENT ACTIVITIES & PLAN REVIEW PROCESS

The tables on the following pages summarize community engagement activities and the plan review process that took place as part of the development of the Angle Lake District Station Area Plan. For more detailed information on public involvement activities that occurred between March and July 2014, please see the CTG-funded Community Engagement Report included as an attachment to this report.

## Summary of Community Engagement Activities

Event	Date	Location	Description/Estimated Attendance
Stakeholder Interviews	February - March 2014	Multiple locations	Project consultants conducted interviews with seven key stakeholders representing properties adjacent to the station site.
Global Connections HS Student Project	March 2014	Global Connections High School	Staff worked with 16 students at Global Connections HS on a month long project, including a walking audit of the District, which ended with the students' presenting to City Council.
Station Area Questionnaire	March-June 2014	Multiple locations	The questionnaire was made available online and in hard copy form at outreach events, including a Madrona Elementary School Family Night. Global to Local's Community Liaisons solicited in-person feedback on the questionnaire, often in-language, from local community members, and employees at seven large offices in or near the District were invited to participate. 220 questionnaires collected.
Community Conversation	April 19, 2014	Willow Lake Apartments	Open house format. Open to whole community, but targeted at multi-family community and families with children. Community Liaisons attended as participants, interpreters and meeting facilitators. Estimated 8 people attended.
Visioning Workshop	May 1, 2014	Madrona Elementary School	Open to whole community. Community Liaisons attended as participants and interpreters. Estimated 25 people attended.
Neighborhood Design Workshop	May 29, 2014	Madrona Elementary School	Open to whole community. Community Liaisons attended as participants and interpreters. Estimated 15 people attended.
Presentations and Briefings	Fall 2014	Multiple locations	Staff gave presentations to the SeaTac Rotary and at Sound Transit's South 200 <sup>th</sup> Extension Project Open House. An information display was also set up in the lobby of City Hall for a two week period.
FeetFirst "Walk & Talk" Tour	October 11, 2014	Walking Tour of District	The non-profit, FeetFirst, led a walking tour to help the community learn more about the Angle Lake light rail station and District planning effort.
Property Owner Questionnaire	October-November 2014	Not applicable	Staff sent questionnaires to 15 property owners located within the District to get input on transit-oriented development concepts that were explored as part of planning effort. 6 property owners participated.

## 2014 City Council & Planning Commission Meetings

Meeting Date	Topic
January 21, 2014 Planning Commission	<ul style="list-style-type: none"> <li>Project kick off &amp; introduction</li> </ul>
January 28, 2014 Council Study Session	<ul style="list-style-type: none"> <li>Project kick off &amp; introduction</li> <li>Health &amp; land use presentation from Brian Saelens, Seattle Children's Research Institute</li> </ul>
February 18, 2014 Planning Commission	<ul style="list-style-type: none"> <li>Outreach plan overview: Stakeholder interviews, student project, community questionnaire &amp; meetings</li> </ul>
March 25, 2014 Council Study Session	<ul style="list-style-type: none"> <li>Outreach plan overview: Stakeholder interviews, student project, community questionnaire &amp; meetings</li> </ul>
May 27, 2014 Council Study Session	<ul style="list-style-type: none"> <li>Global Connections High School students' presentation</li> </ul>
June 17, 2014 Planning Commission	<ul style="list-style-type: none"> <li>Community questionnaire results</li> </ul>
July 15, 2014 Planning Commission	<ul style="list-style-type: none"> <li>Community Liaison activities update</li> </ul>
September 2, 2014 Planning Commission	<ul style="list-style-type: none"> <li>Pedestrian &amp; Bicycle Study review</li> </ul>
September 23, 2014 Council Study Session	<ul style="list-style-type: none"> <li>Community Engagement Report overview</li> <li>Pedestrian &amp; Bicycle Study review</li> </ul>
October 21, 2014 Planning Commission	<ul style="list-style-type: none"> <li>Additional outreach update: FeetFirst "Walk &amp; Talk" tour and Property Owner Questionnaire</li> </ul>
November 18, 2014 Planning Commission	<ul style="list-style-type: none"> <li>Chapters 1-3: Review of preliminary drafts</li> </ul>

## 2015 City Council & Planning Commission Meetings

Meeting Date	Topic
January 6, 2015 Planning Commission	<ul style="list-style-type: none"> <li>Ch. 1 Introduction</li> <li>Ch. 2 Existing Conditions</li> <li>Ch. 4 Community Vision</li> </ul>
February 24, 2015 Council Study Session	<ul style="list-style-type: none"> <li>Ch. 1 Introduction</li> <li>Ch. 2 Existing Conditions</li> <li>Ch. 4 Community Vision</li> <li>Ch. 3 Economic Opportunity</li> </ul>
March 3, 2015 Planning Commission	<ul style="list-style-type: none"> <li>Ch. 3 Economic Opportunity</li> <li>Ch. 5 Urban Design Framework</li> </ul>
March 12, 2015 Council Study Session	<ul style="list-style-type: none"> <li>Ch. 5 Urban Design Framework</li> </ul>
March 31, 2015 Special Planning Commission	<ul style="list-style-type: none"> <li>Ch. 6 Implementation</li> </ul>
April 28, 2015 Council Study Session	<ul style="list-style-type: none"> <li>Ch. 6 Implementation</li> </ul>

## SUMMARY OF ANGLE LAKE DISTRICT STATION AREA PLAN

The Angle Lake District Station Area Plan is intended to be a record of the community's vision for the Angle Lake District and a road map for how to implement this vision. A chapter-by-chapter summary of the plan follows.

### Introduction

This chapter introduces the community and economic opportunities created by the 2016 opening of Sound Transit's Angle Lake Station, and identifies the plan's main purpose:

*"...to guide future development by establishing a community supported vision and an achievable strategy that can transform the Angle Lake District into a pedestrian-friendly, transit-oriented community."*

The chapter also highlights the City goals and policies and describes the Angle Lake District boundary and planning context.

### Existing Conditions

This chapter presents the current land uses and infrastructure within the District, including community assets and the motorized and non-motorized transportation systems. Information on planned and funded infrastructure projects is also provided including the pedestrian, bicycle and road improvements that Sound Transit and the City's Connecting 28<sup>th</sup>-24<sup>th</sup> project will construct.

### Economic Opportunity

This chapter provides an overview of the economic development potential of the Angle Lake District. It reviews current and forecasted future market conditions and highlights possible development opportunities.

### Community Vision

This chapter summarizes the project's community engagement process and highlights key issues raised by residents and community stakeholders. It also presents a vision statement which expresses the key qualities that will define the District as it changes over time, and guiding principles that are intended to guide new development and public investment in the area.

### Urban Design Framework

This chapter presents a coordinated strategy for improvements to the physical environment that implements the Angle Lake District vision and guiding principles. It includes a development concept which identifies the future character and components of the District's built environment, and land use, connectivity and urban design strategies that are intended to help the Angle Lake District transform into a more people-intensive, transit-oriented community. Highlights of these strategies follow:

- **Key Land Use Strategies:** Key land use strategies include the identification of four sub-districts where future land uses should support a diverse mix of higher intensity transit- and pedestrian-oriented uses. The District Center, which is located immediately



adjacent to the light rail station, is intended to be the most people-intensive activity node, and the heart of the District.

- **Key Connectivity Strategies:** The connectivity strategies focus on promoting additions to the motorized and non-motorized transportation networks including:
  - New east-west non-motorized connections to create a more pedestrian scale grid and more options for pedestrian and bicycle travel
  - New shared use path along western shore of Angle Lake better connecting the community to Angle Lake Park and offering an alternate route to International Boulevard
  - Potential roundabout and east-west road connection to enhance connectivity to 28<sup>th</sup> Avenue S and the light rail station

Additionally, this section identifies pedestrian and bicycle improvements that promote accessibility, safety and a healthy built environment.

- **Key Urban Design Strategies:** The urban design strategies promote high quality building and streetscape design in the District in order to support the vision of a more pedestrian and transit-oriented community. Key strategies include ensuring that new construction and improvements enhance the visual environment and are focused on the human-scale.

## Implementation

The actions and implementation steps in this chapter provide a road map for implementing the community vision and the development strategies identified in the urban design framework. Actions and implementation steps are organized in five categories including: Land Use Connectivity, Urban Design, Community and Economic Opportunity and Administrative. Implementation mechanisms identified in the chapter include development codes, development incentives, capital projects, public/private collaboration, grants and other City-led actions.

## COMMENTS RECEIVED TO DATE & NEXT STEPS

Comment letters on the draft Angle Lake District Station Area Plan were received from the non-profit organization FeetFirst, which led a Walk & Talk tour of the Angle Lake District in Fall 2014, and the Housing Development Consortium of Seattle-King County. Copies of these letters are provided as attachments to this report. City Council raised issues and commented on the Plan at the April 28, 2015 Council Study Session. All of these comments will be presented to the Planning Commission at the May 19, 2015 Planning Commission meeting, when the Commission will be asked to provide final input and a recommendation on the potential adoption of the Plan.

# ANGLE LAKE STATION AREA PLAN

Community Engagement Report

City of SeaTac

Prepared by: EnviroIssues



Made possible with funding from the Centers for Disease Control and Prevention in Partnership with Seattle Children's Hospital, Public Health-Seattle & King County and the Healthy King County Coalition

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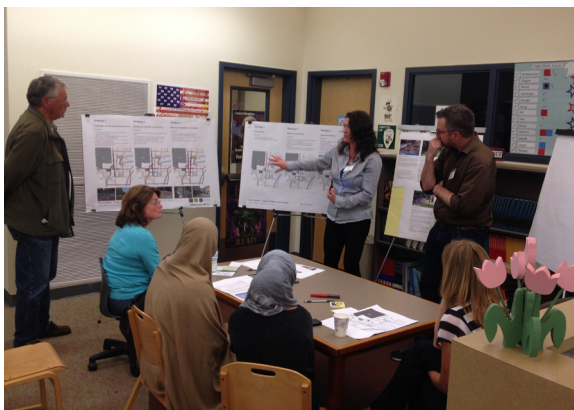
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# PURPOSE OF THE REPORT

## The purposes of this report are twofold:

First, to provide a record of the robust community engagement process that was implemented as part of the Angle Lake Station Area planning process, and

Second, to create a resource for future City planning efforts that identifies a variety of public outreach and engagement methods and provides an evaluation of these tools.



# PROJECT BACKGROUND



## THE CITY AND SOUND TRANSIT

In anticipation of the 2016 opening of Sound Transit’s Angle Lake Link light rail station on S. 200th Street, the City of SeaTac is developing a Station Area Plan. The station area planning effort helps to implement two SeaTac City Council goals: 1) the creation of a transit-oriented development plan for the area, and 2) the promotion of a healthier, more active community. Once completed, the Angle Lake Station Area Plan will identify opportunities for new transit-supportive and other development as well as strategies for improving non-motorized transportation options for residents and commuters.

## COMMUNITY TRANSFORMATION GRANT (CTG)

In summer 2013, the City applied for and received Community Transformation Grant (CTG) funding (administered by Seattle Children’s Hospital, in partnership with Public Health-Seattle & King County and the King County Healthy Coalition) to develop and implement a community engagement process for the Station Area Plan that would ensure multiple and focused opportunities for public input from the area’s diverse communities. The City was also awarded CTG funding for a pedestrian and bicycle study of the station area which was largely informed by this CTG-public engagement process.

## UNEXPECTED OPPORTUNITIES

The station area planning process has benefitted from three unexpected opportunities.

### Global Connections High School Student Project

While the City had hoped to do a one-day project with students at Global Connections High School, this turned into a month-long

effort where students learned about city planning and transit-oriented development while completing multiple station area planning activities. Not only did the students learn about local government and public redevelopment efforts, they conveyed valuable information to the City regarding the youth perspective on successful walking, bicycling and station area environments.

### Global to Local & Growing Transit Communities Grant (GTC)

A second unexpected opportunity was the leveraging of the station area project’s CTG funds by the nonprofit organization Global to Local, which was successful in their application for \$5,000 in Growing Transit Communities (GTC) funding to extend the scope of the station area project’s community outreach activities. This GTC funding allowed Global to Local’s “community liaisons” to do additional engagement activities, including the collection of over one hundred-fifty questionnaires from non-English speaking and other difficult to reach communities.

### FeetFirst “Walk & Talk” Tour of Angle Lake Station Area

A third unanticipated outreach opportunity is a planned walking tour of the station area sponsored by FeetFirst, a nonprofit organization that promotes walking in the Puget Sound region. FeetFirst is currently working with the City to develop a walking tour that will raise awareness of the opening of Sound Transit’s Angle Lake Station in 2016, while highlighting the City’s redevelopment plans for the area. The walking tour is scheduled to occur in early September.

Incorporating these three outreach activities into the project has, and will extend the breadth and depth of the City’s engagement

# PROJECT BACKGROUND

with the multiple communities that live, work and play within the Angle Lake Station Area neighborhood.

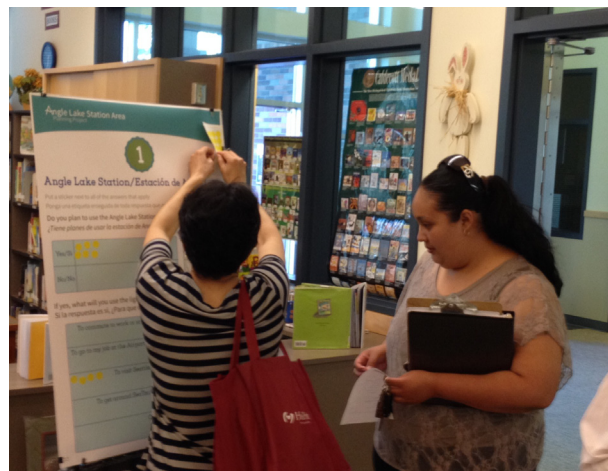
## COMMUNITY ENGAGEMENT HIGHLIGHTS

Public outreach has been a key element of the planning process. Formal outreach to the public and key stakeholders began in February 2014, and continued through spring 2014. The final Station Area Plan is anticipated to be adopted by SeaTac City Council in late fall 2014.

Outreach activities have included interviews with key stakeholders and property owners, two public workshops, an online questionnaire and in-person surveying, community briefings, and a project webpage on the City of SeaTac website.

### Key themes that have emerged out of the public feedback have included:

- A need for safer pedestrian and bike facilities including wider sidewalks and bike lanes.
  - A need for pedestrian-scale development in relation to streets and buildings.
  - A vision of new retail (coffee shops, grocery stores, restaurants, etc.) opportunities near the Angle Lake Station.
  - Improved connectivity between Angle Lake Station and the surrounding neighborhood.
- Public Engagement Goals



Community members provide feedback at the Vision and Goals Workshop

# HOW DID WE ENGAGE THE COMMUNITY?

## PUBLIC ENGAGEMENT GOALS

The following goals for public engagement were developed by the project team at the beginning of the station area planning process:

- Build community awareness and understanding of the station area planning process, as well as planning concepts like “transit-oriented community.”
- Make it easy for the public to get involved in the process and implement effective strategies for engaging diverse audiences.
- Receive substantive and meaningful public input and feedback that informs the development of the plan.
- Build public understanding of project constraints and set realistic expectations about likely outcomes of the process.
- Build interest and excitement about existing amenities and future opportunities in SeaTac.
- Ensure efficiency throughout the public engagement process.

## TARGETED COMMUNITIES & STAKEHOLDERS

### Business & Property Stakeholders

The project sought input from business and property stakeholders in the station area in order to understand future plans for their properties and how their visions for the area might be enhanced by the station area planning effort.

### Residents

The City made efforts to engage various segments of the residential community including the single- and multi-family residential communities, families with children, and members of non-English speaking populations.

### Workers

In order to understand the needs of local employees (and potential light rail commuters), the project sought input from workers in large office buildings within and adjacent to the station area.

### Young People

Because young people tend to own fewer cars and use transit more than older adults, the project sought input from Global Connections High School students to get the youth perspective on riding light rail and desired uses in the station area.



Students take a walking tour of the station area



# HOW DID WE ENGAGE THE COMMUNITY?

## ENGAGEMENT ACTIVITIES AND TOOLS

Based upon the project's public involvement goals and targeted communities, a variety of engagement tools were implemented as part of the planning process. The following section summarizes these tools. Samples of outreach materials can be found in the appendices.

### Stakeholder Interviews

Project consultants conducted interviews with seven key stakeholders representing properties located adjacent to the Angle Lake Station site in February and March 2014. These interviews were conducted either by phone or in-person.

### Public Workshops

Two public workshops were held in May 2014, with a focus on identification of a vision for the station area, and on development of a neighborhood urban design framework. Meeting flyers advertising the workshops were sent to all residences and businesses within one half-mile of the station, and property owners within the interim station area boundary.

### Student Project

City staff worked with 16 students at Global Connections High School on a month-long project. The students studied transit-oriented development, created station area infographics illustrating the type of uses that would attract young people to the station neighborhood, completed station area questionnaires, did a walking audit of the station area, participated in an urban design charrette and presented their findings and recommendations for station area development to the SeaTac City Council.

### Community Liaisons

The project consultant contracted with the non-profit organization, Global to Local, to

identify Community Liaisons who could engage hard to reach populations in the station area. Seven Community Liaisons were identified, representing the Spanish, Somali, Amharic and Arabic-speaking communities. The Community Liaisons administered and collected questionnaires, acted as meeting facilitators and interpreters and attended the project's two public workshops.

### Community Conversation

The City held a small community meeting at the Willow Lake Apartments in order to get input from the multi-family neighborhood near the light rail station, and also as a means of reaching families with children. The Community Liaisons helped facilitate the meeting and provided Spanish, Somali and Amharic interpretation as needed.



Community members listen to a presentation at the Vision and Goals Workshop

# HOW DID WE ENGAGE THE COMMUNITY?

## Station Area Questionnaire

A questionnaire was made available both online and in hard copy form at project outreach events. The questionnaire was utilized in the following ways:

- Online: An electronic version was posted on the City's website from March 10 until June 6, 2014, and was advertised in the "SeaTac Report," the City's quarterly newsletter delivered to all business and residential addresses in the city.
- In-Person: Global to Local's Community Liaisons solicited in-person feedback on the questionnaire, often in-language, from local community members. Global to Local created a Spanish-language version to assist with the questionnaire gathering process.
- Employees in/near Station Area: Employees at seven large offices located in or near the station area were sent email requests to participate in the online questionnaire. The City was able to contact these employees through their Commute Trip Reduction Employee Transportation Coordinators.
- Madrona Elementary School Family Night: In order to inform and get input from the Madrona Elementary School community, City staff and the Community Liaisons provided project information and gathered questionnaires at a Madrona "Family Night" activity. The Community Liaisons provided Spanish, Somali, Amharic and Arabic interpretation as needed.

## Presentations and Briefings

City staff gave presentations on the station area planning process to the SeaTac Rotary and at Sound Transit's South 200th Extension Project Open House. The presentations highlighted project goals, the project timeline and how to get engaged in the process.

## Project Information Display

An informational display was available in SeaTac City Hall for two weeks to raise awareness about Sound Transit's Angle Lake Station, the City's station area planning process, and also to advertise the station area questionnaires and upcoming project workshops.

## Future Activities

Future outreach activities will include a walking tour of the station area, hosted by the Feet First organization and an open house which will provide the public with the opportunity to comment on the draft Station Area Plan.

## INFORMATIONAL MATERIALS

A suite of informational materials were developed for the community engagement process and included a project fact sheet and PowerPoint presentation. These materials provided general project information including project goals and timeline, and provided information about upcoming community workshops. The informational materials also included a project area map and renderings of the new light rail station.



Information display at SeaTac City Hall

# HOW DID WE ENGAGE THE COMMUNITY?

## Project Fact Sheet

The project team created a fact sheet that provided general information about the planning project, information on how to get involved and contact information for City of SeaTac staff. The project fact sheet presented information in English and Spanish and was distributed at public workshops and at other outreach events.

## PowerPoint Presentation

The project team created a PowerPoint presentation template that could be customized for different events. The presentations highlighted the project goals and timeline and encouraged audiences to provide feedback to help shape the future of the station area.

## NOTIFICATIONS

A variety of notification methods were utilized to alert the community of existing and upcoming opportunities for engagement.

## Briefings

The City of SeaTac staff provided regular briefings to the SeaTac City Council and SeaTac Planning Commission. These briefings provided updates on the plan's status and ongoing outreach activities.

## Postcards

A postcard notifying residents of upcoming community workshops was created and distributed to 1,700 households within a half mile radius of the Angle Lake Station. Postcards were also sent to property owners within the interim Station Area boundary. The postcard presented information in English and Spanish.

## Calls to Key Property Owners

Previously interviewed property owners were contacted at key points in the outreach process to invite them to upcoming public workshops.

## Email / Newsletters / Blogs

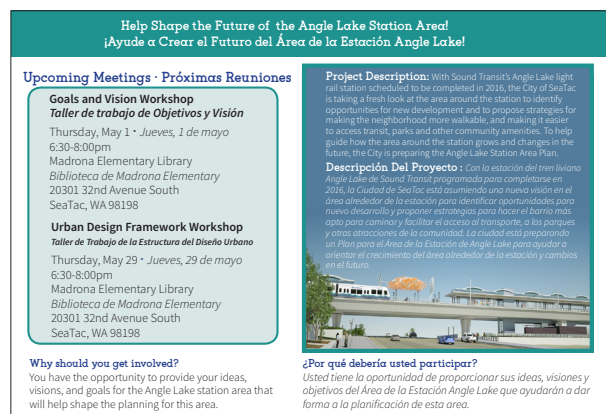
Text highlighting both community workshops and links to the project website were included in the weekly City Manager's email update and distributed through the Angle Lake Shore Club's blog.

## Website Updates

The project website received routine updates as the planning process progressed. Updates included news about engagement opportunities, information about the project, and dates for upcoming community workshops. The website also included a link to the online questionnaire.

## SeaTac Report Quarterly Articles

In order to keep SeaTac residents and businesses apprised of the project, and its various outreach and engagement activities, six station area planning articles were published in the quarterly "SeaTac Report" newsletter, which is mailed to every household and business in the city.



English and Spanish postcard notification

# WHAT WE HEARD

## COMMUNITY ENGAGEMENT OUTCOMES

While the comments received during the community engagement process covered a broad range of topics and concerns, several key themes did emerge:

- **Safety:** A need for safer pedestrian and bike facilities including wider sidewalks and providing bike lanes.
- **Human-scale development:** A need for pedestrian-scale development in relation to streets and buildings.
- **Shops:** A vision of new retail (coffee shops, grocery stores, restaurants, etc.) near the Angle Lake Station.
- **Connectivity:** Improved connectivity between Angle Lake Station and the surrounding neighborhood.

The following describes community feedback from the various community engagement techniques utilized during the planning process.

## PROPERTY STAKEHOLDER INTERVIEWS

The project team conducted interviews with key property stakeholders in February and March of 2014. Seven property stakeholders were interviewed by phone or in person. Property stakeholder interviews were conducted to assess the potential for redevelopment in the station area.

A majority of property stakeholders indicated that they have owned their properties for an extensive period of time, are interested in staying in the neighborhood, and several expressed interest in seeing that the future development of their property contribute to the neighborhood's vitality. Several property owners indicated a lack of clarity regarding future

projects by Sound Transit and construction of the new fire station facilities.

While some property stakeholders were interested in Transit Oriented Development opportunities, others expressed interest in auto-oriented retail and park and fly operations.

## PUBLIC WORKSHOPS

Two workshops were held to build on previous outreach work and to receive feedback on the vision and goals for the Angle Lake Station neighborhood and the urban design of the neighborhood. Workshops were held in the Madrona Elementary School Library in May, 2014.

### Visioning Workshop

The Visioning Workshop was held on May 1, 2014. This workshop began with a brief presentation on the station area planning process, and was followed by small group discussions focused on three topics: land use, streets and buildings, and connectivity. Approximately 25 people attended the Visioning Workshop.

### Key Comments and Themes

Community members identified the following visions and key themes related to land use, buildings and streets, and connectivity in the Angle Lake Station Area.

### Land Use

- Desire for more retail and restaurants, especially along International Boulevard, as well as larger grocery stores.
- Smaller commercial space for entrepreneurial businesses is needed.
- Space for a farmer's market, additional parks and activity space are also desired.

# WHAT WE HEARD

- Senior housing and affordable housing is needed.
- Some land use concerns center around the fear of new development increasing costs and rents.
- The existing level of traffic and difficulty in getting around is also a concern.

## Buildings and Streets

- People want to feel safe when walking, with wide, defined sidewalks, bicycle amenities, crosswalks, lighting, and separation from traffic.
- People like having buildings right next to the sidewalk – part of this is a safety issue.
- Support for sidewalks with landscaping, but not so much that it results in a narrow sidewalk.
- Support for larger buildings with a few stories, but not for high-rise development.

## Connectivity

- Human and vehicular safety is paramount – Crime Prevention Through Environmental Design (CPTED) principles, lighting, fewer hiding places, safe crossings and pedestrian bridges.
- Vehicular noise and distance between destinations are strong deterrents to walking.
- Increase connectivity and ease of accessing existing destinations through development of informal paths and new connections.

## Neighborhood Design Workshop

The neighborhood design workshop was held on May 29, 2014 and included small group discussions related to the design of the Angle Lake Station Area, with a specific focus on circulation, bicycle/pedestrian improvements and land use strategies. Approximately 15

people attended the Neighborhood Design Workshop.

## Key Comments and Themes

- Circulation and bicycle/pedestrian improvements.
- Access to Angle Lake is important.
- Improve overall connectivity to light rail station and make it safe for pedestrians.
- Plantings should be taken care of and sidewalks should provide ample space for people and vegetation.

## Land use

- Support for a mixed-use center focus.
- Development focused around the station.
- Diverse mix of uses.
- Achieve a jobs/housing mix.
- Services focused on the local community.

## STATION AREA QUESTIONNAIRE

The City of SeaTac created a questionnaire to solicit community feedback regarding the future vision for the Angle Lake Station neighborhood and to inform future development in the area. The questionnaire focused on the area within a half mile radius around the Angle Lake Station and asked respondents about walking, biking, and transportation use. Additionally, respondents were encouraged to suggest improvements and personal visions for the future the neighborhood's future.

The questionnaire was available online between March 10 and June 6, 2014. Paper copies were distributed at project outreach events, and by Global to Local's Community Liaisons.

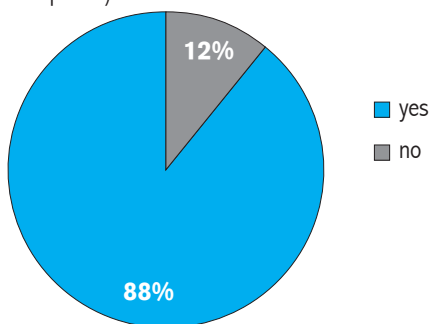
A total of 220 questionnaires were collected during this period. A copy of the questionnaire can be found in the Appendices.

# WHAT WE HEARD

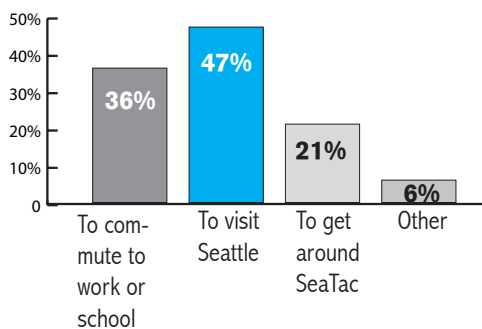
## Key Comments and Themes

- A majority of respondents live and/or work within a half-mile of the station.
- 88% of respondents plan to use the Angle Lake Station when it opens in 2016 .
- 47% plan to use light rail to visit Seattle.
- 72% would walk or bike to the station it were open today.
- 71% walk around the Angle Lake Station neighborhood “every day” or “once in awhile.”
- 27% bike around the Angle Lake Station neighborhood “every day or “once in awhile.”
- Community members also answered open-ended questions concerning suggested improvements for the Angle Lake Station Area:

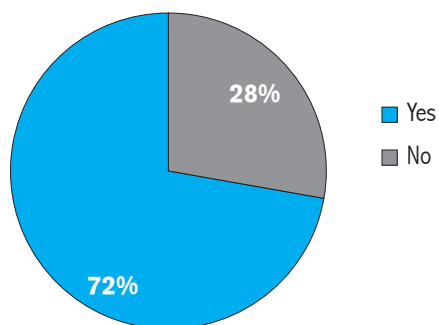
Do you plan to use the Angle Lake Station once it opens in 2016 (same year that the University of Washington Station opens?)



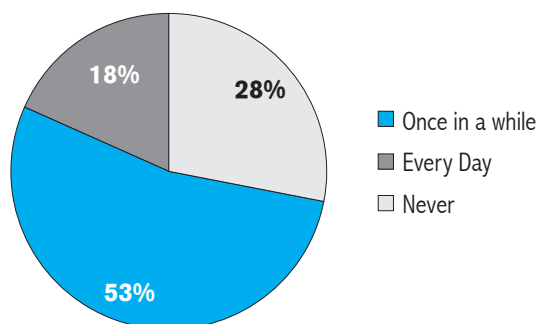
What will you use the light rail for?



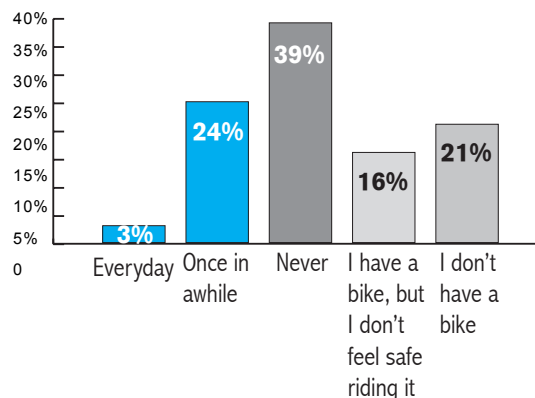
If the station were open today would you walk or bike there?



How often do you walk around the Angle Lake Station neighborhood or to reach a destination there?



How often do you ride a bike around the Angle Lake Station neighborhood or to reach a destination there?



**Note:** Diagrams shown include responses compiled from the results of the online questionnaire included in Appendix F and questionnaires gathered by the Community Liaisons included in Appendix G.

# WHAT WE HEARD

## QUESTION:

What improvements could be made to make it easier to walk to these or other places in the neighborhood?

### Sample Responses:

“Sidewalks, parks, parks, parks, more trees and shaded areas more cross walks and traffic lights, trails that pass other busy areas.”

“More direct sidewalk through Angle Lake Park to the Rapid Ride stop on International Blvd.”

“Wider, less-obstructed sidewalks. Better pedestrian crossing of Pacific Highway more connecting streets, street trees.”

“I have walked along the west side of International Boulevard and it was difficult due to the sidewalks having light poles and other obstacles which hindered my ability to carry out a conversation with the other person. It also seemed inhospitable and unsafe due to the types of businesses located along International Boulevard and they did not address the street.”

## QUESTION:

What improvements could be made to make it easier to bike to these, or other places in the neighborhood?

### Sample Responses:

“Dedicated bike facilities are always appreciated! How about linking the station to the park with a bike path?”

“Bike lanes on S 188th from the airport tunnel to Military. Signs to indicate that the southbound carpool lane shares the road with bicycles on International Blvd.”

“Make more dedicated bicycle facilities like bike lanes along international Blvd. and S 200th. Make more bicycle signage too.”

“Provide a generous bike shoulder/lane or a separate bike path from the station to Des Moines Creek Trail along S 200th St.”

## QUESTION:

List the best places to go in the Angle Lake Station neighborhood.

### Sample Responses:

“Angle Lake Park”

“I think the Des Moines Creek trail is the best destination. (Bonus: I can bike along it to the Des Moines Farmers Market at the Marina). Angle Lake Park is very good as well, but I already walk to it from my place.”

“Angle Lake Park (24/7 year round), which would add a need for “night light” through the park.”

## QUESTION:

If you had to choose one improvement in the Station neighborhood, what would it be?

### Sample Responses:

“The more bike / ped access the better! Work with Seattle Neighborhood Greenways to connect routes for commuter access to / from Seattle. A bicycle highway so to speak.”

“Zone for better mixed use around the station and encourage that kind of development. Make the station more of a destination unto itself while also having it as a resource for people who live in the Angle Lake area to use to get to the airport, Seattle or UW.”

“Improve the public safety. With better sidewalks, more street lighting, and clean bus stops.”

## QUESTION:

What kind of places are missing in the Station neighborhood that aren't there now?

### Sample Responses:

“Need good Restaurants here. Market like Whole Foods. Coffee shop will come. Improve the Golf course and develop a Park in the area under the flight path South of the Airport.”

# WHAT WE HEARD

“Plazas, gathering places, coffee shops, restaurants”

“Coffee shops, restaurants, but mostly enough human density to support things like that. The hotel populations are too transient to support a vibrant street life here.”

“Office complexes, small shops, restaurants - really what is missing is a reason to visit the area or to return to the area on a regular basis.”

**QUESTION:**

What is your vision for what the area around the Angle Lake Station could be like in 10 years?

**Sample Responses:**

“A unique community connected to the lake that has plenty of places to live, shop and work. It ought to be a start and end point, not just a place to drive to and leave your car.”

“Stores with essentials will come if you can make a central open space with stores surrounding this central space. Making the central space beautiful would be great but would require unified development. This must be done before next Station South opens (7 years?), then it will be able to sustain itself.”

“Mixed use - where business, office spaces occupy ground floor units, permanent (not rental/transient) housing above - unique quality and/or character that would inspire folks from outside come to visit and spend time in the area (i.e. Georgetown example, eclectic character - find something unique to promote this area - artist community/sculpture park)”

“Office spaces filled with workers who will support local restaurants and bars, coffee shops during the day and mixed use buildings that will house commerce street level and ‘purchased’ (not rental) residents on top (purchase brings more pride in ownership, less crime!).”



Students share their vision for the Station Area



# EVALUATION OF COMMUNITY ENGAGEMENT ACTIVITIES & TOOLS

The following table provides a brief assessment of the community engagement activities and tools utilized in the station area planning project and can be used to inform future public involvement processes.

ACTIVITY	EVALUATION
Stakeholder Interviews	<p><b>WOULD UTILIZE AGAIN?</b></p> <p>Yes. Stakeholder interviews were very helpful in understanding business/ property owners future plans and also in raising awareness of both the City’s station area planning project and Sound Transit’s Angle Lake Station construction project. They also helped to inform understanding of market opportunities and development potential in the area.</p> <p><b>ANY CHANGES?</b></p> <p>Identifying additional methods and/or budget for continuing engagement of stakeholders would be helpful for future projects. Increased budget to engage more stakeholders.</p>
Public Workshops	<p><b>WOULD UTILIZE AGAIN?</b></p> <p>Yes. Both the visioning and neighborhood design workshops were extremely valuable in providing project information to and eliciting feedback from the station neighborhood community. The small breakout sessions gave each participant the opportunity to provide input. Requesting that Community Liaisons participate in the workshops and share information they learned from surveying their communities was helpful in both broadening perspectives offered and expanding perspectives of those participating in the workshops.</p> <p><b>ANY CHANGES?</b></p> <p>More time and resources for outreach to various communities may have increased number and diversity of meeting participants. More attention to making participants from all communities, languages and cultures feel comfortable in workshops should be considered when developing workshop programs. (For Community Liaison’s assessment of workshops see Global to Local Report on station area project in appendices.)</p>

# EVALUATION OF COMMUNITY ENGAGEMENT ACTIVITIES & TOOLS

ACTIVITY	EVALUATION
----------	------------

Student Project

**WOULD UTILIZE AGAIN?**

Yes, if time and resources allow. Not only did the students learn about City projects and transit-oriented development, they learned how their voices can make a difference in government processes. The project also helped pave the way for potential future partnerships between the City and Global Connections HS. The students' presentations at City Hall and to City Council also significantly raised awareness of the station area project and the value of hearing the youth perspective on public projects.

**ANY CHANGES?**

No. This project was successful, in part, because City staff was able to spend a significant amount of time in the classroom. Staff resources and project outcomes should be carefully considered in future City-school projects.

Community Liaisons

**WOULD UTILIZE AGAIN?**

Yes. This project was a pilot for the use of Community Liaisons (also called "Trusted Advisors," "Community Leaders," or "Community Connectors") in City projects, and it should be noted that they made a positive impact on every activity in which they participated. The Community Leaders (CLs) collected the majority of the station area questionnaires, attended the Community Conversation as participants, meeting facilitators and interpreters, and participated in the two workshops. Because they participated in all station area activities, they became "project experts," and therefore provided keen individual insights at workshops while acting as conduits for information gathered from the communities they surveyed. Additionally, using the CLs allowed the City to access hard-to-reach communities that traditionally have not participated in public meetings in large numbers in the past.

# EVALUATION OF COMMUNITY ENGAGEMENT ACTIVITIES & TOOLS

ACTIVITY	EVALUATION
Community Liaisons	<p><b>ANY CHANGES?</b></p> <p>Possibly. While the station area project significantly benefitted from the CLs' participation, at a project debrief session, the CLs identified several issues they would like the City to consider in future community engagement processes. (See the appendices for Global to Local's written report on the Community Liaisons' involvement in station area project.) A summary of these issues is provided below:</p> <ul style="list-style-type: none"> <li>• Several of the CLs found the technical language at the workshops to be difficult at times, and sometimes felt intimidated and thought it was hard to give their opinion</li> <li>• To increase questionnaire collection or attendance at public meetings, more outreach is needed so CLs can spend more time raising project awareness and identifying potential questionnaire and meeting participants.</li> <li>• To increase the number of English as a second language or non-English speaking community members at meetings, more interpreters should be made available and techniques such as small group work organized by language should be utilized. Additionally, the City should consider sending staff to locations/organizations where cultural or language groups gather, and presentations and materials should be provided in language.</li> </ul>
Community Conversation at Willow Lake Apartments	<p><b>WOULD UTILIZE AGAIN?</b></p> <p>Yes. Although the Community Conversation had low turnout, it was the first time the City had held a meeting at the apartment complex, and the property managers were helpful and encouraging. The meeting program, which included participants answering questions on boards with stickers in return for snacks and an opportunity to receive Safeway gift cards, was well received by attendees</p> <p><b>ANY CHANGES?</b></p> <p>Yes. Additional, timely outreach and meeting advertisement to apartment residents may have increased the number of participants. Other potential changes to consider include having the meeting on Saturday afternoon instead of Saturday morning, or holding the meeting on school vacation days during the week.</p>

# EVALUATION OF COMMUNITY ENGAGEMENT ACTIVITIES & TOOLS

ACTIVITY	EVALUATION
Station Area Questionnaire	<p><b>WOULD UTILIZE AGAIN?</b></p> <p>Yes. The questionnaires were tools for raising awareness about the station area project and for getting public input on key station area planning issues. A total of 220 questionnaires were gathered. In-person questionnaire gathering by the Community Liaisons was by far the most productive method for collecting questionnaires. Additional notes on the various collection methods are below:</p> <ul style="list-style-type: none"> <li>• Online: 54 out of 220 questionnaires collected, a relatively small percentage. In-Person: 166 of the 220 questionnaires were collected in-person by the Community Liaisons.</li> <li>• Other Activities: The remaining questionnaires were gathered at Madrona Elementary’s Family Night, from Global Connections High School students, at a Sound Transit Open House and at the project workshops.</li> </ul> <p><b>ANY CHANGES?</b></p> <p>Possibly. If more time and resources had been available, additional questionnaire gathering could have been done in partnership with Madrona Elementary.</p>
Presentations & Briefings	<p><b>WOULD UTILIZE AGAIN?</b></p> <p>Yes. Besides project briefings to City Council and the Planning Commission, City staff presented at a Sound Transit Open House and to the SeaTac Rotary.</p> <p><b>ANY CHANGES?</b></p> <p>Possibly. City staff needs to identify other groups to which it can outreach.</p>
Project Information Display	<p><b>WOULD UTILIZE AGAIN?</b></p> <p>Yes. Having this display in the lobby of City Hall was a cost effective way to provide project information to visitors.</p> <p><b>ANY CHANGES?</b></p> <p>No.</p>

# NEXT STEPS

The next steps for the Angle Lake Station Area planning process include the following steps:

## **Analyzing public input and integrating it into components of the Station Area Plan including the:**

- Station Area Vision;
- Urban Design Framework;
- Connectivity/Circulation Framework; and,
- Implementation Strategies.

## **Final Public Review of Station Area Plan**

- On-going Planning Commission and City Council reviews.
- FeetFirst tour of the station area and opportunity for public input on draft plan components.

## **City Council Adoption of Plan**

- After a full review, the first opportunity for Council adoption of the plan is anticipated to be in December 2014.



# APPENDICES

**Appendix A:** Project fact sheet

**Appendix B:** PowerPoint presentation sample

**Appendix C:** Briefing email

**Appendix D:** Postcards

**Appendix E:** Email newsletter sample

**Appendix F:** Questionnaire results (full)

**Appendix G:** Global to Local Angle Lake Station Area Plan Project Report

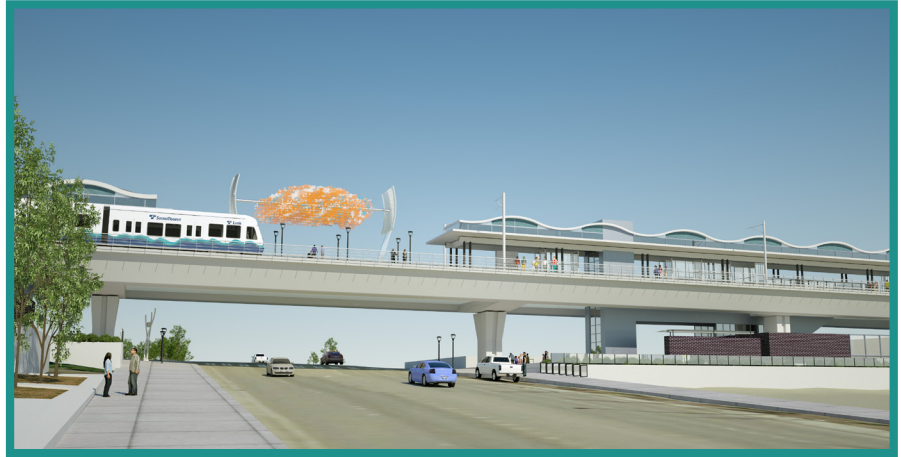
# Angle Lake Station Area

## Planning Project | Fact Sheet

### About the Project

With Sound Transit's Angle Lake light rail station opening in 2016, the City of SeaTac is identifying opportunities for new development and making the surrounding area more pedestrian friendly for residents and commuters alike.

To help guide how the area around the station grows and changes in the future, the City is preparing the Angle Lake Station Area Plan.



▶ Angle Lake Station to open in late 2016, providing service to downtown Seattle and the UW

### Goals of the Planning Project

- Get feedback from residents, businesses, property owners and community organizations to help shape the plan
- Guide future changes in the neighborhood to meet the needs of local residents, businesses, and greater SeaTac community
- Encourage future redevelopment that includes a mix of office, commercial, retail, residential development, and public spaces
- Identify strategies to make the station area more walkable and improve access to surrounding neighborhood

## We Want Your Ideas!

Over the next several months, the City will work closely with the SeaTac community to create a vision for the future of the Angle Lake Station area, and public feedback will be an important part of this process. Things to consider:

- What do you want the area around Angle Lake station to be like in 10 years?
- Are there businesses, stores or other places you want in your neighborhood?
- When you need to go somewhere, how do you most often get there?



**Share Your Vision:** take our online Questionnaire, which can be found here:  
[www.ci.seatac.wa.us/anglakestation](http://www.ci.seatac.wa.us/anglakestation)

**You're Invited:** Attend an Upcoming Public meeting:

- 5/1/14 • 6:30pm - 8pm • Visioning Workshop  
Madrona, Elementary School Library
- 5/29/14 • 6:30pm - 8pm • Urban Design Framework Workshop,  
Madrona Elementary School Library



# Angle Lake Station Area

Planning Project | Informational Handout

## Project Timeline

April 2014

Station Area  
Questionnaire  
(now available on  
City's website)

May 2014

Community  
Goals and Visioning  
Workshop  
and Community Urban  
Design Framework  
Workshop

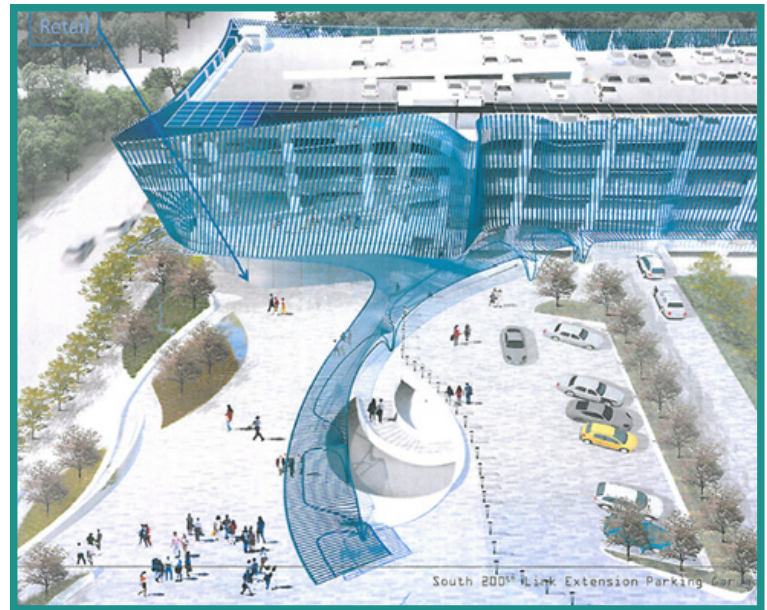
Fall 2014

City Council  
review adoption of  
Angle Lake Station  
Area Plan

## How to get more information

Visit the project web page at: <http://www.ci.seatac.wa.us/anglelakestation> to:

- Learn the latest news on the Angle Lake Station Area Plan process and how to get involved
- Get additional information about upcoming events



►► Elevated station and 1,050 parking garage for commuters, plaza, and space for future retail in the garage

►► The Angle Lake Station is currently under construction and will open in 2016. 5,400 people are projected to use the new station by 2018.

## Project Contact & More Info

Kate Kaehny, Senior Planner | [kkaehny@ci.seatac.wa.us](mailto:kkaehny@ci.seatac.wa.us) | [206.973.4750](tel:206.973.4750)

or visit [www.ci.seatac.wa.us/anglelakestation](http://www.ci.seatac.wa.us/anglelakestation)





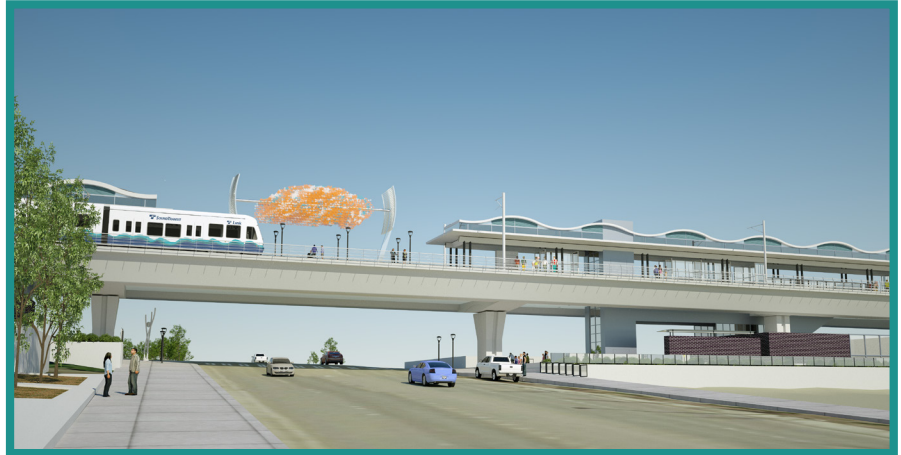
# Área de la Estación de Angle Lake

## Proyecto de Planificación | Hoja Informativa

### Acerca del Proyecto

Con la inauguración de la estación del tren ligero Angle Lake de Sound Transit en 2016, la Ciudad de SeaTac está identificando oportunidades para un nuevo desarrollo y considerando cómo hacer más apta para caminar el área alrededor de la estación para los residentes y las personas que se desplazan diariamente.

La Ciudad está preparando el Plan del Área de la Estación de Angle Lake para ayudar a orientar cómo el área alrededor de la estación crece y cambia en el futuro.



► La Estación de Angle Lake se inaugurará a finales de 2016, ofreciendo servicio al centro de Seattle y a la Universidad de Washington.

### Objetivos del Proyecto de Planificación

- Asegurarse de que los cambios futuros en el barrio satisfagan las necesidades de los residentes, las empresas y la comunidad de la zona metropolitana de SeaTac
- Orientar la futura remodelación para que incluya una mezcla vibrante de oficinas, comercio minorista, desarrollo residencial y espacios públicos
- Identificar las estrategias para hacer de la estación un área más apta para caminar y mejorar el acceso al vecindario circundante
- Obtener retroalimentación de los residentes, empresas, dueños de bienes inmuebles y organizaciones públicas para ayudar a crear el plan

## ¡Deseamos recibir sus ideas!

Durante los próximos meses, la Ciudad trabajará estrechamente con la comunidad de SeaTac para crear una visión para el futuro del área de la Estación de Angle Lake, y la retroalimentación del público formará una parte importante de este proceso. Cosas a tener en cuenta:

- ¿Cómo desea usted que sea el área de la estación de Angle Lake en 10 años?
- ¿Hay empresas, tiendas u otros lugares que usted desea en su vecindario?
- Cuando usted tiene que ir a algún lugar, ¿cómo llega allí la mayoría de las veces?



**Comparta su visión:** tome nuestro Cuestionario en línea, el cual se puede encontrar aquí: [www.ci.seatac.wa.us/anglelakestation](http://www.ci.seatac.wa.us/anglelakestation)

**Usted está invitado:** Participe en un próximo taller de trabajo público:

- 5/1/14 • 6:30 a 8 pm • **Taller de Trabajo de Visión,** Biblioteca de Madrona Elementary
- 5/29/14 • 6:30 a 8 pm • **Taller de Trabajo de la Estructura del Diseño Urbano,** Biblioteca de Madrona Elementary



# Área de la Estación de Angle Lake

Proyecto de Planificación | Hoja Informativa

## Cronograma del Proyecto

Abril de 2014

**Cuestionario del Área de la Estación (disponible ahora en el sitio Web de la Ciudad)**

Mayo de 2014

**Taller de Trabajo de Visión de la Comunidad y Taller de Trabajo de la Estructura del Diseño Urbano de la Comunidad**

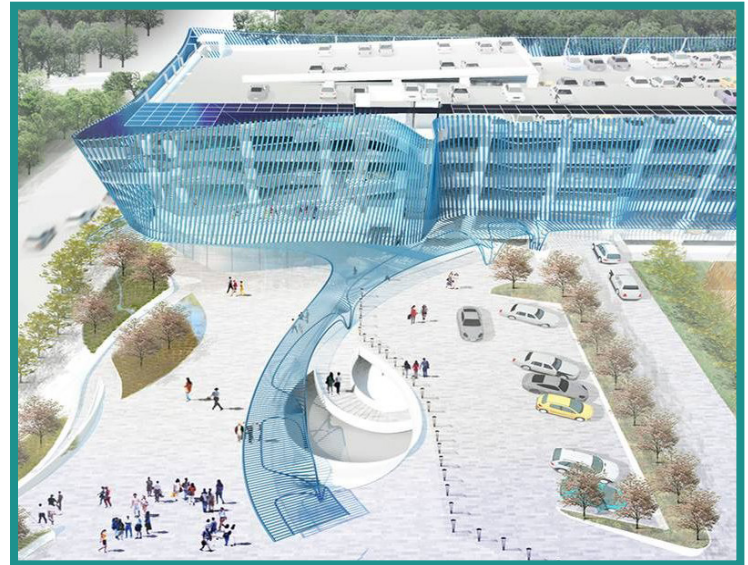
Otoño de 2014

**El Concejo Municipal revisa y adopta el Plan del Área de la Estación de Angle**

## Cómo obtener más información

Visite la página Web del proyecto en: [www.ci.seatac.wa.us/anglelakestation](http://www.ci.seatac.wa.us/anglelakestation) para:

- Enterarse de las últimas noticias sobre el proceso del Plan del Área de la Estación de Angle Lake y cómo participar
- Obtener información adicional sobre los próximos eventos



- ▶ La Estación de Angle Lake incluirá un garaje de estacionamiento de 1,050 espacios para las personas que se desplazan diariamente con una plaza pública y espacio para comercio minorista futuro.

- ▶ La estación de Angle Lake está actualmente bajo construcción y se inaugurará el 2016. Se proyecta que 5,400 personas utilicen la nueva estación cada día, hasta el 2018.

## Contacto del Proyecto y más Información

Kate Kaehny, Planificadora Principal | [\[e\] kkaehny@ci.seatac.wa.us](mailto:kkaehny@ci.seatac.wa.us) | [\[p\] 206.973.4750](tel:206.973.4750)

o visite [www.ci.seatac.wa.us/anglelakestation](http://www.ci.seatac.wa.us/anglelakestation)





## Angle Lake Station Area Plan Community Visioning Workshop

May 1, 2014



## Angle Lake Station Area Plan Project Goals

- With the new light rail station at Angle Lake scheduled to open in 2016, the City of SeaTac is developing a plan to:
  - **Guide future redevelopment** of the station area to include a mix of office, commercial, retail, and residential uses, as well as new public spaces
  - **Identify strategies to make the station area more walkable** and to make it easier to access transit and recreational opportunities
  - **Get ideas and feedback** from residents, businesses, property owners and community organizations to help shape the plan and determine what the area will look like in the future



Rendering of the future Angle Lake Station

## Project Area

- The Angle Lake Station Area Plan will focus on the area ½ mile around the future light rail station



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## Project Timeline

- **March 2014** – Coordination with local businesses and property owners
- **April 16, 2014** – Family Night event at Madrona Elementary
- **May 1, 2014**– Community Visioning Workshop
- **May 29, 2014** – Community Urban Design Framework Workshop
- **September 2014** – City Council/public review and anticipated adoption of the Angle Lake Station Area Plan

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View of the future public plaza and Angle Lake Station (background)

5



View of the future public plaza and parking garage at Angle Lake Station

## We Want to Hear From You

Public feedback will help shape the future of the station area. We need your help in answering questions like:

- What do you want the area around Angle Lake station to be like in 10 years?
- Are there businesses, stores or other places you wish would open in your neighborhood?
- When you need to go somewhere, how do you most often get there?
- What types of destinations would you like to be able to walk to more easily?
- When light rail comes to Angle Lake, where will you take it?

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## How to Get Involved

- Attend an upcoming event:
  - Urban Design Framework Workshop – May 29, 2014, 6:30 – 8:00 p.m. at Madrona Elementary
- Take our survey
- Visit the website for the latest project information:  
[www.ci.seatac.wa.us/anglelakestation](http://www.ci.seatac.wa.us/anglelakestation)

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## Have questions?

- For additional information about the Angle Lake Station Area Plan contact:

Kate Kaehny, Senior Planner, City of SeaTac

Email: [kkaehny@ci.seatac.wa.us](mailto:kkaehny@ci.seatac.wa.us)

Phone: 206-973-4750



**Standard Email Text**

Hello [AUDIENCE GROUP / CONTACT],

I am writing on behalf of the City of SeaTac to discuss the Angle Lake Station Area Plan project. As you might be aware, Link Light Rail service is coming to Sea Tac in 2016 and while the station is not complete yet, planning for the area around the station has begun. With the opening of the station, we anticipate opportunities for redevelopment and are seeking community ideas and feedback to help define a future vision of this area.

I would like to extend an invitation to your organization to have a City staff member present more information about the Angle Lake Station Area Plan and how to get involved in the process Please call 206-973-4750 or email me at [kkaehny@ci.seatac.wa.us](mailto:kkaehny@ci.seatac.wa.us) to set up a meeting or if you have additional questions. In the meantime, if you want to know more about the Angle Lake Station Area Plan, please visit our website at <http://www.ci.seatac.wa.us/index.aspx?page=670>

I look forward to speaking with you.

[EMAIL SIGNATURE]



# Help Shape the Future of the Angle Lake Station Area! ¡Ayude a Crear el Futuro del Área de la Estación Angle Lake!

Appendix D : Postcard

## Upcoming Meetings · Próximas Reuniones

### Goals and Vision Workshop

#### *Taller de trabajo de Objetivos y Visión*

Thursday, May 1 • *Jueves, 1 de mayo*

6:30-8:00pm

Madrona Elementary Library

*Biblioteca de Madrona Elementary*

20301 32nd Avenue South

SeaTac, WA 98198

### Urban Design Framework Workshop

#### *Taller de Trabajo de la Estructura del Diseño Urbano*

Thursday, May 29 • *Jueves, 29 de mayo*

6:30-8:00pm

Madrona Elementary Library

*Biblioteca de Madrona Elementary*

20301 32nd Avenue South

SeaTac, WA 98198

### Why should you get involved?

You have the opportunity to provide your ideas, visions, and goals for the Angle Lake station area that will help shape the planning for this area.

**Project Description:** With Sound Transit's Angle Lake light rail station scheduled to be completed in 2016, the City of SeaTac is taking a fresh look at the area around the station to identify opportunities for new development and to propose strategies for making the neighborhood more walkable, and making it easier to access transit, parks and other community amenities. To help guide how the area around the station grows and changes in the future, the City is preparing the Angle Lake Station Area Plan.

**Descripción Del Proyecto :** *Con la estación del tren liviano Angle Lake de Sound Transit programada para completarse en 2016, la Ciudad de SeaTac está asumiendo una nueva visión en el área alrededor de la estación para identificar oportunidades para nuevo desarrollo y proponer estrategias para hacer el barrio más apto para caminar y facilitar el acceso al transporte, a los parques y otras atracciones de la comunidad. La ciudad está preparando un Plan para el Área de la Estación de Angle Lake para ayudar a orientar el crecimiento del área alrededor de la estación y cambios en el futuro.*



### ¿Por qué debería usted participar?

*Usted tiene la oportunidad de proporcionar sus ideas, visiones y objetivos del Área de la Estación Angle Lake que ayudarán a dar forma a la planificación de esta área.*

# Angle Lake Station Area

Planning Project



## Community Meetings:

### Goals and Vision Workshop

Thursday May 1

6:30 – 8:00pm

Madrona Elementary Library

### Urban Design Framework Workshop

Thursday May 29

6:30 – 8:00pm

Madrona Elementary Library

## Próximás Reuniones Comunitarias:

### Taller de Trabajo de Objetivos y Visión

Jueves, 1 de mayo

6:30 a 8:00 p.m.

Biblioteca de Madrona Elementary

### Taller de Trabajo de la Estructura del Diseño Urbano

Jueves, 29 de mayo

6:30 a 8:00 p.m.

Biblioteca de Madrona Elementary



For more information visit • Para más información, visite:  
[www.ci.seatac.wa.us/anglelakestation](http://www.ci.seatac.wa.us/anglelakestation)

## Email announcement for Angle Lake Station Area Plan Visioning Workshop

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**RE:** What's your vision for the Angle Lake Station neighborhood?

**Body:**

Light rail and other improvements are coming once Sound Transit completes the Angle Lake Station in 2016! (The station will be located on S. 200<sup>th</sup>, one block west of International Blvd.)

To prepare for the arrival of light rail, please join the City of SeaTac on May 1<sup>st</sup> for a workshop to discuss your vision for the Angle Lake Station area. Your feedback will help shape the Angle Lake Station area plan, which will guide how the neighborhood grows and changes in the future.

**We want your ideas**

- What types of businesses would you like to see around the station?
- What type of places would you like to be able to walk or ride your bike to?
- What kind of neighborhood do you want the area around the Angle Lake station to be in 10 years?

**Mark your calendars**

**What:** Angle Lake Station Community Visioning Workshop

**When:** Thursday, May 1, 2014  
6:30 – 8:30 p.m.

**Where:** Madrona Elementary School Library  
20301 32nd Avenue South, SeaTac, WA 98198

**Want more info?**

For more information about the project, [click here](#) or contact Kate Kaehny, Senior Planner, at [kkaehny@ci.seatac.wa.us](mailto:kkaehny@ci.seatac.wa.us), or call 206.973.4750.

## Questionnaire Results

The subsequent document includes questionnaire results and summary compiled through Survey Monkey – a web-based survey collection tool. This includes surveys entered by the public using a web link, surveys gathered at both community workshops and surveys collected from students at Global Connections High School. This document does not include approximately 151 responses collected by Global To Local as the final results were disaggregated and therefore were unable to be summarized in Survey Monkey. The *Global to Local Angle Lake Station Area Plan Project Report* includes these questionnaire results and can be found in Appendix G.

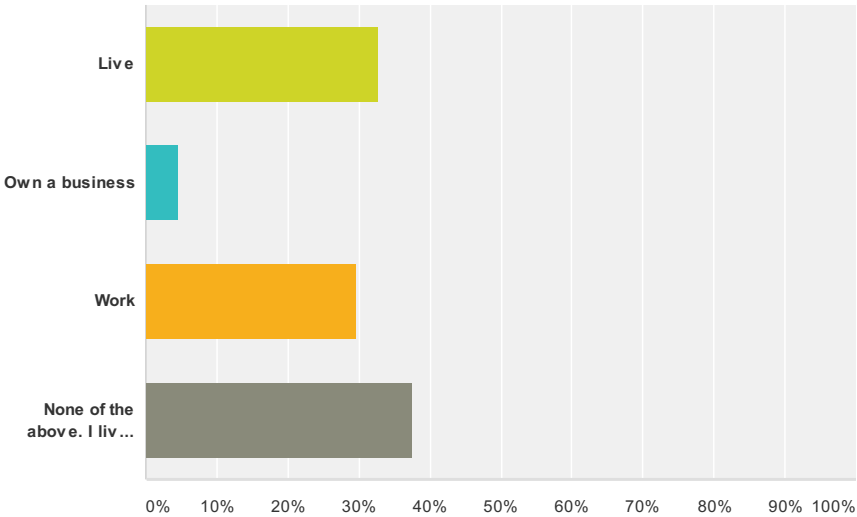


Figure 1 Reference Map

# City of SeaTac - Angle Lake Station Neighborhood Questionnaire

## Q1 Do you live, own a business or work within 1/2 mile of the future Angle Lake Station? (see map - check all that apply)

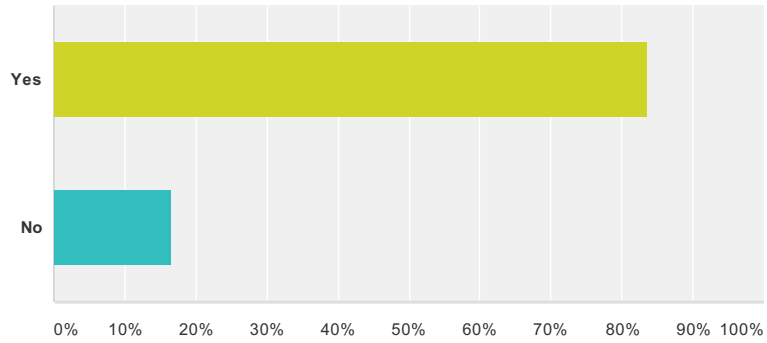
Answered: 64 Skipped: 5



Answer Choices	Responses
Live	32.81% 21
Own a business	4.69% 3
Work	29.69% 19
None of the above. I live in or near _____ (please specify)	37.50% 24
<b>Total Respondents: 64</b>	

**Q2 Do you plan to use the Angle Lake Station once it opens in 2016 (same year that the University of Washington Station opens)? (check one)**

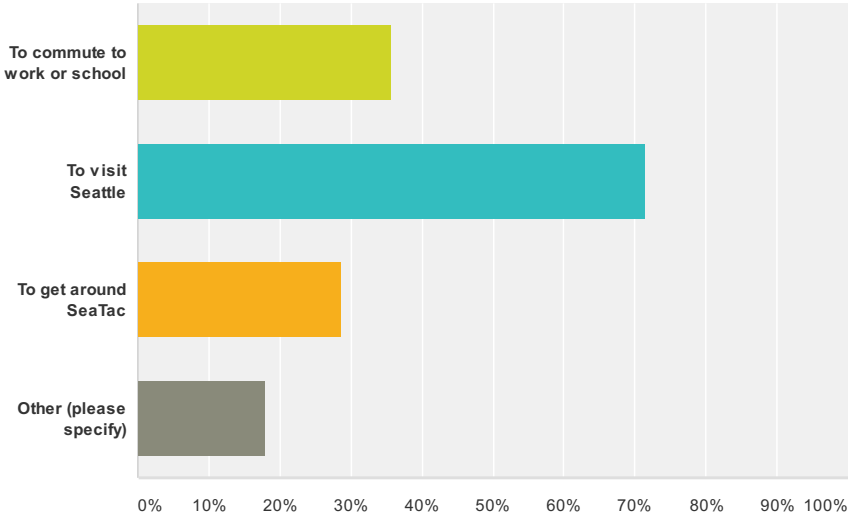
Answered: 67 Skipped: 2



Answer Choices	Responses
Yes	83.58% 56
No	16.42% 11
<b>Total</b>	<b>67</b>

**Q3 If yes, what will you use the light rail for? (check all that apply)**

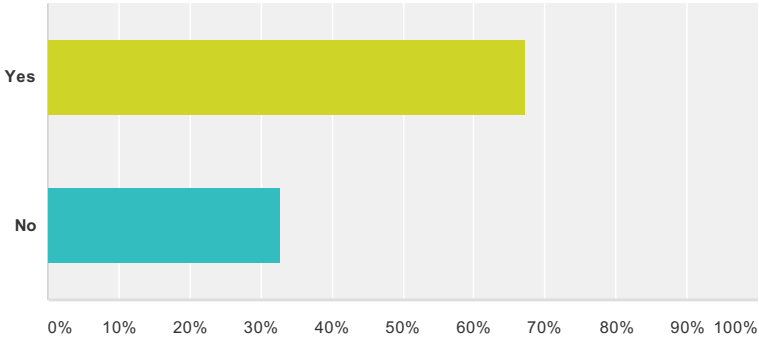
Answered: 56 Skipped: 13



Answer Choices	Responses
To commute to work or school	35.71% 20
To visit Seattle	71.43% 40
To get around SeaTac	28.57% 16
Other (please specify)	17.86% 10
<b>Total Respondents: 56</b>	

**Q4 If the station were open today, would you walk or bicycle there? (check one)**

Answered: 67 Skipped: 2

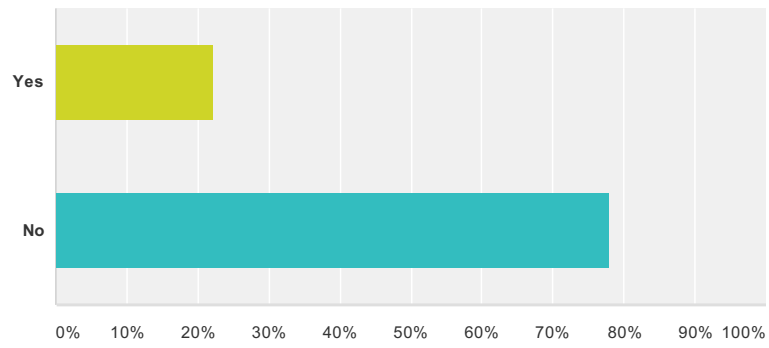


Answer Choices	Responses
Yes	67.16% 45
No	32.84% 22
<b>Total</b>	<b>67</b>



**Q5 Do you currently use RapidRide buses near S. 200th? (check one)**

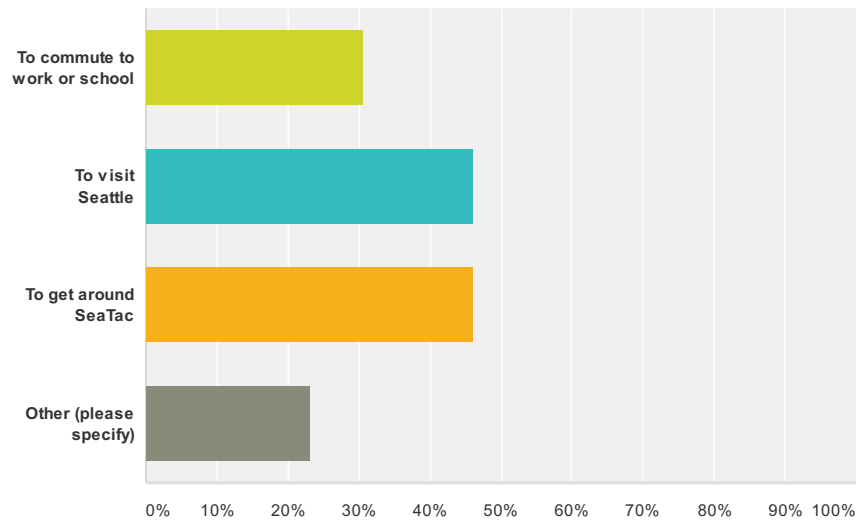
Answered: 68 Skipped: 1



Answer Choices	Responses	
Yes	22.06%	15
No	77.94%	53
<b>Total</b>		<b>68</b>

**Q6 If yes, what do you use the RapidRide bus for? (check all that apply)**

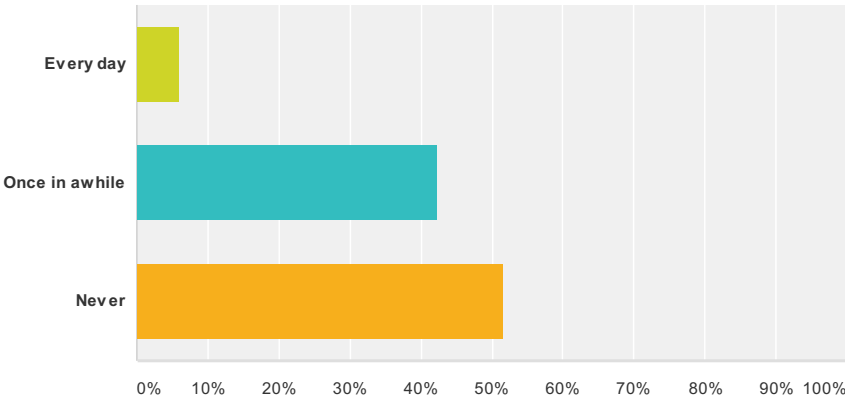
Answered: 13 Skipped: 56



Answer Choices	Responses
To commute to work or school	30.77% 4
To visit Seattle	46.15% 6
To get around SeaTac	46.15% 6
Other (please specify)	23.08% 3
<b>Total Respondents: 13</b>	

**Q7 How often do you walk around the Angle Lake Station neighborhood or to reach a destination there? (check one)**

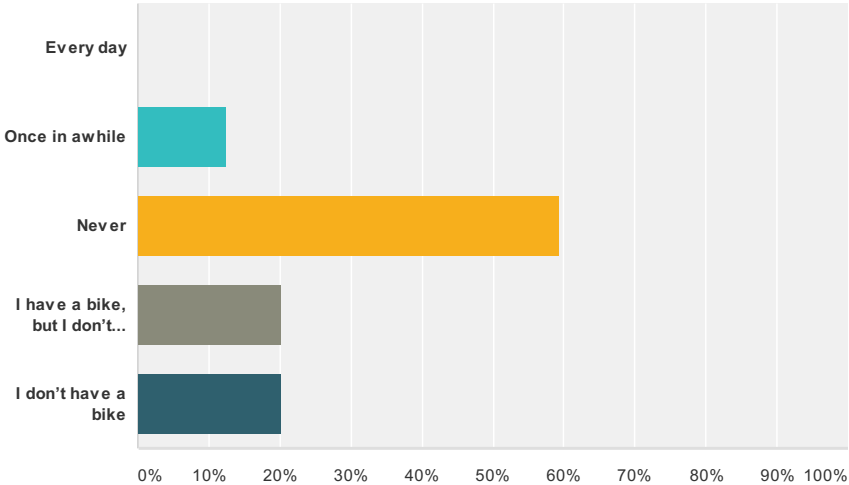
Answered: 66 Skipped: 3



Answer Choices	Responses
Every day	6.06% 4
Once in awhile	42.42% 28
Never	51.52% 34
<b>Total</b>	<b>66</b>

**Q8 How often do you ride a bike around the Angle Lake Station neighborhood or to reach a destination there? (check all that apply)**

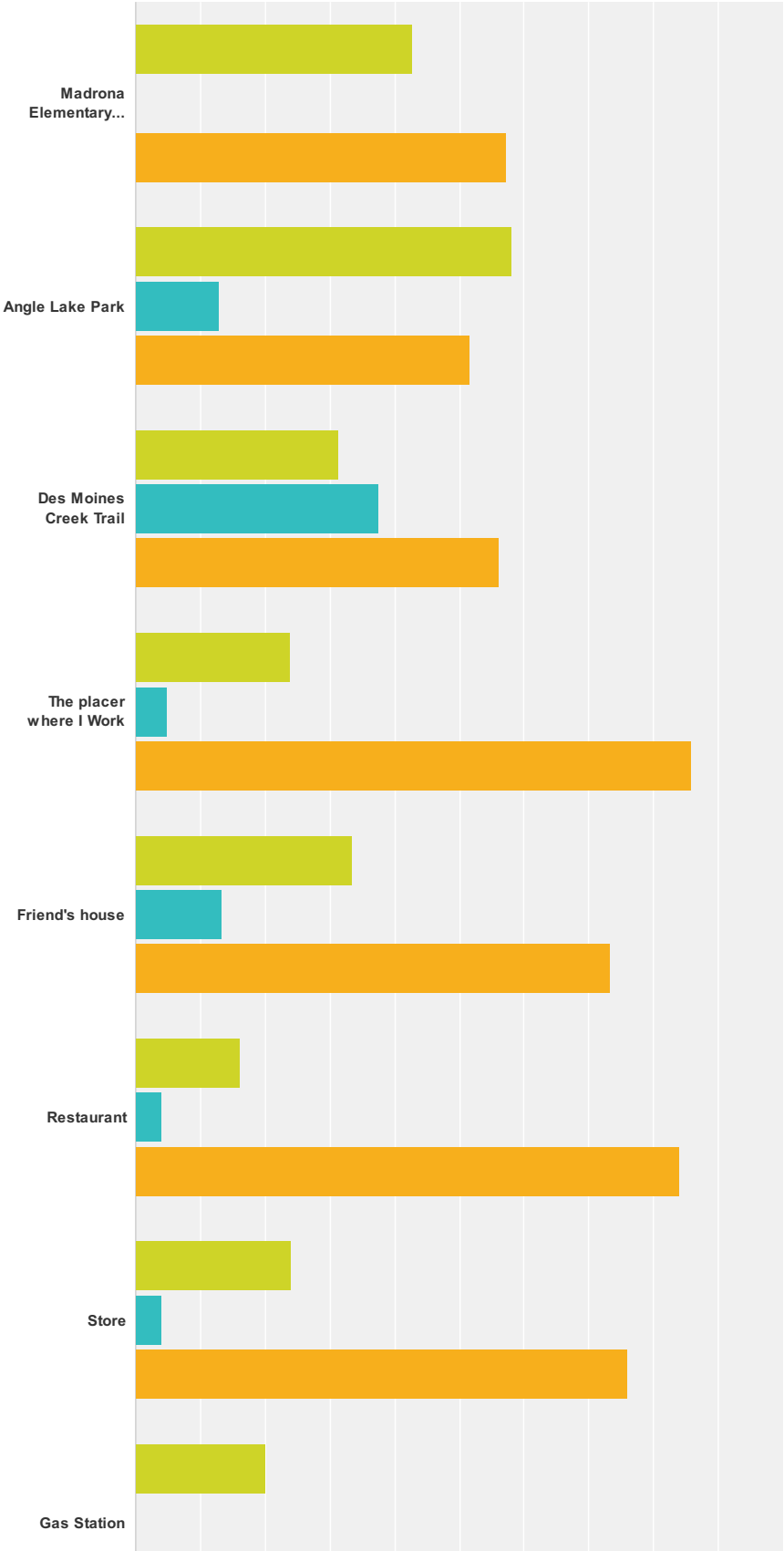
Answered: 64 Skipped: 5



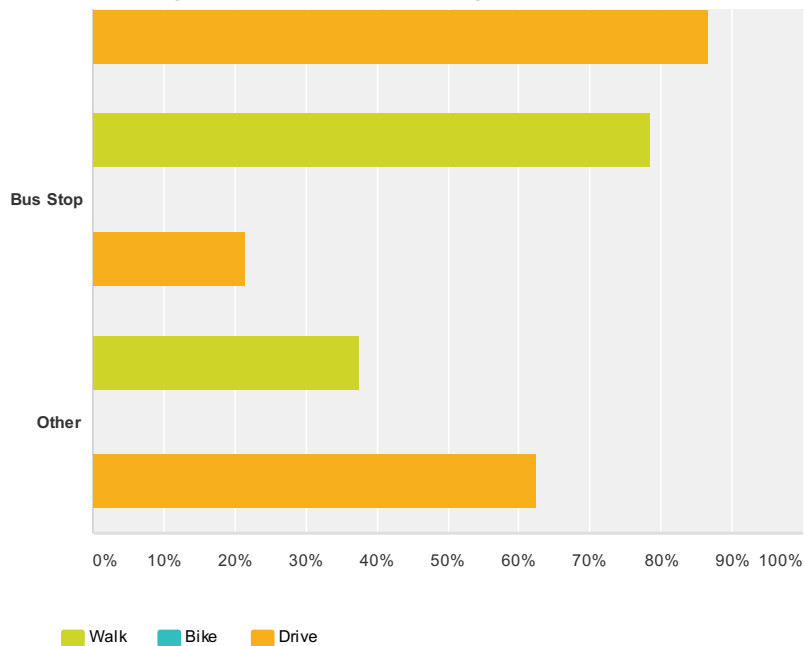
Answer Choices	Responses
Every day	0.00% 0
Once in awhile	12.50% 8
Never	59.38% 38
I have a bike, but I don't feel safe riding it	20.31% 13
I don't have a bike	20.31% 13
<b>Total Respondents: 64</b>	

**Q9 What places in the Station neighborhood do you walk, bike or drive to now? (check all that apply – for example you may check “walk” and “drive” to Madrona Elementary School. etc.)**

Answered: 50 Skipped: 19



# City of SeaTac - Angle Lake Station Neighborhood Questionnaire



	Walk	Bike	Drive	Total Respondents
Madrona Elementary School	42.86% 3	0.00% 0	57.14% 4	7
Angle Lake Park	58.06% 18	12.90% 4	51.61% 16	31
Des Moines Creek Trail	31.25% 5	37.50% 6	56.25% 9	16
The placer where I Work	23.81% 5	4.76% 1	85.71% 18	21
Friend's house	33.33% 5	13.33% 2	73.33% 11	15
Restaurant	16.00% 4	4.00% 1	84.00% 21	25
Store	24.00% 6	4.00% 1	76.00% 19	25
Gas Station	20.00% 6	0.00% 0	86.67% 26	30
Bus Stop	78.57% 11	0.00% 0	21.43% 3	14
Other	37.50% 3	0.00% 0	62.50% 5	8

**Q10 What improvements could be made to make it easier to walk to these, or other places in the neighborhood? (for example, improvements to streets, street crossings, sidewalks, pedestrian connections, sidewalks, lighting, safety, street trees or others. Please name streets or intersections and be as specific as you can.)**

Answered: 35 Skipped: 34

#	Responses	Date
1	not sure depends how others like to get around and how they want to get there.	7/9/2014 2:44 PM
2	more sidealks	7/9/2014 2:41 PM
3	Not such a long wait at lights	7/9/2014 2:38 PM
4	more friendly environments	7/9/2014 2:33 PM
5	A sky bridge at the intersection at 200th and International Boulevard	7/9/2014 2:26 PM
6	Sky bridge	7/8/2014 8:51 AM
7	99 is too busy of a road to walk on, as well as dangerous (prostitutes)	6/2/2014 5:16 PM
8	You have it in your plans to extend to 24th and 216th	6/2/2014 5:14 PM
9	Lighting, safety, security	6/2/2014 5:10 PM
10	sidewalks, bike lanes	6/2/2014 5:06 PM
11	Provide a shoulder or sidewalk along S. 200th st to the Des Moines Creek trail from the rail station. If it's a sidewalk (preferred), attempt to make it wide (like those sidewalks on a college campus) and provide distance from the roadway... no one likes to walk where cars whiz by so close to you. Sidewalks along residential roads can be closer to the street, but not along arterial roadways. An example of a sidewalk with a reasonable distance from the roadway can be seen along NE Gilman Way in Issaquah (between Front St N and 17th Ave NW).	6/1/2014 11:42 AM
12	Try to connect the station to angle lake park with sidewalk, bike, street crossing improvement along international Blvd. & S.200th	5/24/2014 2:10 PM
13	Zoning for more residential/commercial/office near the station would be nice! How about better access to Angle Lake park?	5/24/2014 9:26 AM
14	Wider side walk on 200th Street	5/24/2014 8:39 AM
15	Bike lanes on down 200th street and Military Road South	5/23/2014 7:52 AM
16	Horrible congestion and many 'near-miss' accidents at the entrance to Safeway on the north side of S. 216th Street.	5/11/2014 12:24 AM
17	Have an overhead walk way to station over S 200th St for pedestrian safety	5/9/2014 5:36 PM
18	Sidewalks on 200th! Make 200th a boulevard like 28th Ave S is all the way from Des Moines Memorial Drive	5/9/2014 5:33 PM
19	Sidewalks	5/9/2014 5:29 PM
20	lighting, sidewalks	5/9/2014 5:26 PM
21	Sidewalks, parks, parks, parks, more trees and shaded areas more cross walks and traffic lights, trails that pass other busy areas	5/9/2014 5:22 PM

## City of SeaTac - Angle Lake Station Neighborhood Questionnaire

22	200 West of station needs sidewalk at least on one side, bike space would be good. Intersection of 200 and Military Road needs significant traffic improvement as during rush hours it gets backed up now. Need long and separate left turn lanes perhaps 2 lanes onto 200 from freeway. And 2 lanes turning to 200 from Military Road (coming North bound). This intersection will be blocked during rush hour if this is not done. Need a public Rest Room Open at least 6:00 to 23:00 in parking area or at station. Cleaning this is better than cleaning the mess people make.	5/4/2014 12:54 PM
23	Safety - more police patrols/presence. There are lots of robberies and assaults in this area.	4/30/2014 1:07 PM
24	sidewalks on Military Road	4/29/2014 1:16 PM
25	sidewalks, Pedestrian overpass, lighting, safety issues of Hiway 99 S.	4/26/2014 1:24 PM
26	i have walked along the west side of International Blvd and it was difficult due to the sidewalks having light poles and other obstacles which hindered my ability to carry out a conversation with the other person. it also seemed inhospitable and unsafe due to the types of businesses located along IB and they did not address the street.	4/25/2014 3:01 PM
27	Wider sidewalks	4/24/2014 3:33 PM
28	Sidewalks on S 200th & Military Road South & S 198th Street (alt no through traffic, i.e only visitors to S 198th Street)	4/24/2014 3:13 PM
29	A "PED XING" sign strung over the roadway with lighting directed down on the pedestrians below it. It should hang over a raised concrete pad which is the crosswalk itself (people walk across on the top of it). This pad acts as a gentle speed bump. Works great, we have a few of these in West Seattle where I live and it makes it easier both as a driver and as a pedestrian for everyone to see. Plus, this sort of thing is fairly inexpensive compared to pedestrian bridges, mid-block stoplights, etc.	4/24/2014 2:52 PM
30	Don't know yet, but i'm looking forward to trying to use the train for work.	4/24/2014 12:36 PM
31	lighting	4/24/2014 9:11 AM
32	wider sidewalks, more pedestrian lights on IB.	4/24/2014 9:05 AM
33	More direct sidewalk through Angle Lake Park to the Rapidride stop on International Blvd.	4/6/2014 2:23 PM
34	Have no desire to do so. Loaded question	4/5/2014 2:44 AM
35	Wider, less-obstructed sidewalks. Better ped. crossing of Pacific Highway more connecting streets street trees	4/4/2014 1:59 PM



**Q11 What improvements could be made to make it easier to bike to these, or other places in the neighborhood? (for example, bicycle parking, dedicated bicycle facilities [bike lanes, bicycle signage], bicycle facilities at work [storage, showers], or others)**

Answered: 27 Skipped: 42

#	Responses	Date
1	more bike parking, wider sidewalks	7/9/2014 2:41 PM
2	lanes made to size	7/9/2014 2:40 PM
3	to people that ride bikes	7/9/2014 2:36 PM
4	a bike lane	7/9/2014 2:26 PM
5	Quieter, safer roads	6/2/2014 5:16 PM
6	looks like these improvements are in the plan	6/2/2014 5:14 PM
7	extend bike lanes and sidewalks to Des Moines Memorial Drive	6/2/2014 5:06 PM
8	Similar to the question #9 above, provide a generous bike shoulder/lane or a separate bike path from the station to Des Moines Creek Trail along S 200th St.	6/1/2014 11:42 AM
9	Make more dedicated bicycle facilities like bike lanes along international Blvd. and S 200th. Make more bicycle signage too.	5/24/2014 2:10 PM
10	Dedicated bike facilities are always appreciated! How about linking the station to the park with a bike path?	5/24/2014 9:26 AM
11	Bike Lanes,	5/23/2014 7:52 AM
12	Bike lanes separate from roadway, wider roadway	5/9/2014 5:33 PM
13	bike lanes	5/9/2014 5:29 PM
14	bike lanes, bike parking	5/9/2014 5:26 PM
15	trail system in the road and off road	5/9/2014 5:22 PM
16	Bike locking places at station. Way to move Bike up to station level for bringing onto Train. Bike lane on 200 West and East of Station. A separate bike path directly under elevated light-Rail track. This is much safer than adding bike lane to International Blvd or 28 ave south. Continuing this North to Park North of Airport and into Angle Lake Park would be significant to Seatac quality of life.	5/4/2014 12:54 PM
17	Bike lanes and signage would help.	4/30/2014 1:07 PM
18	bike lanes	4/26/2014 1:24 PM
19	Bike lane	4/24/2014 3:33 PM
20	Bike lane & only Residents/Visitors on S 198th Str up to S 200th Street (= one block on 32th Ave S). No trucks > 10,000 lb on MRS, S 198th & S 200th Streets.	4/24/2014 3:13 PM
21	Bicycle lockers are awesome. Also bright lighting, regular security and Police patrols. I highly recommend you guys build or include Police/Security Office with designated parking, encourage these guys to hang out there and make the station safe, pleasant and orderly.	4/24/2014 2:52 PM
22	storage, lanes	4/24/2014 9:11 AM
23	designated bike lanes on IB and bike storage and parking near the station.	4/24/2014 9:05 AM

## City of SeaTac - Angle Lake Station Neighborhood Questionnaire

24	Bike lanes on S 188th from the airport tunnel to Military. Signs to indicate that the southbound carpool lane shares the road with bicycles on International Blvd.	4/6/2014 2:23 PM
25	Have no desire to do so. License the bicyclists to pay for their lanes.	4/5/2014 2:44 AM
26	bike lanes, especially on 28th-26th-24th Ave. S	4/4/2014 1:59 PM
27	Wider outside traffic lane and reduced speed limit.	4/4/2014 9:06 AM

City of SeaTac - Angle Lake Station Neighborhood Questionnaire

**Q12 List the best places to go in the Angle Lake Station neighborhood. (For example, restaurants, parks, trails, businesses, etc.)**

Answered: 41 Skipped: 28

#	Responses	Date
1	Seattle, the hotels even though I've never checked in	7/9/2014 2:49 PM
2	Angle Lake, 7-11, Salvadorian Restaurant	7/9/2014 2:46 PM
3	nothing's nice	7/9/2014 2:42 PM
4	lhop	7/9/2014 2:40 PM
5	Angle Lake, Angle Lake Park	7/9/2014 2:38 PM
6	Lake	7/9/2014 2:37 PM
7	Angle Lake	7/9/2014 2:35 PM
8	Angle Lake	7/9/2014 2:34 PM
9	The lake, Angle Lake Park	7/9/2014 2:30 PM
10	Angle Lake, the stores around it	7/9/2014 2:27 PM
11	Angle Lake Park	7/9/2014 2:24 PM
12	Angle Lake Park	7/8/2014 8:52 AM
13	I think the Des Moines Creek trail is the best destination. (Bonus: I can bike along it to the Des Moines Farmers Market at the Marina). Angle Lake Park is very good as well, but I already walk to it from my place.	6/1/2014 12:26 PM
14	The park, gas station	5/25/2014 10:21 AM
15	The angle lake park, and local area restaurants.	5/24/2014 2:14 PM
16	Haven't been there yet.	5/24/2014 9:35 AM
17	Angle Lake Park	5/24/2014 8:44 AM
18	Angle Lake Park, Des Moines Trail	5/23/2014 7:54 AM
19	IHOP Holiday Inn Express	5/11/2014 12:29 AM
20	park and lake - Angle Lake	5/9/2014 5:37 PM
21	trails, parks	5/9/2014 5:34 PM
22	restaurants, parks	5/9/2014 5:30 PM
23	parks, restaurants	5/9/2014 5:27 PM
24	Angle Lake Park	5/9/2014 5:23 PM
25	DesMoines Creek Trail.	5/4/2014 12:57 PM
26	restaurants	4/30/2014 12:48 PM
27	IHOP is on my way between home and work when I walk. Bull Pen is right at the southbound Rapid Ride stop.	4/29/2014 1:19 PM
28	Angle Lake Park	4/28/2014 8:23 AM
29	angle lake park	4/25/2014 3:04 PM
30	Bob's Burgers	4/25/2014 7:21 AM
31	Angle Lake Park (24/7 year round), which would add a need for "night light" through the park	4/24/2014 3:23 PM

## City of SeaTac - Angle Lake Station Neighborhood Questionnaire

32	Hahahahaha. I work in the Federal Prison. The girls at the gas station on the corner are very nice to us Officers. BUILD LOTS OF TALL RETAIL AND APARTMENT TOWERS OR THIS WILL BE KNOWN AS PRISON STATION. LOL.	4/24/2014 3:00 PM
33	Federal Prison and I-5.	4/24/2014 12:37 PM
34	angle lake park	4/24/2014 9:13 AM
35	Angle Lake Park	4/24/2014 9:08 AM
36	7-11 for groceries and/or gas; the rest of the area currently has no other offerings of any substance (Bull Pen is a cesspool)	4/9/2014 3:16 AM
37	Angle Lake Park, connection from the park to the Des Moines Creek Trail for bicycles. It would be nice to have a less steep trail angle up the hill instead of the current 200th.	4/6/2014 2:28 PM
38	Away from station.	4/5/2014 2:47 AM
39	Angle Lake	4/4/2014 8:54 PM
40	Angle Lake Park, Des Moines Creek Park, Las Palmas restaurant	4/4/2014 2:05 PM
41	Angle Lake Park; Des Moines Creek Trail	4/4/2014 9:09 AM

### Q13 If you had to choose one improvement in the Station neighborhood, what would it be?

Answered: 41 Skipped: 28

#	Responses	Date
1	maybe an atm? I sometimes need money and a hot dog stand	7/9/2014 2:49 PM
2	Food places, shopping outlets, starbucks	7/9/2014 2:47 PM
3	detailed map	7/9/2014 2:40 PM
4	new stores, attractions	7/9/2014 2:37 PM
5	nicer stores	7/9/2014 2:34 PM
6	a mall that attracts more people	7/9/2014 2:27 PM
7	lessen gang activity, it is very dirty	6/2/2014 5:17 PM
8	restaurants	6/2/2014 5:15 PM
9	too much gang activity, garbage	6/2/2014 5:13 PM
10	Supermarket	6/2/2014 5:11 PM
11	The more bike / ped access the better! Work with Seattle Neighborhood Greenways to connect routes for commuter access to / from Seattle. A bicycle highway so to speak.	6/2/2014 5:09 PM
12	Use wide sidewalks that lead to/from the station that are set-back from the roadways. Walking should be a pleasant experience... walking the current sidewalk along Hwy 99 (on the west side of the road) from S 200th St to 188th St is far from pleasant with it being so close to a major road.	6/1/2014 12:26 PM
13	grocery store	5/25/2014 10:21 AM
14	Improve the public safety. With better sidewalks , more street lighting ,and clean bus stops.	5/24/2014 2:14 PM
15	Zone for better mixed use around the station and encourage that kind of development. Make the station more of a destination unto itself while also having it as a resource for people who live in the Angle Lake area to use to get to the airport, Seattle or UW	5/24/2014 9:35 AM
16	Local Commerce (better restaurants, grocery)	5/24/2014 8:44 AM
17	Bike Lanes	5/23/2014 7:54 AM
18	Sidewalks	5/9/2014 5:34 PM
19	safe	5/9/2014 5:30 PM
20	Park Near By	5/9/2014 5:23 PM
21	Making the Intersection at 200 and Military Road handle to significant increase in traffic. This and the 200 and International Blvd. Intersections can not handle increase in traffic.	5/4/2014 12:57 PM
22	Safety - meaning, lower the crime rate.	4/30/2014 1:08 PM
23	add flowers and landscaping	4/30/2014 12:48 PM
24	create a left turn lane from S 200 to Military Road	4/29/2014 1:19 PM
25	Decrease crime	4/28/2014 12:03 PM
26	a good station with connections to other transportation and nighttime safety	4/26/2014 1:25 PM
27	new businesses in the closed buildings	4/25/2014 3:04 PM
28	Not sure of the route. Would like to be able to catch it in Milton. I would use it 5 days a week if that were available.	4/25/2014 7:21 AM

## City of SeaTac - Angle Lake Station Neighborhood Questionnaire

29	Seem less run down	4/24/2014 3:34 PM
30	Remove the stores that sell tobacco & alcohol = i e "No smoking & drinking" at the Station neighborhood.	4/24/2014 3:23 PM
31	Build density here. This is where affordable living can happen, dammit. Do it right. Think taller than you already are. SeaTac should give a permanent height waver to this whole area, as tall as the FAA will allow.	4/24/2014 3:00 PM
32	none yet.	4/24/2014 12:37 PM
33	sanitation/graffiti removal	4/24/2014 9:13 AM
34	More retail/office space to attract commuters and residents.	4/24/2014 9:08 AM
35	Less crime	4/24/2014 9:03 AM
36	Bring in office space, which in turn worker needs would perpetuate the need for cafes, restaurants, coffee shops and the like. Bring in people to support local commerce	4/9/2014 3:16 AM
37	Add a Starbucks store between 200th and Angle Lake Park	4/6/2014 2:28 PM
38	To not build it.	4/5/2014 2:47 AM
39	Food options for community as well as commuter. Coffee, sandwich, soups and salads type.	4/4/2014 8:54 PM
40	Better crossing of pacific Hwy	4/4/2014 2:05 PM
41	Reduced speeds on Int'l Blvd.	4/4/2014 9:09 AM

**Q14 What kind of places are missing in the Station neighborhood that aren't there now? (for example restaurants, coffee shops, places to buy fresh food, plazas/gathering places, etc.)**

Answered: 42 Skipped: 27

#	Responses	Date
1	food places	7/9/2014 2:49 PM
2	Coffee place	7/9/2014 2:46 PM
3	restaurants	7/9/2014 2:40 PM
4	Jimmy Johns, Starbucks, Panera Bread	7/9/2014 2:34 PM
5	Starbucks, Panera, Frozen Yogurt	7/9/2014 2:30 PM
6	mall	7/9/2014 2:27 PM
7	the mall, outlets, clothign stores	7/9/2014 2:24 PM
8	A mall, an outlet mall	7/8/2014 8:52 AM
9	all of the above - there's no community	6/2/2014 5:17 PM
10	restaurants, coffee shops	6/2/2014 5:15 PM
11	All of the above	6/2/2014 5:13 PM
12	Yes! You listed them!	6/2/2014 5:11 PM
13	Bakeries, coffee shops (not Starbucks). Let's get some local unique ones - not chains - they just make everything the same! If you have a specifice experience don't have a station looklike I-5. This is what I find boring. By bike, slow is giving me access to immerse myself in the environment.	6/2/2014 5:09 PM
14	Traveling by rail in Europe (ok, larger than light rail), there was often a business within the station (or attached to it) that offered drinks (non-alcoholic) and sandwiches or pastries to-go. Tables to sit & eat were also available. Locals who drive to the station and visitors (from nearby hotels) who walk to the station would make us it. I see you have retail space included... I hope that covers it. OUTSIDE the station, there are only 2 real destinations for locals nearby, Angle Lake Park & the Des Moines Creek Trail. It seems there should be something else in the vicinity, but I'm not sure what (and would be supported by the locals in the surrounding neighborhood)... maybe something that offers classes of some type? I don't have a good answer for this one...	6/1/2014 12:26 PM
15	(for example restaurants, coffee shops, places to buy fresh food, plazas/gathering places, etc.) Yep, you got it.	5/25/2014 10:21 AM
16	example restaurants, coffee shops, places to buy fresh food, plazas/gathering places	5/24/2014 2:14 PM
17	All of the above? I didn't see much of any of that on google maps. Maybe a pedestrian only retail street (allowing housing above?) that would connect the station to the park at Angle lake would be a good idea? Car rental places and storage units would be better if moved somewhere further away from the station.	5/24/2014 9:35 AM
18	great meeting spaces (local bar, coffee shop, Library/book store, better restaurants)	5/24/2014 8:44 AM
19	National Fast Food chains and mid-priced eateries (i.e. Denny's, Sizzler). Drug or convenience store (Bartells, Walgreens, Dollartree) . A Trader Joes would be amazing.	5/11/2014 12:29 AM
20	Bank	5/9/2014 5:34 PM
21	places to buy fresh food	5/9/2014 5:30 PM
22	plazas, coffee shops	5/9/2014 5:27 PM

## City of SeaTac - Angle Lake Station Neighborhood Questionnaire

23	Fresh produce stores, plazas with trees and parks	5/9/2014 5:23 PM
24	Need good Restaurants here. Market like wholefoods. Coffee shop will come. Improve the Golf course and develop a Park in the area under the flight path South of the Airport.	5/4/2014 12:57 PM
25	coffee shops	4/30/2014 12:48 PM
26	Trader Joes or Whole Foods, LA Fitness	4/29/2014 1:19 PM
27	good restaurants	4/28/2014 12:03 PM
28	movie theatre	4/26/2014 1:25 PM
29	restaurants, coffee shops	4/25/2014 3:04 PM
30	plazas, gathering places, coffee shops,restaurants	4/25/2014 7:21 AM
31	Good restaurants, a trail, plants.	4/24/2014 3:34 PM
32	A decent sized grocery store (like Safeway, Fred Meyer or the like), not a convenient store, but a competitive priced store.	4/24/2014 3:23 PM
33	Coffee shops, restaurants, but mostly enough human density to support things like that. The hotel populations are too transient to support a vibrant street life here.	4/24/2014 3:00 PM
34	nothing.	4/24/2014 12:37 PM
35	starbucks, dry cleaners, grocery	4/24/2014 9:13 AM
36	café, grocery store, childcare.	4/24/2014 9:08 AM
37	Office complexes, small shops, restaraunts - really what is missing is a reason to visit the area on to return to the area on a regular basis	4/9/2014 3:16 AM
38	We have to go to Normandy Park for Starbucks and QFC.	4/6/2014 2:28 PM
39	Another loaded question.	4/5/2014 2:47 AM
40	There really is nothing there currently, except gas stations, a bar and a couple of shops. Any additions would be an improvement.	4/4/2014 8:54 PM
41	Public gathering place (other than Angle Lake Park), coffee shop, fresh food access, neighborhood services like branch library	4/4/2014 2:05 PM
42	Coffee shop, places to buy fresh food	4/4/2014 9:09 AM



# City of SeaTac - Angle Lake Station Neighborhood Questionnaire

## Q15 What is your vision for what the area around the Angle Lake Station could be like in 10 years?

Answered: 40 Skipped: 29

#	Responses	Date
1	full of people and lively and graceful	7/9/2014 2:49 PM
2	More people community because it is big enough to walk to place and expand to Des Moines	7/9/2014 2:46 PM
3	to be easier	7/9/2014 2:42 PM
4	safe, clean, and pollution free	7/9/2014 2:40 PM
5	new roads	7/9/2014 2:38 PM
6	more noticeable, attractions	7/9/2014 2:30 PM
7	it'll be really cool and it will be lively around it	7/9/2014 2:27 PM
8	easier to commute	7/9/2014 2:24 PM
9	A safer place	7/8/2014 8:52 AM
10	trees/greenery, safe	6/2/2014 5:17 PM
11	tall green trees	6/2/2014 5:13 PM
12	A true community location - consider SeaTac residents but also consider tourist traffic - lots!	6/2/2014 5:11 PM
13	I wish I had a vision to give an answer. What I will comment on however is that with a large parking deck (as is planned for the station) as well as an increased usage of the Des Moines Trail that would be expected (by awareness of its existence increasing), this large group of people will require restroom facilities. They are always difficult to maintain, but that is no excuse keep from ensuring adequate public facilities are available... for example, I would not consider 1 or 2 stalls as adequate. If not already done so, please ensure they are planned for.	6/1/2014 12:26 PM
14	High density development (condos, apts with ground floor commerce. Vacant Dollar Car lot should be developed this way. Same with the storage locker place.	5/25/2014 10:21 AM
15	more safe and things to do.	5/24/2014 2:14 PM
16	A unique community connected to the lake that has plenty of places to live, shop and work. It ought to be a start and end point, not just a place to drive to and leave your car.	5/24/2014 9:35 AM
17	Office spaces filled with workers who will support local restaurants and bars, coffee shops during the day and mixed use buildings that will house commerce street level and 'purchased' (not rental) residents on top (purchase brings more pride in ownership, less crime!)	5/24/2014 8:44 AM
18	Mores shops and services, fewer low-rent motels and trailer parks.	5/11/2014 12:29 AM
19	more neighborhood oriented. Are you even thinking about relating to the neighborhoods to the west? It doesn't sound like it!	5/9/2014 5:34 PM
20	more jobs	5/9/2014 5:30 PM
21	A walkable area with coffee shops, retail stores, and restaurants.	5/9/2014 5:23 PM
22	Stores with essentials will come if you can make a central open space with stores surrounding this central space. Making the central space beautiful would be great but would require unified development. This must be done before next Station South opens (7 years?), then it will be able to sustain itself.	5/4/2014 12:57 PM
23	coffee shops, landscaping, restaurants	4/30/2014 12:48 PM
24	fewer cars, safer feeling walking at night	4/29/2014 1:19 PM
25	Hopefully the traffic to the Federal Detention Center where I work won't be impeded in any way!	4/28/2014 12:03 PM

## City of SeaTac - Angle Lake Station Neighborhood Questionnaire

26	A safe place to commute to and from my work at the Detention Center	4/26/2014 1:25 PM
27	it is a station that is used by people and has activity, and is safer due to more people using the area. coffee shops and a place where people from the neighborhood can meet or get lunch and a coffee	4/25/2014 3:04 PM
28	Concern about the safety of the area with the additional traffic.	4/25/2014 7:21 AM
29	Statue of me in front	4/24/2014 3:34 PM
30	A hub for commuters going South & North, to which people walk & bike: Flying out at the Airport & Visiting Seattle for Concerts & Sports (= entertainments).	4/24/2014 3:23 PM
31	Drive to Broadway in Capitol Hill and just let the walkable density sink in. That's your goal. :)	4/24/2014 3:00 PM
32	I hae no idea.	4/24/2014 12:37 PM
33	link to seattle with shopping and eating resources for locals	4/24/2014 9:13 AM
34	I hope to see more restaurants, coffe shops, retail, apartments, and other community amenities that residents and commenters could use.	4/24/2014 9:08 AM
35	Mixed use - where business, office spaces occupy ground floor units, permanenet (not rental/transient) housing above - unique quality and/or character that would inspire folks from outside come to visit and spend time in the area (i.e. Georgetown example, eclectic character - find something unique to promote this area - artist community/sculpture park)	4/9/2014 3:16 AM
36	A couple of nicer restaurants would help.	4/6/2014 2:28 PM
37	Crime hub surrounded by low income housing...	4/5/2014 2:47 AM
38	Develop the area from 200th to 208th, directly south of the station. No fast foods or Starbuck types, but better food options and coffee shop types. Possibly farmer market. Some open space, maybe park like or path making getting there on foot easier	4/4/2014 8:54 PM
39	wide sidewalks, street trees, public plaza, new mixed use buildings with housing and retail services, lots of people-oriented activity on the streets.	4/4/2014 2:05 PM
40	More housing and street life. De-emphasis on use of cars and increased emphasis on walking and bicycling.	4/4/2014 9:09 AM

Global to Local / City of SeaTac– Angle Lake Station Project Survey Results

Conducted April 2014

Report Completed by Alma Villegas

Community Programs Manager – Global to Local

**COMMUNITY LEADERS:**

Fidela Hernández – *Latino*

Ana Rangel – *Latino*

Mercedes Romero – *Latino*

Bisharo Hashi – *Somali*

Maryan Isse Hussien - *Somali*

Zumira Abasimal - *Ethiopian*

Sebaha Tessma – *Amharic and Arabic-speaking*

**COMMUNITY HEALTH PROMOTERS:**

Samantha Kunze-Garcia - *Latino*

Aisha Dahir - *Somali*

Zeineb Mohammed - *Eritrean / Arabic-speaking*

**REPORT SUMMARY**

In April of 2014, Global to Local Community Health Promoters (CHPs) and community leaders representing the Latino, Somali, Eritrean and Arabic-speaking communities conducted a total of 151 surveys of residents from these populations residing in the area within one mile of the future Angle Lake Light Rail station to be located on International Blvd and 200<sup>th</sup> Street. The purpose of the survey was to gather community feedback regarding housing, business, food access and service needs and desires for the future development of the area. In addition, a small number of surveys were collected during a Family Night event at Madrona Elementary in SeaTac. This report outlines the results of the surveys as well as some additional comments generated during the one on one field outreach.

Global to Local's CHPs engaged in a limited capacity in actual survey collection, as their main role was to support the community leaders by answering questions that generated throughout the course of the information gathering, as well as provide mentorship support on outreach and city services, on an as needed basis. The majority of the surveys were conducted by community leaders initially identified by the CHPs through their past relationships established as part of the Global to Local Community Leadership Development Program.

Six out of the seven leaders are current residents of SeaTac with one of them a former SeaTac resident who recently moved to Renton but who continues to participate locally and maintains strong relationships with SeaTac residents from her community. These leaders with some of them residing in the city for over 10 years, possess first-hand information on where to best conduct outreach with members of their population as well as ensure that a well-balanced representation of residents including youth, families, seniors as well as apartment residents and homeowners were approached during their survey collection.

In addition to the survey collection, these community leaders attended a three-hour City of SeaTac 101 and Angle Lake Station project training at the end of March of 2014 and will attend a visioning workshop in early May to represent their community and share information on their findings during the survey collections for

City staff and project administrators to incorporate into the future project development. Global to Local staff will also be present at the visioning workshop and urban planning meeting at the end of May.

## **DATA RESULTS**

**TOTAL NUMBER OF SURVEYS COMPLETED:** 151

**COMMUNITIES SURVEYED:** Latino, Somali, Eritrean, Sudanese, Ethiopian and other Arabic-speaking populations

*Note: Not all participants responded 100% to every question and as a result not all totals add up to the total number of survey. Some participants responded to multiple choices. Percentages may vary depending on the nature of the question. Please refer to attached Excel spreadsheet for additional information regarding individual population totals.*

<b><u>QUESTION</u></b>	<b><u>% of Total Residents Surveyed</u></b>
------------------------	---

1. Do you live, own a business or work within ½ mile of the future Angle Lake Station?	
a. Live	48%
b. Own a business	9%
c. Work	15%
d. None of the above	1%
2. Do you plan on using the Angle Lake Station once it opens in 2016?	
a. Yes	89%
b. No	9%
a. If yes, what will you use the light rail for?	
a. Yes	89%
b. No	9%
• To commute to work/school	61%
• To visit Seattle	71%
• To get around SeaTac	32%
• Prefer to drive	7%
3. If the station was open today, would you walk or bike?	
a. Yes	77%
b. No	27%
c. If no, why?	
• Not safe	12%
• I like to drive	6%
• Too far to walk	2%
• Work	1%
4. Do you currently use Rapid Ride Buses?	
a. Yes	68%
b. No	37%
c. If yes, what will you use Rapid Ride for?	

- c. Yes 68%
- d. No 37%
- To commute to work/school 48%
- To visit Seattle 40%
- To get around SeaTac 23%
- Prefer to drive 3%

**WALKING & BICYCLING NEAR STATION**

**% of Total Residents Surveyed**

5. How often do you walk around Angle Lake Station Neighborhood or to reach a destination there?

- a. Everyday 25%
- b. Once in a while 61%
- c. Never 20%

6. How often do you ride a bike around Angle Lake Station Neighborhood or to reach a destination there?

- a. Everyday 4%
- b. Once in a while 31%
- c. Never 32%
- d. I have a bike but I don't feel safe riding it 15%
- e. I don't have a bike 23%

7. What places in the Angle Lake neighborhood do you

	walk?	Bike?	Drive?
a. Madrona Elementary	26%	7%	36%
b. Angle Lake Park	27%	3%	41%
c. Des Moines Creek Trail	13%	1%	50%
d. The place where I work	0%	1%	62%
e. Friend's House	26%	0%	50%
f. Restaurant	11%	1%	68%
g. Store	12%	0%	64%
h. Gas Station	11%	1%	57%
i. Bus Stop	13%	1%	23%
j. Other (i.e. Mosque)	2%	6%	5%

8. What improvements could be made to make it easier to walk to these or other places in your neighborhood?

- a. More street lights 44%
- b. Sidewalks 38%
- c. Better Crosswalks 36%
- d. Better security 25%
- e. Better streets 15%
- f. Street signs 10%
- g. Benches at Madrona Elementary 6%
- h. Parking 3%
- i. Traffic cameras 2%
- j. Storage 1%
- k. Showers 1%

9. What improvements could be made to make it easier to bike to these or other places in your neighborhood?

- a. Bike Lanes 43%
- b. Parking for bikes 40%
- c. More parks 18%
- d. Better streets 13%
- e. Don't feel safe riding a bike 4%
- f. Schools 3%

10. List the places to go in the Angle Lake Station?

- a. Parks 54%
- b. Restaurants 31%
- c. Market 17%
- d. Safeway 11%
- e. YMCA 1%

11. If you had to choose one improvement in the station neighborhood, what would it be?

- a. More security 32%
- b. More healthy places to eat 27%
- c. More parks 20%
- d. Cafes 15%
- e. Safety for pedestrians 9%
- f. Easier access to stores 5%
- g. More trees 5%
- h. Renovating 204<sup>th</sup> St 3%

12. What kind of places are missing in the Station neighborhood that aren't there now?

- a. Coffee Shop/Bakery 41%
- b. More recreation for families 23%
- c. Shopping Malls 11%
- d. WINCO/Large Stores 8%
- e. Child care 3%
- f. Bike park 2%
- g. Library 1%
- h. Other businesses (post office, beauty shops, etc.) 1%

13. What is your vision for what the area around the Angle Lake Station could be like in 10 years?

- a. More places to work 30%
- b. Plazas 23%
- c. Restaurants 16%
- d. Farmers Market 15%
- e. More stores 14%
- f. More parks 11%
- g. More people 7%
- h. Safer Area 7%
- i. More places to live 7%
- j. More lights 5%
- k. Zoo 1%
- l. Bigger like Seattle 1%

## **COMMON THEMES & VARIANCES ACROSS COMMUNITIES**

After reviewing the data collected, while there were some clear variances amongst different ethnic groups, several common themes surfaced regarding areas for improvements around the Angle Lake station area.

Over 65% of the residents surveyed currently live or work in the area and 89% responded that they would use the station once it opens. When asked what they would use the light rail station for, over 60% responded to either commute to work or to visit Seattle.

Over 77% responded that they would walk or bike to the station, although few of the participants do not currently own a bike or feel that the area is secure enough for them to feel comfortable riding a bike. In addition, over 68% currently use the Rapid Ride bus system to either commute to work or school or visit Seattle.

A list of locations were provided on the survey to gauge whether people currently walk, bike or drive to access them. Some of these locations included the Angle Lake Park, Madrona Elementary, the Des Moines trail as well as local businesses. Overwhelmingly, respondents indicated that they either walk or drive with very few biking. The Somali population in particular indicated a preference toward driving.

### **Top Things That Would Make it Easier to Walk**

1. Street lights
2. Better sidewalks and more crosswalks
3. More security and safety

### **Top Things That Would Make it Easier to Bike**

1. Bike lanes
2. Bike parking
3. Better streets

### **Top Improvements Respondents Would Prioritize**

1. Increased security
2. More restaurants
3. More parks

### **Top Three Things Missing in the Area**

1. Coffee shops
2. More businesses
3. More areas for recreation

### **Future Vision for the Area**

1. More places for people to work
2. Plazas and gathering places
3. More businesses



**HOUSING  
DEVELOPMENT**  
*consortium*

**Exhibit B - Attachment 2**  
**5/5/15**

April 28, 2015

SeaTac City Council  
SeaTac Planning Commission  
c/o Ms. Kate Kaehny  
SeaTac Project Manager  
4800 S. 188<sup>th</sup> Street  
SeaTac, WA 98188-8605

**RE: Comments on the Angle Lake District Station Area Plan**

Dear City Councilors and Planning Commissioners,

On behalf of the Housing Development Consortium of King County (HDC), thank you for this opportunity to comment on your Draft Angle Lake District Station Area Plan.

HDC is a nonprofit membership organization which represents more than 100 private businesses, nonprofit organizations, and public partners who are working to develop affordable housing and provide housing-related services in King County. *HDC's members are dedicated to the vision that all people should be able to live in a safe, healthy, and affordable home in a community of opportunity.* In other words, we believe all people, regardless of income, deserve the opportunity to thrive in a safe neighborhood with affordable housing, good jobs, quality schools, and strong access to transit.

We very much appreciate SeaTac's work toward achieving this vision, through your provision of development incentives that leverage the power of the private market to create affordable homes and through your participation in housing repair and rehabilitation programs. This Draft Angle Lake District Station Area Plan provides you an ideal opportunity to explore what other strategies are necessary to create an inclusive and affordable community for all of SeaTac's residents.

We applaud the goals and policies outlined in your Draft Housing and Human Services Element and in your Draft Angle Lake District Station Area Plan.

- HDC's Affordable Housing Members:**
- Low-income Housing Organizations
  - Community Development Corporations
  - Special Needs Housing Organizations
  - Public Housing Authorities
  - Community Action Agencies
  - Workforce Housing Organizations
  - Public Development Authorities
  - Government Agencies and Commissions
  - Architects and Designers
  - Development Specialists
  - Certified Public Accountants
  - Regional Funders and Lenders
  - National Funders and Lenders
  - Community Investment Specialists
  - Property Managers
  - Law Firms
  - Contractors

*Affording Opportunity*

1402 Third Avenue, Suite 1230 Seattle, Washington 98101

206.682.9541 Fax 206.623.4669 [www.housingconsortium.org](http://www.housingconsortium.org)



Through both of these planning documents, SeaTac is demonstrating its long-term commitment to preserving affordability. SeaTac's Draft Housing Element outlines a strong framework for how the City will address its share of the countywide need for housing affordable to households with very-low, low, and moderate incomes and places a particular emphasis on retaining the affordability that already exists in SeaTac. In your Angle Lake Area Plan, your support of retaining and creating multifamily housing within the Angle Lake District will be critical for maintaining affordable housing in SeaTac as demand for housing near transit increases. **We urge you to continue to use an equity lens as you finalize the Angle Lake District Station Area Plan and to strengthen the affordable housing policy tools therein.** Our comments below—on the issues of citizens concerns, development incentives, vacant land, and organizational partnerships—reflect ways to enhance the City's toolbox as you seek to preserve affordability in Angle Lake.

❖ Vision: Addressing Resident Concerns & Affordability

**We urge SeaTac to do everything possible to retain affordability and increase access to Light Rail for low-income people as it develops its station area.** Your Housing and Human Services Draft Element notes that SeaTac, and most particularly Angle Lake, is home to a high concentration of Section 8 voucher recipients. It is imperative that lower-income SeaTac residents who do not have the financial means to own an automobile have access to the new station area and are not priced out of their homes. In the Area Plan's Community Vision section on page 19, residents and key community stakeholders stated that affordable housing is important to them. SeaTac should work to maintain current affordable housing and promote new and different types of housing (LU-5) available to residents of all ages, backgrounds, and income levels as SeaTac's plans move forward.

❖ Development Incentives: Creating Diverse Communities of Opportunity

According to recent data from the U.S. Department of Housing and Urban Development, 43% of SeaTac's low and very-low income renter households pay more than half of their income in housing costs. Families that pay so much of their income for housing are often just one crisis away from homelessness.

**We support your plan to adopt the Multifamily Tax Exemption (MFTE) program within the Angle Lake District (LU-11).** As commercial business grows within the Angle Lake District, moderate wage workers will need affordable housing near their places of employment. MFTEs will help incentivize developers to create affordable housing for SeaTac's workforce. Adoption of the MFTE program will also assist in achieving the Countywide Planning Policies goal of increasing and diversifying the housing supply in SeaTac while also achieving the Area Plan's urban design framework of increased densities and intensities of uses around the District, especially within the District Center.

Keeping housing affordable will be an important challenge for SeaTac to overcome in order to ensure low-income families can live near the transit station. To make sure SeaTac is getting the best value for this tax exemption, we recommend requiring below-market rents (at 40 or 50% AMI for example) or requiring homes remain affordable for 50 years, rather than the typical 12, at 60% AMI. Even though the tax exemption would only be possible for 12 years, a longer term of affordability will ensure more equal costs and benefits for this program and will help SeaTac's housing market evolve over time in the face of rising housing demand and rents due to interest in station area living and continued population growth in the Pacific Northwest region.

SeaTac should also consider other development incentives that promote affordable housing. Density bonuses are a useful market tool that help reduce per unit costs for developers who build affordable housing. If SeaTac increases zoning in the station area, we would strongly encourage the city to require developers taking advantage of that increased capacity to build affordable homes, in line with our suggested MFTE requirements. SeaTac could also offer impact and permit fee exemptions in transit areas. We would be happy to offer technical assistance should SeaTac wish to pursue any of these incentive programs.

❖ Transforming Land: Identify Vacant City-Owned Land for Affordable Housing

As noted in your Draft Angle Lake District Area Plan, 33% of District land is vacant, and over three-quarters of that land is owned by either the City of SeaTac or the Port of Seattle. Your draft plan also notes specific areas for potential development in the near future.

**We recommend transforming vacant City-owned land into affordable housing.** As SeaTac considers vacant properties for future residential development, we ask that affordable housing be at the top of the priority list. SeaTac should allow developers to build residences for renters and homeowners that are affordable to moderate and low-income residents on vacant sites. By supporting this option now, SeaTac can retain access to affordable homes as Light Rail opens and transit-oriented redevelopment occurs.

❖ Partnerships: Building Relationships with Nonprofits

**SeaTac should foster positive working relationships with local nonprofits whose missions support expanding affordable housing in the area** (in line with action CEO-1). These organizations could provide a multitude of benefits to the city: provide pioneer development to catalyze for-profit development; attract state and regional funders to invest in Angle Lake; and, provide stabilization services to the community and SeaTac residents. These new relationships can also foster reciprocal good will, projecting a positive image of effective local government that works to help even the most underserved of its residents.

We believe it is possible for all hard-working people in SeaTac to afford housing and still have enough money left over for the basics like groceries, gas, medicine, and child care. We can get there by working together. We urge you to consider the above additional policies and strategies that can help SeaTac reach its goals.

Thank you for your time and attention. We will be following along as SeaTac finalizes this plan and would be happy to work with the City on ways to incorporate affordability tools. We can be reached by phone at (206) 682-9541 or by email at [kayla@housingconsortium.org](mailto:kayla@housingconsortium.org). We hope you will contact us with any questions.

Sincerely,



Kayla Schott-Bresler  
Policy Manager



**feet first**  
promoting walkable communities

**EXHIBIT B-Attachment 3**  
**DATE 5/5/15**

314 First Avenue S  
Seattle WA 98104

p 206.652.2310  
f 206.381.1631

feetfirst.org

April 13, 2015

City of SeaTac  
Attn: Kate Kaehny  
4800 S 188th Street  
SeaTac, WA 98188

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 @FeetFirst\_WA

 @FeetFirstWA

 @FeetFirstWalks

RE: City of SeaTac Draft Angle Lake District Station Area Plan

Dear City of SeaTac City Council & Planning Commission:

Feet First is a statewide nonprofit organization representing people of all ages looking for safe, accessible, and inviting ways to go by foot. Walking is a vital transportation mode that strengthens communities, reduces pollution, and promotes good health.

We would like to express our strong support for pedestrian-oriented development around the Angle Lake Link Light Rail Station. Given the proximity of this station to residential and commercial areas, we expect pedestrian access to the station to be important.

During our Walk & Talk with city leaders and community members in October of 2014, we identified several opportunities for creating a more walkable community. We wish to underscore the importance of filling gaps in the sidewalk network, widening sidewalks, adding buffers between sidewalks and busy roads like International Boulevard, and improving access management to reduce risk of pedestrian-vehicle collision. Pedestrian connections between Angle Lake Park, Madrona Elementary, and Rapid Ride bus stops along International Boulevard are currently precarious and unwelcoming due to incomplete pedestrian infrastructure and vehicle-oriented design.

We heartily applaud the City of SeaTac Draft Angle Lake District Station Area Plan's emphasis on multi-modal transit-oriented development, and wish to emphasize the crucial role of developing spaces that are safe, accessible, and welcoming for pedestrians. On the whole, the draft plan provides an excellent blueprint for creating a vibrant and welcoming pedestrian-oriented community around the future Angle Lake Link Light Rail Station. We especially support the proposed east-west nonmotorized connections to either side of International Boulevard. These improvements will provide a more finely-grained pedestrian network, which is critical to fostering the creation of a walkable community.

To this end, we encourage the city to consider planning for additional protected signalized pedestrian crossings along International Boulevard throughout the Angle Lake District. There are currently three fairly long segments of this roadway without any safe place for people to cross: S 192<sup>nd</sup> Street to Angle Lake Park entrance (1200 feet), Angle Lake Park Entrance to S 200<sup>th</sup> Street (1800 feet), and S 200<sup>th</sup> Street to S 204<sup>th</sup> Street (1300 feet). The proposed new east-west roadway (CON-4) should cut the length of the segment between Angle Lake Park Entrance and S 200<sup>th</sup> Street roughly in half. Without additional safe places for people to cross International Boulevard, the roadway will remain as a barrier impeding pedestrian circulation between the eastern and western halves of the Angle Lake District.

Many sources recommend that parallel walking corridors should ideally be no more than 300 to 600 feet apart, including the Kentucky Division of Planning, the Portland area's Metro Council, and the Victoria Transport Policy Institute. Therefore, we recommend that the City set a long-term goal of ensuring safe pedestrian crossings no more than 600 feet apart along International Boulevard within the District. This would mean the eventual addition of several additional pedestrian crossings as the Angle Lake District develops. These crossings should coincide with the new east-west nonmotorized connections called for in CON-2 and CON-7. Ideally, these connections to the east and west of International Boulevard would align with each other, to allow for continuous east-west walking corridors throughout the district.

We also encourage the City to consider opportunities to reduce lane width and the number of lanes on nearby major roads to reduce vehicle speed near pedestrians, as suggested on page 34 of the draft plan.

We appreciate the City's efforts in this area, and we look forward to continued collaboration to improve the pedestrian environment at Angle Lake. Thank you for your work to make this area safer, easier and more accessible for people of all ages and abilities to choose to go by foot.

Sincerely,

A handwritten signature in black ink, appearing to read "Lisa Quinn". The signature is fluid and cursive, with the first name "Lisa" and last name "Quinn" clearly distinguishable.

Lisa Quinn  
Executive Director

**Staff Responses to Comments Received from the Public, From Outside Agencies, and From the City Council and Planning Commission at the March 17 Joint Meeting**

Exhibit: C  
Date: 5/5/15

**Includes staff's suggestions for additional updates**

Source	Comments	Staff Response	Planning Commission Decision
<b>Comments from March 17 Joint City Council-Planning Commission Meeting</b>			
City Council/Planning Commission	Need policy(ies) that recognize we are an airport city, with both benefits and impacts from the airport and its operations. Address the SAMP process currently underway.	<p><b>Action:</b> Update Policy 2.5F-Land Use Element, as follows <b>Policy 2.5F-</b> Work with the Port of Seattle to implement the ILA <u>and coordinate on Airport masterplanning projects</u>.</p> <p>The City of SeaTac and Port of Seattle entered into the ILA to establish a mutually satisfactory process and set of development standards for Port projects and mitigation for <u>masterplanning projects (such as the Airport Master Plan, the Comprehensive Development Plan, the Sustainable Airport Master Plan and future planning efforts of this nature)</u>. <u>Mitigation should address all impacts to the city, including local access for airport-dependent businesses.</u></p> <p>The ILA establishes a basis for working toward compatibility between City and Airport land uses. The ILA resolves land use jurisdictional issues, establishes development standards as defined in RCW 36.70B.170 et seq., and constitutes a “development agreement.”</p>	<p>Concur with staff response, with this addition:</p> <p><u>Mitigation should address all impacts to the city, the station areas and the Urban Center including local access for airport-dependent businesses.</u></p>

Source	Comments	Staff Response	Planning Commission Decision
		<p><b>Note:</b> Land Use Policies 2.4H, 2.5D, 2.5E address compatibility of land uses adjacent to the airport; Land Use Policy 2.7A acknowledges the Airport as an Essential Public Facility;</p>	
City Council/Planning Commission	Review policies regarding access into and out of airport (protection of businesses, reduction of community impacts, elimination of access points)	See staff response above – recommended updates to Land Use Policy 2.5F	Concur with staff response
City Council/Planning Commission	How are NPDES requirements being acknowledged in the Plan?	<p><b>No action needed.</b> The Utilities element introduction includes a description of the City’s Surface Water Utility, including descriptions of the 2013 Surface Water Utility Plan, and the 2012 Stormwater Management Plan, and describes the role of the NPDES permit.</p>	Concur with staff response
City Council/Planning Commission	Affordable housing: what are definitions for various income ranges?	<p><b>No action needed.</b> Household income categories are defined in Table BR3.12, Housing and Human Services Background Report.</p>	Concur with staff response
City Council/Planning Commission	Parking policy: balancing community needs & public use of right-of-way; no need to meet employee parking needs on public streets	<p><b>No action needed.</b> Addressed in Transportation policies 4.6A, addressing minimizing the potential for parking spillover into neighborhoods; and 4.6B, addressing monitoring parking activity in neighborhoods.</p>	Concur with staff response
City Council/Planning Commission	Verify policy in Utilities Element related to city-wide internet access	<p><b>No action needed.</b> Policy 6.1A acknowledges “high speed internet” as one of six “basic utility services.”</p>	Concur with staff response

Source	Comments	Staff Response	Planning Commission Decision
City Council/Planning Commission	Consider policies to allow increased density as an incentive to converting from septic to sanitary sewer	<p><b>Density Incentive Option Not Recommended.</b> For single family areas, the only density incentive available is rezoning to the High Density Single-Family Special District Overlay, which has a minimum lot size of 5,000 sq. ft.</p> <p>This doesn't appear to provide a viable incentive to rezoning/redevelopment, because the unsewered areas are fully developed for the most part, with few large lots.</p> <p><b>Action</b> Update Policy 6.1B and 6.1B Implementation Strategies-Utilities Element, as follows:</p> <p><b>Policy 6.1B</b> Coordinate with utility providers to identify areas not currently served by basic utilities, and facilitate efforts between the utility providers, <del>and</del> local residents, <u>and other agencies as appropriate</u> to formulate and implement plans to provide service to unserved areas of the City.</p> <p><b>6.1B Implementation Strategy</b> [Policy summary] Coordinate with utilities on provision of basic service. [Strategy] Work with property owners, <del>and</del> utility districts <u>and other agencies as appropriate</u> to facilitate access to the utility infrastructure.</p> <p><u>In efforts to extend sanitary sewer service to unserved areas, include the King County Health Department as a partner.</u></p>	

Source	Comments	Staff Response	Planning Commission Decision
City Council/Planning Commission	Review air quality policies re: particulates, jet fuel dumping	Air Quality Policies 9.4A, 9.4B and 9.4C address this issue; and air quality monitoring and enforcement is done region wide by the Puget Sound Clean Air Agency (PSCAA)	Concur with staff response
City Council/Planning Commission	Review policies related to in-fill/redevelopment to encourage compatibility with existing housing stock	<p><b>Action</b> Update Policy 7.3E-Community Design Element, as follows:</p> <p><b>Policy 7.3E</b> Ensure that <u>Residential Low Density development standards, including setbacks and</u> access standards, such as width and surfacing, are appropriate for small lot or short plat subdivisions.</p>	Concur with staff response
City Council/Planning Commission	Note that transportation planning model has been jointly developed with POS, sharing data & results	<p><b>Action:</b> Update the Introduction to the Transportation Element as follows:</p> <p><b>Paragraph 3-</b> The Transportation Element is coordinated with the Land Use; Parks, Recreation, and Open Space; Capital Facilities; and Economic Vitality Elements. <u>The Transportation Model was developed jointly with the Port of Seattle to ensure the plans of both jurisdictions are based on the same traffic and system assumptions.</u></p>	Concur with staff response
City Council/Planning Commission	Clarify contracted services (fire, police, solid waste) in Cap Fac element	<p><b>Action</b> Update Policy 5.1B, Category 4-Capital Facilities Element as follows:</p> <p><b>Policy 5.1B</b> <b>Category 4:</b> Facilities owned and operated by service providers other than the City to which concurrency will not be a test for new development.</p>	<p>Concur with staff response with these additions:</p> <ul style="list-style-type: none"> <li>Libraries: Maintain <u>Valley View Library as at</u></li> </ul>



Source	Comments	Staff Response	Planning Commission Decision
		<ul style="list-style-type: none"> <li>Libraries: Maintain <del>Valley View Library as a</del> “medium-sized” library (as defined by the King County Library System) <u>within the city limits</u></li> <li>State-Owned Transportation Facilities: Regional significance: E/Mitigated Statewide significance: D/Mitigated</li> <li>Transit: <del>Established by transit agencies to be amended through Transportation Element update.</del></li> <li>Fire Services: 0.1 fire/aid units per 1,000 population</li> <li><u>Solid Waste: Service level set by contract with provider</u></li> </ul> <p><b>Action</b> Delete Sidebar: <del>LOS for State-owned transportation facilities and transit facilities may be revised through the Transportation Element update process.</del> Add Text Box (color to refer to Transportation element) <u>See Transportation Element Goal 4.5 for transit-related policies</u></p> <p><b>No additional action needed.</b> Police personnel are included in the Level of Service for City Hall, 256 gross sq. Ft. per employee (Policy 5.1B, Category 1)</p>	<p><u>least one</u> “medium-sized” library (as defined by the King County Library System) <u>within the city limits</u></p> <ul style="list-style-type: none"> <li>Fire Services: 0.1 fire/aid units per 1,000 population. <u>Functional service level set by contract with provider.</u></li> </ul>
City Council/Planning Commission	Examine potential conflict of truck route designations and ped route designation on Military Rd., south of 200 <sup>th</sup> to I-5 off ramp	<b>No action needed.</b> Addressed by: Discussion under Policy 4.4C. See next cell below	Concur with staff response
City	Include 178 <sup>th</sup> St. overpass of I-5 as a pedestrian route	<b>Action:</b>	Concur with staff response

Source	Comments	Staff Response	Planning Commission Decision
Council/Planning Commission		<p>Update discussion under Policy 4.4C-Transportation Element, as follows:</p> <p>... The City will coordinate with WSDOT on options to improve pedestrian facilities on the overcrossings of I-5 at Military Road S., <del>176th</del> <a href="#">178th</a> Street and other corridors.</p> <p>Update Map 4.3, Pedestrian Network, to show same.</p>	
City Council/Planning Commission	Policies to encourage enhanced stormwater facility designs	<p><b>No action needed.</b></p> <p>Addressed in Policy 9.1C, making Low Impact Development (LID) techniques the preferred development approach; and</p> <p>Implementation Strategy for Policy 9.1C: Adopt current LID manuals, policies, development standards, regulations and techniques by January 1, 2017</p> <p><b>Note:</b> The Department of Ecology's 2013-2018 Western Washington Phase II Municipal Stormwater Permit requires jurisdictions to update their codes, policies and standards to make Low Impact Development (LID) the preferred and commonly used approach to development by January 1, 2017.</p>	Concur with staff response
City Council/Planning Commission	Policies to address electric vehicle charging stations	<p><b>No action needed.</b></p> <p>Addressed by:</p> <p>Policy 9.5B-Environment Element, increase use of electric vehicles; and</p> <p>This policy's implementation strategy:</p> <p>Support statewide clean fuel standards and participate</p>	Concur with staff response

Source	Comments	Staff Response	Planning Commission Decision
		<p>in regional efforts to expand the use of low emission and zero emission vehicles. Partner on catalytic pilot projects such as:</p> <ul style="list-style-type: none"> <li>• Expansion of electric vehicle charging stations available at public facilities,</li> <li>• Incentives that encourage building owners to have EV-ready building systems, and</li> <li>• Construction of bicycle infrastructure such as cycle tracks, dedicated lanes, and greenways.</li> </ul>	
City Council/Planning Commission	Add targets for solid waste reduction	<p><b>Action:</b> Update under Policy 6.6E-Utilities, as follows: <b>Policy 6.6E</b> Work with the City’s solid waste contractor and King County Solid Waste Division to promote, and facilitate <del>where possible,</del> the use of measures which reduce, reuse, and/or recycle resources, including food and other solid waste throughout the City, <u>to contribute toward achieving countywide waste prevention and recycling goals.</u></p>	Concur with staff response
City Council/Planning Commission	Policies concerning noise reduction	<p><b>No action needed.</b> Addressed by: Policy 3.5C, Housing and Human Services Element, advocating for programs that insulate housing units affected by aircraft noise; and  Policy 2.5E, Land Use Element, encouraging land uses that are compatible with airport operations adjacent to the airport, and providing examples in the discussion section.</p>	Concur with staff response
City Council/Planning Commission	Policies concerning preservation of tree canopy	<p><b>No action needed.</b> Addressed by:  Policies 7.1B, 7.1C, 7.1E, and 7.2B- Community</p>	Concur with staff response

Source	Comments	Staff Response	Planning Commission Decision
		<p>Design Element, preserving existing vegetation and street trees; requiring street trees in appropriate locations; preserving wildlife habitat; and requiring tree planting and landscaping with new Urban Center development;</p> <p>Discussion under Goal 9.3- Environment Element, regarding tree canopy's role in mitigating heat impacts to streams and lakes</p> <p>Policy 9.5E-Environment Element, regarding tree canopy in the public realm and protecting green belts;</p> <p>Implementation Strategy under Policy 10.6A PROS Element seeking partnerships for tree planting programs;</p>	
<b>Comments from Individuals or Outside Agencies</b>			
Cathy Boysen-Heiberg	<p><b>Policy 7.2R-Community Design Element</b> Incorporate Bow Lake and Angle Lake as major elements in the image of SeaTac's Urban and City Center</p> <p>The Urban Center contains two lakes: Bow Lake and Angle Lake. The City should continue providing public gathering and performance space at Angle Lake Park. Bow Lake is, at present, inaccessible and virtually unseen. <u>It is predominantly privately owned with hotels on the west and south sides and premanufactured residences on the east side.</u> It is an amenity that <u>eventually</u> could be combined with a public park or plaza to make it a focal point of the City Center. Special expertise will be needed to allow access to Bow Lake while still permitting it to perform its natural functions as part of a designated sensitive area.</p>	<p><b>Action:</b> Accept suggested change with the following change: <u>It is predominantly privately owned with hotels on the west and south sides and a large mobile home park premanufactured residences on the east side.</u> It is an amenity that <u>eventually</u> could be combined with a public park or plaza to make it a focal point of the City Center. Special expertise will be needed to allow access to Bow Lake while still permitting it to perform its natural functions as part of a designated sensitive area.</p>	Concur with staff response
	<b>7.2R Implementation Strategy</b>	<b>No action needed.</b>	Concur with staff response

Source	Comments	Staff Response	Planning Commission Decision
	Incorporate <u>predominantly private</u> Bow Lake and Angle Lake as major elements in the image of SeaTac	Reject suggested change. Including descriptive language such as “predominantly private” in policy is unnecessary. (Note, except for the park, the land surrounding Angle Lake is also private.)	
Cathy Boysen-Heiberg	<b>9.2B Implementation Strategy-Environment Element</b> Manage water resources to preserve ecosystem services  <del>Implement the recommendations-Consider some information aspects</del> of the <u>June 2000</u> Bow Lake Joint Use Facilities Study <del>-Develop and carry out a public input process</del> <ul style="list-style-type: none"> <li>- Conduct an agency outreach process</li> <li>- Further characterize economic impacts and benefits</li> <li>- Identify a preferred alternative</li> <li>- Environmental Review</li> </ul>	<b>Action:</b> Update this implementation strategy under Policy 9.2B-Environment Element, as follows  Alt. 1: <u>Review and</u> Implement, <u>as appropriate</u> , the recommendations <u>Consider—some information aspects</u> of the <u>June 2000</u> Bow Lake Joint Use Facilities Study: <ul style="list-style-type: none"> <li>- Develop and carry out a public input process</li> <li>- Conduct an agency outreach process</li> <li>- Further characterize economic impacts and benefits</li> <li>- Identify a preferred alternative</li> <li>- Environmental Review</li> </ul>	Consider alternative language suggested by Director. Review draft of alternative language at May 5 Planning Commission meeting:  <u>Revisit and update Implement—the recommendations of the June 2000 Bow Lake Joint Use Facilities Study before proceeding with implementation actions:</u> <ul style="list-style-type: none"> <li>- <u>Develop and carry out a public input process</u></li> <li>- <u>Conduct an agency outreach process</u></li> <li>- <u>Further characterize economic impacts and benefits</u></li> <li>- <u>Identify a preferred alternative</u></li> <li>- <u>Environmental Review</u></li> </ul> Add implementation strategy: <u>Prioritize development of publicly owned properties</u>
Cathy Boysen-Heiberg	<b>Policy 10.3E-Parks, Recreation and Open Space (PROS) Element</b> Develop a system of distinctively designed recreational trails (pedestrian/jogging/bicycle/horse) throughout SeaTac that can connect to regional trail systems.  Recreational trails and pedestrian linkages between existing parks enhance public enjoyment of natural features within the City and benefit transportation mobility and circulation. Examples of these types of recreational pedestrian facilities include the proposed trail system along	<b>No action needed.</b> Reject suggested change.  Existing language refers to “a portion of Bow Lake,” so specifying “partial” is redundant and unnecessary.  It is unnecessary to describe specific locations in the city as “predominantly private” in policy language.	Concur with staff response

Source	Comments	Staff Response	Planning Commission Decision
	<p>Des Moines Creek and a potential <a href="#">viewpoint or partial</a> walkway around a portion of <a href="#">predominantly private</a> Bow Lake.</p> <p><b>10.3E Implementation Strategy</b>            Require major new developments greater than a certain size to incorporate an open space/pedestrian pathway element into their site plan based on the pedestrian facilities plan (see Transportation Element). It should be designed to link together existing or future open space/pedestrian paths from adjacent properties to the greatest extent possible (for example, a <a href="#">partial</a> boardwalk along <a href="#">predominantly private</a> Bow Lake), or provide “in lieu of” fees. [See the Transportation Element for more information.]</p>	<p><b>Action:</b>            Update this implementation strategy under Policy 10.3E-PROS Element, as follows:  <a href="#">Require-Enable incentives to encourage</a> major new developments greater than a certain size to incorporate an open space/pedestrian pathway element into their site plan based on the pedestrian facilities plan (see Transportation Element). It should be designed to link together existing or future open space/pedestrian paths from adjacent properties to the greatest extent possible (for example, a <a href="#">partial</a> boardwalk along <a href="#">a portion of predominantly private</a> Bow Lake), or provide “in lieu of” fees. <a href="#">[See the Transportation Element for more information.]</a></p>	
Cathy Boysen-Heiberg	<p><b>Policy 10.7F-PROS Element</b>            Seek public access to waterfront area(s) of <a href="#">predominantly private</a> Bow Lake.</p> <p>Bow Lake is located within a highly urbanized area, surrounded by private commercial development and parking. With acquisition or negotiation of public access and new development to attract activity, Bow Lake could provide a recreational resource in this area.</p>	<p><b>No action needed.</b>            Reject suggested change.            Existing discussion language describes surrounding uses as private: unnecessary to duplicate this in the policy.</p>	Concur with staff response
	<p><b>10.7F Implementation Strategy</b>            [Policy summary] Seek public access to <a href="#">some</a> waterfront area(s) of Bow Lake.</p> <p>Update zoning code as needed to <del>require*</del>-public access with Urban Center redevelopment. *["require" = too forceful. Use a term like: encourage, promote, induce, incentivize, compel, consider, prompt, persuade]</p>	<p><b>Action:</b>            Update this implementation strategy under Policy 10.7F-PROS Element, as follows:            Seek public access to <a href="#">some</a>-waterfront area(s) of Bow Lake.            Update <a href="#">development regulations zoning code</a> as needed to <del>require</del> <a href="#">offer incentives to provide</a> public access with Urban Center redevelopment.</p>	<p>Concur with staff response with the following change:</p> <p>Update <a href="#">development regulations zoning code</a> as needed to <del>require</del> <a href="#">offer enable incentives to provide</a> public access with Urban Center redevelopment.</p>

Source	Comments	Staff Response	Planning Commission Decision
		<p><b>Action:</b> Include alternative language suggested for strategy 9.2B as new implementation strategies here:</p> <ol style="list-style-type: none"> <li>1) <u>Revisit and update the June 2000 Bow Lake Joint Use Facilities Study before proceeding with implementation of a boardwalk, viewing areas or pedestrian trails.</u></li> <li>2) <u>Prioritize development of publicly owned properties.</u></li> </ol>	
Shamselden Corporation	Support center median alignment, shown as “Draft Shamselden Preferred Alignment on page 5 of submittal, if SR-99 alternative alignment is selected.	<p><b>No action needed.</b> Refer to revised Land Use Policy 2.7B (below).</p>	Concur with staff response
SeaTac-Tukwila Food Innovation Network	Letter recommending the Plan include goals and policies to ensure a establishment of a local food sector	<p><b>No action needed.</b> Economic Vitality Goal 8.5 and Policies 8.5A, 8.5B, 8.5C and 8.5D address this recommendation</p>	Concur with staff response
Stacie M. Caughell	Letter expressing concerns about pedestrian safety at the intersection of S 188th St. & 28th Ave. S	<p><b>No action needed.</b> Addressed by Transportation element, e.g., Policy 4.2O - Establish and enforce appropriate speed limits; and Policy 4.4E – Prioritize pedestrian safety and capacity improvements ... in the Urban Center.</p> <p>The description of Draft Transportation Master Plan project ST-162, corridor study to evaluate safety improvements, is also being expanded to include S 188th St., International Boulevard to 28<sup>th</sup> Ave. S to address this comment</p>	Concur with staff response

Source	Comments	Staff Response	Planning Commission Decision
Virginia Dana	Email noting that city residents have to go to Burien or Tukwila to shop, and that aircraft noise is still a problem.	<b>Comment noted.</b>	Concur with staff response
Shary B. (Seattle)	Email requesting that the City keep housing affordability concerns as a top priority, and adopt policies and implement strategies to promote housing affordable to households earning less than 30% of area median income.	<b>No action needed.</b> Addressed in Housing and Human Services element, e.g., Policy 3.6A – Identify, maintain and enhance existing affordable housing; Policy 3.6C – Offer incentives for developers to ... build additional affordable units; and Policy 3.6E – In transit communities ensure no net loss of affordable units;	Concur with staff response
Advisory Council on Aging and Disability Services	Letter requesting that the City consider including policies to: <ul style="list-style-type: none"> <li>• Address basic needs</li> <li>• Improve health and well being</li> <li>• Promote aging readiness</li> </ul>	<b>Action:</b> Update Policy 8.3A-Economic vitality Element, as follows <b>Policy 8.3A</b> -Encourage and support job training for youth entering the job market and <del>others, people</del> in need of training or retraining, <u>including older workers</u> .  <b>Policies addressing basic needs</b> are included in the Land Use element: Policies 2.2C, 2.2D, 2.2E, 2.2G, 2.2J; In the Housing and Human Services element: Policies 3.1A, 3.1C, 3.3A, 3.6A, 3.6C, 3.6E, 3.6F, 3.6I; Goal 3.8; In the Transportation element: Policies 4.1A, 4.3A, 4.4A, 4.4C, 4.4E, 4.5B, 4.5C, 4.5F; In the Economic Vitality element: Policy 8.3A, Goal 8.5; and	Concur with staff response, with the following revision:  Encourage and support job training for <u>workers of all ages</u> <del>youth</del> entering the job market and <del>others, people</del> in need of training or retraining, <u>including older workers</u> .



Source	Comments	Staff Response	Planning Commission Decision
		<p>In the Parks, Recreation and Open Space element: Policies 10.1D, 10.3B.</p> <p><b>Policies to improve health and well being</b> are included in Framework Policies: Policy 1.1A; and</p> <p>In the Parks, Recreation and Open Space element: Policies 10.1D, 10.3B, 10.5C.</p> <p><b>Provisions to Promote aging readiness:</b> The International 2012 Building Code requires that multi-family developments containing more than 10 dwelling units design and construct at least 5 of those units to be ADA accessible type “A”, and that structures without elevators, ground floor units are to be convertible to be Type “B” ADA compliant;</p> <p>City officials and others are engaged in discussions at the state level to update the building code with additional provisions supporting senior accessibility</p> <p>Most of the City’s public infrastructure is new, and is ADA compliant.</p> <p>The City operates a senior center and maintains a Senior Citizen Advisory Committee to advise the City Council on aging issues.</p>	
Housing Development Consortium	<p>Letter urging policy language addressing</p> <ul style="list-style-type: none"> <li>• development incentives to create communities of opportunity;</li> <li>• partnerships working regionally to support affordable housing;</li> <li>• addressing and preventing family homelessness</li> <li>• housing affordability for those earning 30% or less AMI</li> </ul>	<p><b>No action needed.</b> Addressed in Housing and Human Services Policy 3.6G and the Multi-family Tax Credit Ordinance regarding incentives; Policies 3.3B, 3.3C and 3.3D regarding</p>	Concur with staff response

Source	Comments	Staff Response	Planning Commission Decision
		partnerships; Implementation strategy for Policy 3.6D addressing homelessness; and Policies 3.6B; 3.6D, 3.6E, 3.6F, 3.6I and 3.6J regarding housing affordability.	
Puget Sound Energy	Provided a detailed description of PSE’s electrical utility and natural gas utility appropriate for a background report, including a map of existing and proposed electric facilities.	<b>No action needed.</b> Information about PSE’s electric and natural gas utilities in the Utilities Background Report is accurate, and consistent in form and level of detail with the descriptions of the other utilities described in the Background Report.	Concur with staff response
Department of Commerce-Growth Management Services	Address needs for all capital facilities for the 20-year time frame.	<b>Action:</b> Update LOS Capacity Analysis tables in Capital Facilities Background Report for: <ul style="list-style-type: none"> <li>• City Hall</li> <li>• Community Parks</li> <li>• Pocket/Mini Parks</li> <li>• Trails</li> <li>• Community Center</li> </ul>	Concur with staff response
Roger McCracken	“ This current Comprehensive Plan should have, as one of the Primary Elements, maintaining, promoting and funding the highest quality access to the Airport.”	<b>No action needed.</b> Addressed in Transportation element Policies 4.2C, 4.2D, 4.2E supporting cooperation with WSDOT and the Port to advance developing SR-509 extension and Interim/full South Access to the Airport.	Concur with staff response
<b>Staff-Proposed Changes</b>			
Staff	<b>Policy 2.7B-Land Use Element</b> <u>Actively engage with Sound Transit and neighboring cities on the planning and construction of the extension of light rail service</u>	<b>Action:</b> Update Policy 2.7B as shown.	Concur with staff response, but suggest drafting similar language to address working relationship with the Port and WSDOT:

Source	Comments	Staff Response	Planning Commission Decision
	<p><u>south of S. 200th Street to the southern city limits and beyond.</u></p> <p><u>Light rail service to the new Angle Lake Station at S. 200th Street and 28th Avenue S. will commence in 2016. Sound Transit is currently planning to extend light rail service south to the vicinity of Highline College by 2023, and will be proceeding to federal Way as funds become available. Work with Sound Transit to define an exit route through the city that minimizes disruptions to private and public property owners, businesses and residents, and that causes minimal adverse aesthetic, economic and environmental impacts.</u></p> <p><del>Partner with Sound Transit to implement light rail transit facilities consistent with the City's preferred route and alignment as shown on Map 2.4.</del></p> <p><del>From the Angle Lake Station, the City's preferred alignment runs along the west side of 28th Avenue S., and along the west side of International Boulevard (SR 99) within the City of SeaTac to the City's boundary at S. 216th St.</del></p>	<p>Discussions among agencies, and with the City Council about the Federal Way Link Extension, resulted in this recommended change.</p> <p>Supported by potentially affected property owner, Shamselden family</p>	<p><b><u>Policy 2.7C</u></b>  <u>Actively engage with The Port of Seattle and neighboring cities on updates to airport master plans and the implementation/construction of, and mitigation for related projects, consistent with the terms of the ILA.</u></p> <p><u>The Port periodically updates its master plans to prepare for future service needs.</u></p> <p><b><u>Policy 2.7D</u></b>  <u>Actively engage with WSDOT and neighboring cities on the planning and construction of, and mitigation for highway or other major roadway facilities.</u></p> <p><u>The City's land use plan depends on the completion of the SR 509 extension. WSDOT received a Record of Decision in 2003 for the completion of the route to I-5. However, the project has been unfunded by the State Legislature. The City should participate in the 509 Executive and Technical Committees to ensure 509 accommodates the city's planned growth.</u></p>

Source	Comments	Staff Response	Planning Commission Decision
Staff	<p><b>2.7AB Implementation Strategy</b>  [Policy summary] <u>Actively engage with Sound Transit and neighboring cities on the planning and construction of the extension of light rail service south of S. 200th Street</u></p> <p>[Implementation Strategy] <u>Work with Sound Transit to define an exit route through the city that minimizes disruptions to private and public property owners, businesses and residents, and that causes minimal adverse aesthetic, economic and environmental impacts.</u></p> <p><u>Partner with Sound Transit to implement light rail transit facilities consistent with the City's preferred route/alignment.</u></p> <p><u>Engage in Sound Transit's Federal Way Link Extension planning and environmental review process to ensure SeaTac's preferred Highway 99 alignment is understood.</u></p>	<p><b>Action:</b>  Update Implementation Strategy for Policy 2.7B as shown.</p>	Concur with staff response
Staff	<p><b>Chapter 10-PROS Element</b>  Remove Map 10.4, Bike Routes and Pedestrian Trails.</p>	<p><b>Action:</b>  Remove Map 10.4, Bike Routes and Pedestrian Trails.  Now covered in the Transportation Element , with updated maps incorporating recommendations from the Safe and Complete Streets Plan, and updates consistent with policies in Draft Transportation Element</p>	Concur with staff response
Staff	<p><b>Chapter 8-Economic Vitality Element Implementation Strategies cover page:</b>  <del>The Economic Vitality Element's policies were developed by the Economic Vitality Partnership composed of representatives from the Chamber of Commerce Business Subcommittee, Port of Seattle, and the City.</del></p>	<p><b>Action:</b>  Update Implementation Strategies cover page as shown.  This change makes this section consistent with the Implementation Strategies cover pages of the Plan's other elements, and removes the reference the Economic Vitality</p>	Concur with staff response

Source	Comments	Staff Response	Planning Commission Decision
	<p>This section identifies the specific steps, or implementation strategies, that achieve this Element’s policies. It also identifies the group(s) with primary responsibility for carrying out each strategy and the expected time frame within which the strategy should be addressed. Policy summaries are included in the table for reference.</p> <p>As the Primary Responsibility column indicates, many of the implementation strategies will be initially undertaken by a specified board or commission. In most cases, the City Council will analyze the specific board/commission recommendation and make the final decision about how to proceed.</p>	Partnership, which no longer exists.	
Staff	<p><b>8.1D Implementation Strategy-Economic Vitality Element</b> Periodically report Soundside Alliance, <del>and Port, and Southwest King County (SWKC) Chamber of Commerce</del> activities to the Council.</p>	<p><b>Action:</b> Update Policy 8.1D as shown. SWKCC no longer part of Soundside Alliance</p>	Concur with staff response
Staff	<p><b>Economic Vitality Background Report</b> Background information pertaining to the Economic Vitality Element will be undertaken by Community and Economic Development Department staff and the Soundside Alliance, which is made up of representatives from the Cities of SeaTac, Burien, Des Moines, Normandy Park, Tukwila, <del>the South West King County Chamber of Commerce</del>, the Port of Seattle, and Highline College.</p>	<p><b>Action:</b> Update Economic Vitality Background report as shown. SWKCC no longer part of Soundside Alliance</p>	Concur with staff response
<b>Global Edits</b>			
Staff	<p>Update Implementation Strategy tables for all elements:</p> <ul style="list-style-type: none"> <li>• <del>City</del> Staff</li> <li>• Remove Outside Agencies from “Primary Responsibility” column. E.g.,:</li> </ul>	<p><b>Action:</b> Update as shown</p>	Concur with staff response

Source	Comments	Staff Response	Planning Commission Decision
	<ul style="list-style-type: none"> <li>• <del>Sound Transit</del></li> <li>• <del>King County Metro</del></li> <li>• <del>Port of Seattle</del></li> <li>• Remove specific time frames from “TimeLine” column, e.g.,:               <ul style="list-style-type: none"> <li>• Short Term <del>(1-2 years)</del></li> <li>• Short Term <del>(2-4 years)</del></li> </ul> </li> </ul> <p>Update Implementation Strategy Cover Page for all elements to delete the Immediate Time Frame category:</p> <ul style="list-style-type: none"> <li>• <del>Immediate</del> <del>within one year</del></li> <li>• Short-Term one to five years</li> <li>• Medium-Term six to 10 years</li> <li>• Long-Term 11 to 20 years</li> <li>• Ongoing the strategy will be implemented on a continual basis</li> </ul>		
Staff	Adjust position of call-out boxes to correct position adjacent to referencing policies, e.g., Callout box “ LOS standards for Regional Stormwater Management Facilities are set by Washington Department of Ecology” is on page CF-6. It should be on page CF-5 with the stormwater LOS policy.	<b>Action:</b> Update as described	Concur with staff response
Staff	Update photos to provide better illustrations where needed	<b>Action:</b> Update as described	Concur with staff response
Staff	Remove Goal Statements preceding goal language from Housing and Human Services, Capital Facilities, Utilities, Community Design, Economic Vitality, Environment, and PROS for consistency among elements, e.g.,  <b>Goal 3.3 Utilize partnerships</b> Partner with funders, governments, educators, human service providers, media, police, the criminal justice system, and the community at large to meet human needs in a humane and holistic	<b>Action:</b> Update as shown	Concur with staff response

Source	Comments	Staff Response	Planning Commission Decision
	manner. <b>GOAL 5.3 Provide facilities concurrently</b> Provide adequate public facilities concurrent with new development impacts.		
Staff	Add introduction to Glossary: <a href="#">This glossary provides information to aid in the reading and understanding of this document. Specific and binding definitions are contained in the SeaTac Municipal Code (Zoning Code and development regulations in other Titles of the municipal code)</a>	<b>Action:</b> Update as shown	Concur with staff response
Staff	Add definition to Glossary <a href="#">Airport Master Plan. Overall plan covering physical and operational aspects for the entire airport. These plans often have different titles, such as Airport Masterplan, Comprehensive Development Plan, Sustainable Airport Master Plan.</a>	<b>Action:</b> Update as shown	Concur with staff response
Staff	Throughout document: <ul style="list-style-type: none"> <li>• Correct typographical errors</li> <li>• Syntax errors</li> <li>• Inconsistencies in naming features/places in the City</li> <li>• Extraneous/duplicative words</li> <li>• Correct Page numbers</li> </ul>	<b>Action:</b> Correct as described	Concur with staff response

Source	Comments	Staff Response	Planning Commission Decision
<b>Additional Changes - Not Reviewed at 4/21 Planning Commission Meeting</b>			
Staff	<b>Policy 4.3B-Chapter 4-Transportation Element</b> Address neighborhood traffic calming issues in a comprehensive fashion consistent with the plans and procedures that have been adopted to address these issues, consisting of but not limited to: SeaTac's Safe and Complete Streets Plan, <del>the Pedestrian Facilities Plan (including access to local and regional transit systems), Bicycle Facilities</del>	<b>Action:</b> Update as described	

Source	Comments	Staff Response	Planning Commission Decision
	<del>Plan,</del> and <del>the</del> Neighborhood Traffic <del>Control</del> <u>Safety</u> Program (NT <u>SCP</u> ).		
Staff	<b>Chapter 9-Environment Element</b> Add introduction to Environment Element for consistency with other elements.	<b>Action:</b> Update as described	
Staff	<b>Chapter 9-Environment Element</b> Add Wellhead Protection Areas Map as Map 9.3. Renumber following maps accordingly	<b>Action:</b> Update as described	
Staff	<b>Overall Table of Contents' List of figures, page v:</b> Edit descriptions in List of Figures to reference only figure title		
<b>Global Edits</b>			
Staff	Standardize Tables of Contents among elements. E.g., <ul style="list-style-type: none"> <li>The Tables of Contents for some elements contain a list of figures, others do not</li> <li>The Tables of Contents for some elements detail the goal and policy topics, others do not (compare Land Use &amp; Transportation)</li> </ul>	<b>Action:</b> Update as described	



Exhibit: D-1  
Date: 5/5/15

# CITY OF SEATAC

## Transportation Element Update & Transportation Master Plan

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transpogroup 

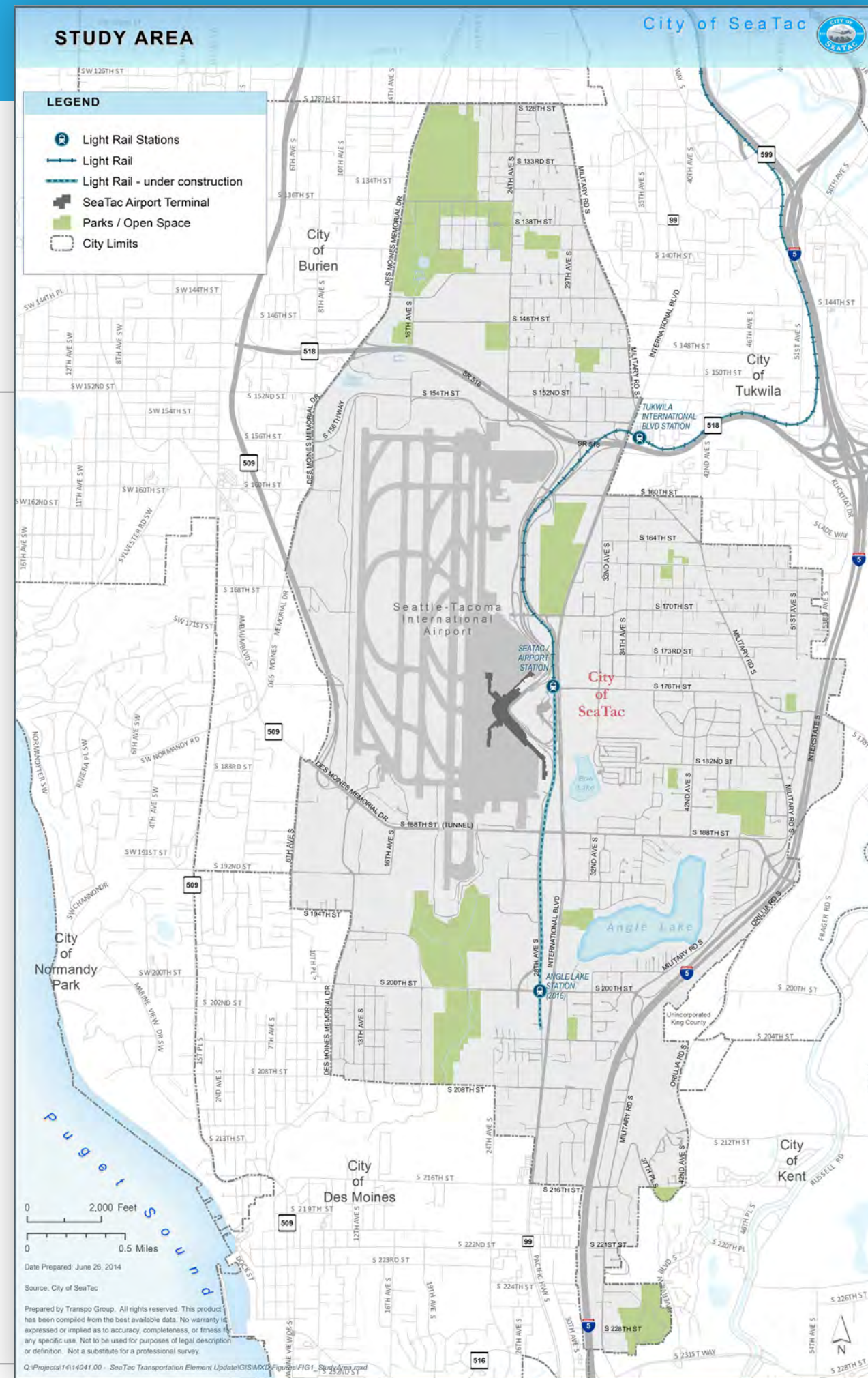
Planning Commission Meeting  
May 5, 2015





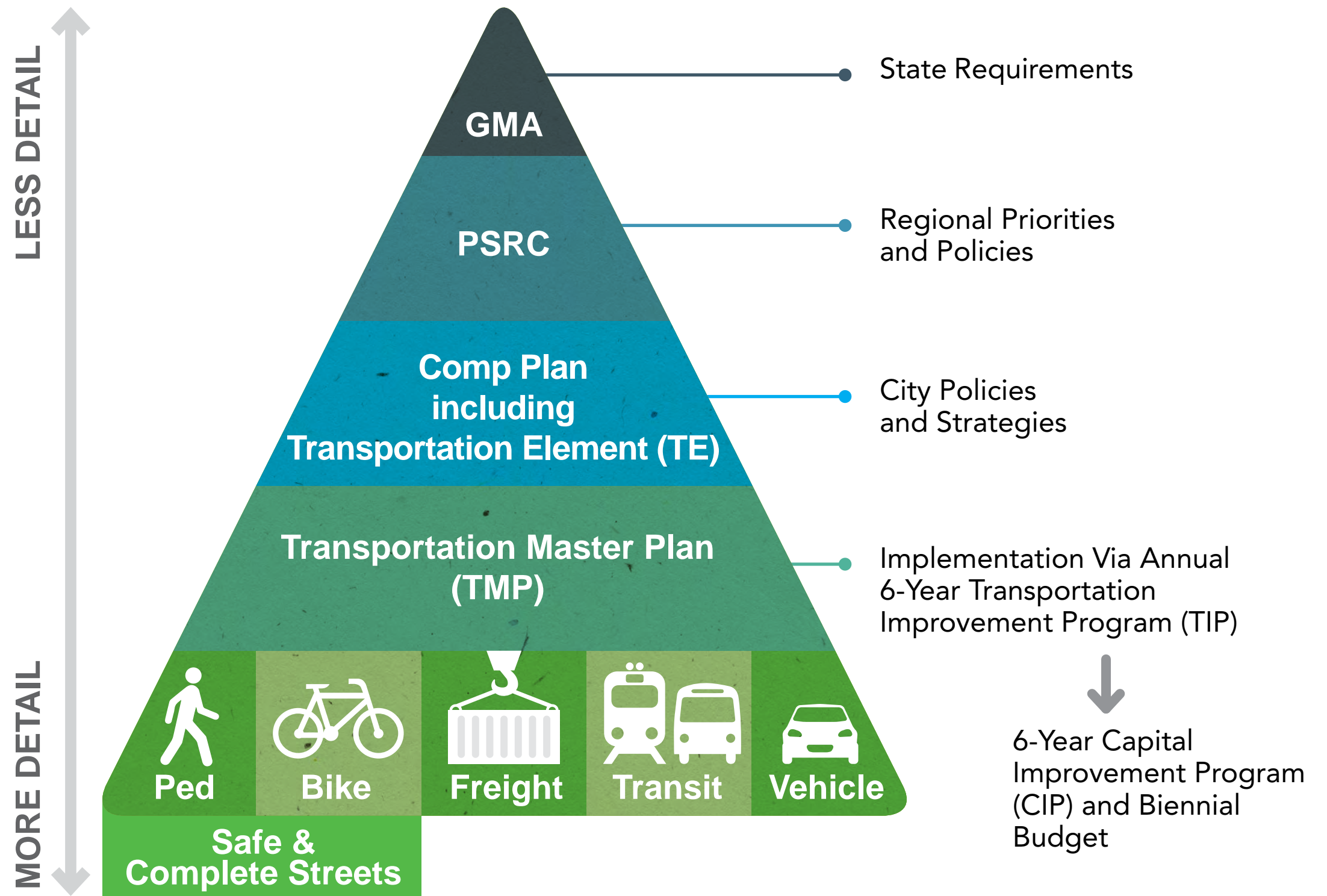
# Review Where We Are... ...And How We Got Here... And Final Steps

- > Discuss role of Transportation Master Plan
- > Examine potential project priorities based on funding levels
- > Review options for funding additional transportation improvements by 2035
- > Next steps





# What is the Transportation Master Plan (TMP) and How Does it Relate to Other Transportation Programs?





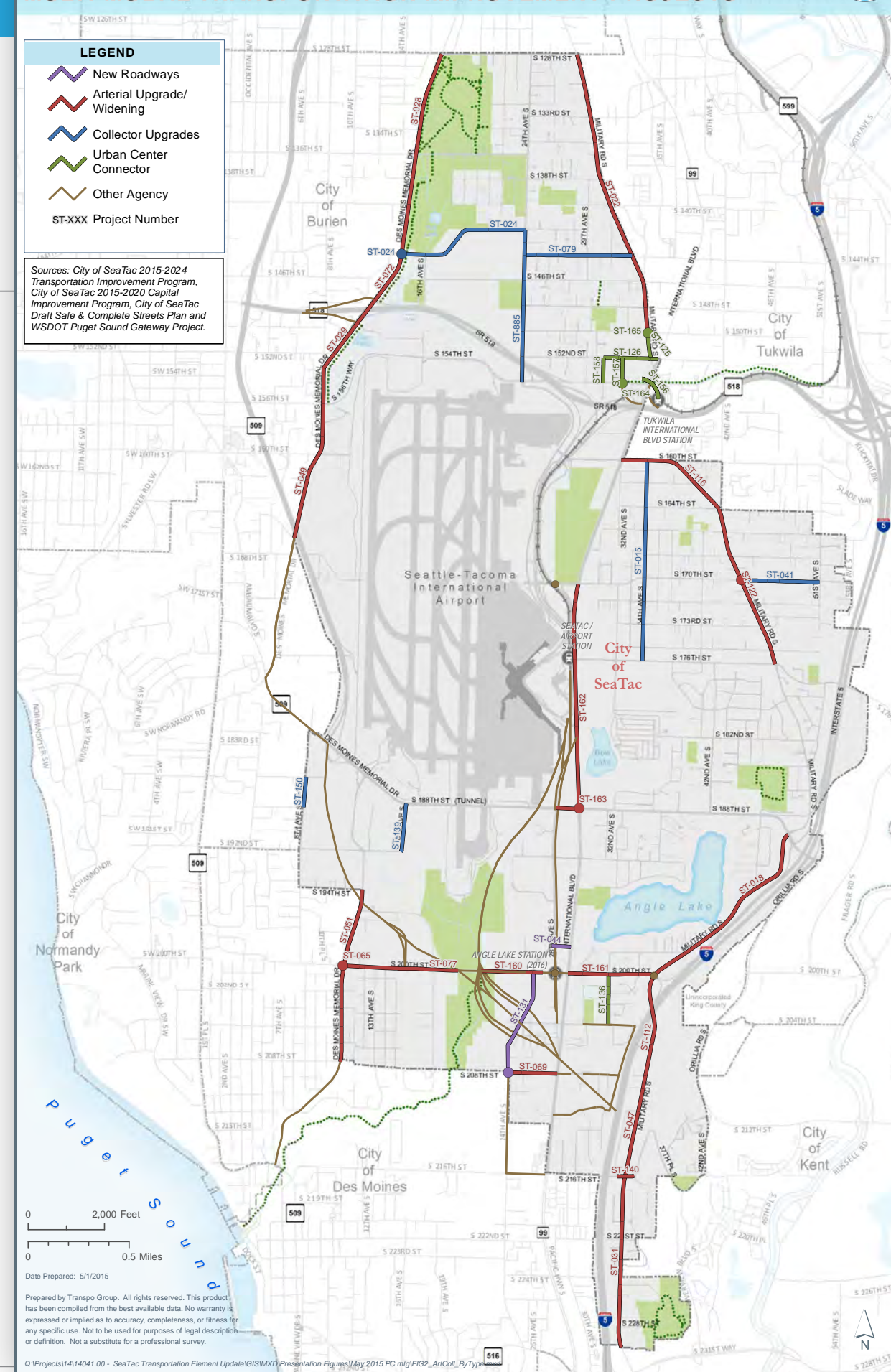


# City of SeaTac Arterial & Collector Multi-modal Improvements

- > Complete 28th/24th Avenue S Arterial
- > Circulation roadways to support station area development
- > Safety and operational improvements along:
  - International Boulevard
  - S 188th Street
  - Others
- > Upgrade and reconstruct arterials to urban multi-modal standards
  - Military Road
  - Des Moines Memorial Drive
  - S 200th Street
  - Others

Presented by

**FIGURE 2: ARTERIAL & COLLECTOR MULTI-MODAL TRANSPORTATION IMPROVEMENT PROJECTS**



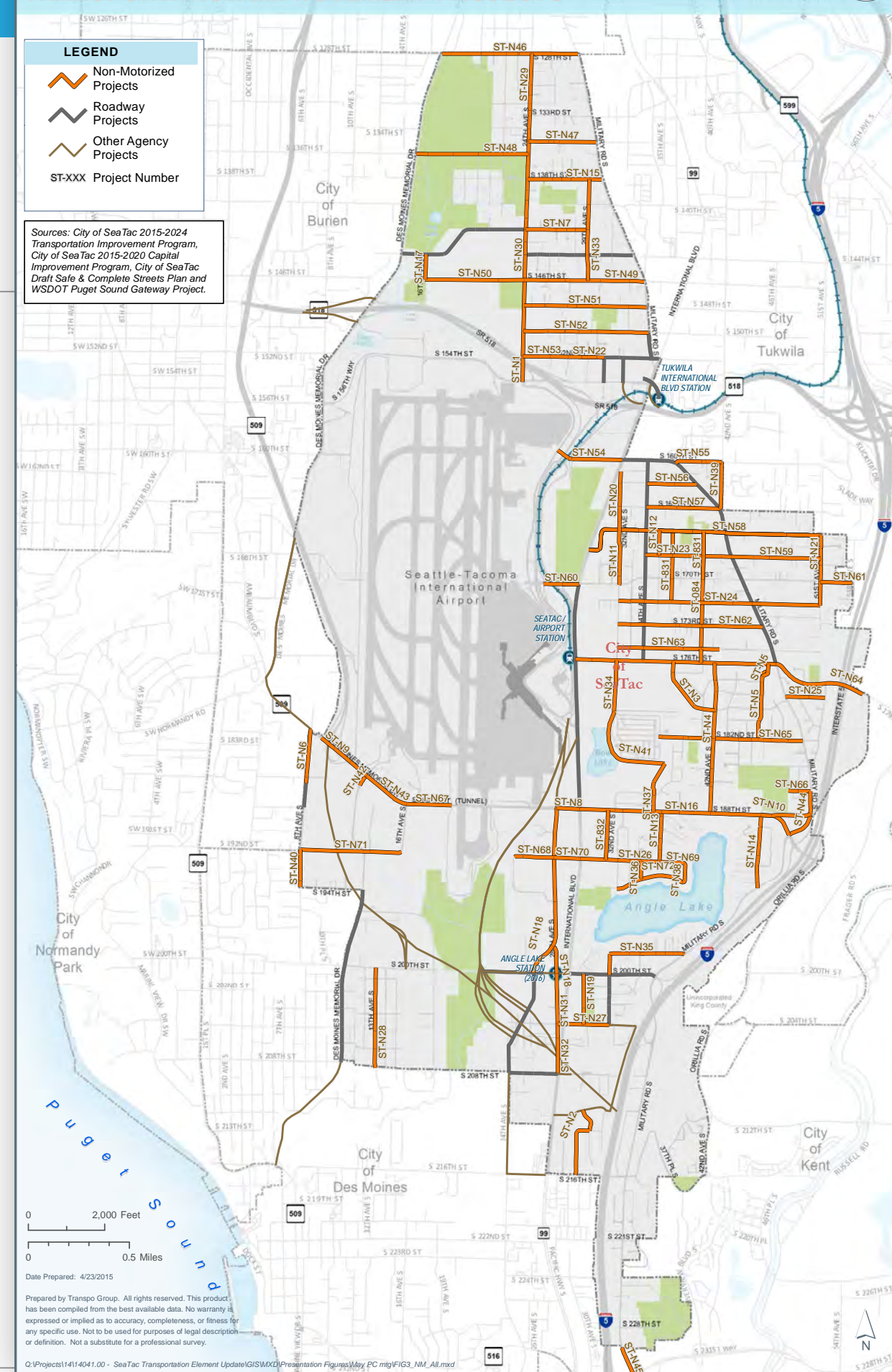


# Neighborhood Multi-modal Improvement Projects

- > Safe & Complete Streets Plan
  - Refinement due to constructibility, cost, or impacts to properties
  - Examples
    - » 28th/24th Avenue S (S 188th Street to S 200th Street) bike lane changes to shared roadway facility
    - » 32nd Avenue S (S 170th Street to S 176th Street) bike lane to shared roadway facility
- > Improve safety
- > Support safe routes to schools
- > Fill in missing gaps in the pedestrian and bicycle systems
- > Reduce barriers to non-motorized travel
- > Enhance access to transit

Presented by

**FIGURE 3: NEIGHBORHOOD MULTI-MODAL TRANSPORTATION IMPROVEMENT PROJECTS**





## Transportation Project Cost – Preliminary Estimates (2015-2035) (Costs in 2014 dollars)

	2014 Dollars <sup>4</sup>
A. Multi-modal Arterial and Collector Roadway Improvements <sup>1</sup>	\$ 242 million
B. Neighborhood Non-motorized Complete Projects <sup>2</sup>	\$ 123 million
C. Maintenance, Operations, Administration and Other Annual Programs	\$ 125 million
<b>Total</b>	<b>\$ 490 million</b>

1. Includes pedestrian and bicycle facilities as part of multi-modal arterial and collector roadway improvement projects (excludes already expended funds.)
2. Other pedestrian and bicycle projects not included in category A.
3. Includes street overlays, maintenance of signals, signs, markings, etc., staffing, debt service, and other related costs.
4. Costs do not include project expenditures or costs covered by other agencies.





## Forecast of Existing City of SeaTac Transportation Revenues (2015-2035) (Revenues in 2014 dollars)

	2014 Dollars
A. State & Federal Grants	\$ 61 million
B. Motor Vehicle Fuel Tax (MVFT)	\$ 12 million
C. Parking Tax <sup>1</sup>	\$ 81 million
D. Transportation Impact Fees <sup>2</sup>	\$ 12 million
E. Other Local Sources	\$ 20 million
<b>Total</b>	<b>\$ 186 million</b>



1. Parking Tax reflects existing City/Port Interlocal Agreement allocations.
2. Impact fee revenue forecasts based on existing rate and forecast traffic growth.





## Balancing the Plan – Projects Priorities

### Support and Align with Council's Vision:

The City of SeaTac is a premier, global community, offering a solid, sustainable economy and a healthy, inclusive, and vibrant quality of life.



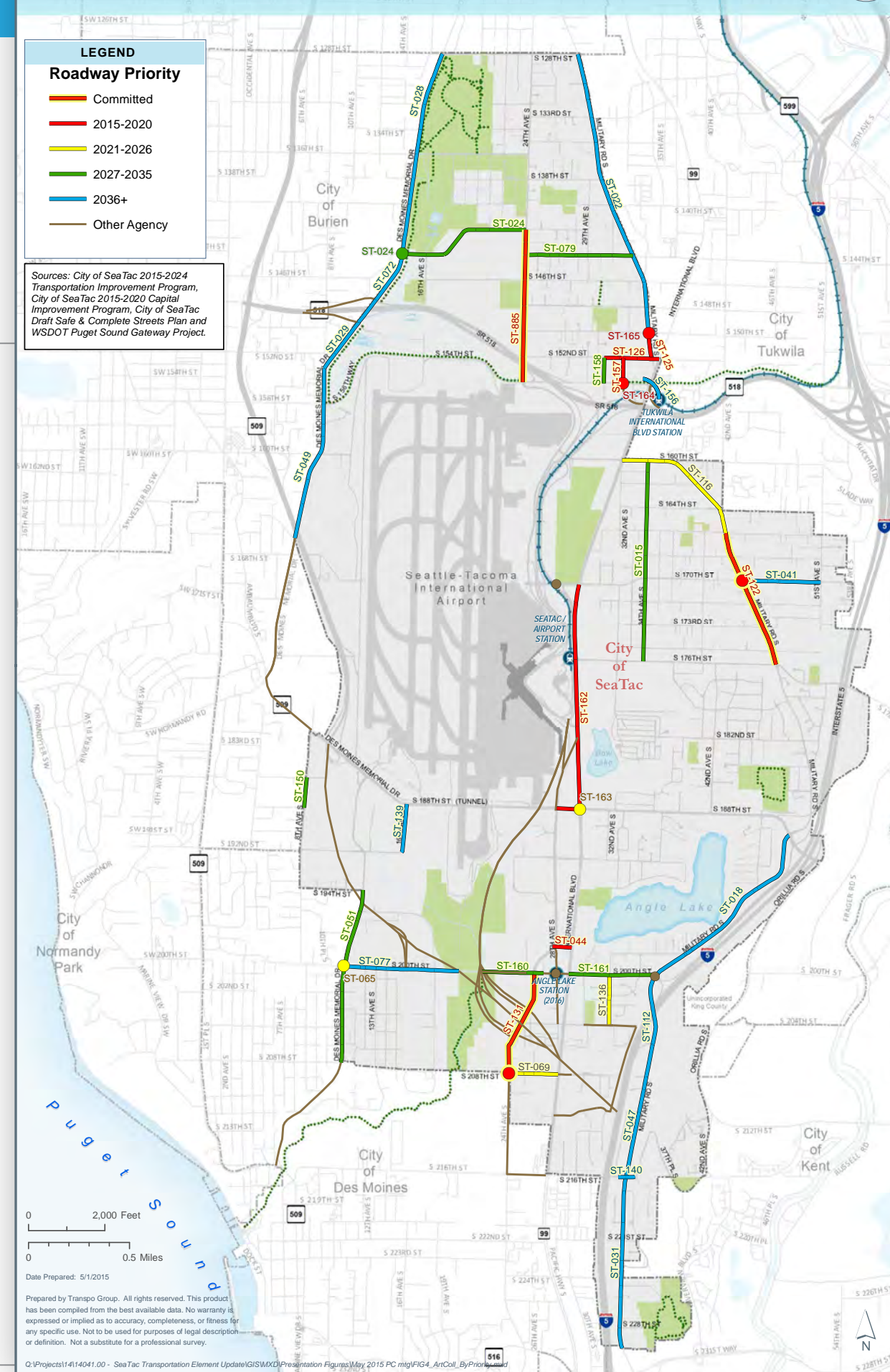


# Multi-modal Arterial and Collector Roadways Short-Term and Mid-Term Improvement Concept

- > Input to Transportation Improvement Program (TIP)
- > Committed Improvements
  - Military Road (S 166th Street to S 176th Street)
  - 28th/24th Avenue S (S 200th Street to S 208th Street)
  - 24th Avenue S Overlay (S 142th Street to S 154th Street)
- > Short-Term (2015-2020) Improvements
  - International Boulevard and S 188th Street safety
  - S 154th Street Station Area connections
- > Mid-Term (2021-2026) Improvements
  - Reconstruct/upgrade
    - » S 142th/ S 144th Street
    - » S 144th Street
    - » Des Moines Memorial Drive Segments
    - » S 200th Street Station Area
    - » Military Road
    - » Other Arterials and Collectors

Presented by

**FIGURE 4 ARTERIAL & COLLECTOR ROADWAYS: City of SeaTac**  
**EXAMPLE TIMEFRAMES BASED ON FUNDING CONSTRAINTS**



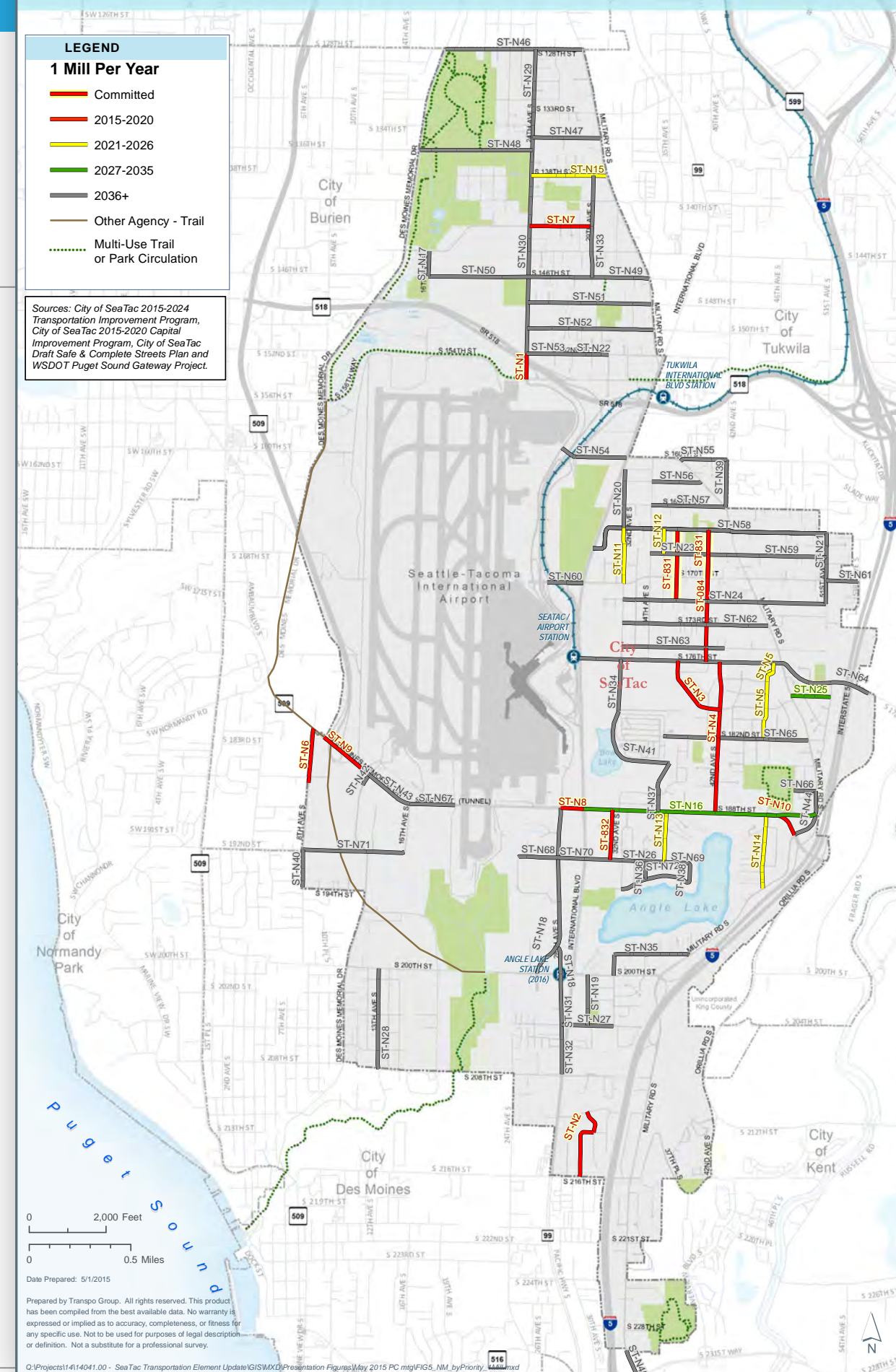


# Neighborhood Multi-modal Improvements Concept Funding at \$1 Million per Year

- > Input to Transportation Improvement Program (TIP)
- > Committed Improvements
  - New Sidewalks
    - » 37th Ave S (S 166th St to S 172nd St)
    - » 40th Ave S (S 166th St to S 170th St)
- > Short-Term (2015-2020) Improvements
  - New or Improved Sidewalks
    - » 32nd Ave S (S 188th St to S 192nd St)
    - » S 188th St (Military Rd to 46th Ave S)
    - » 8th Ave S (Des Moines Memorial Dr to S 187th Ln)
  - New Shared Bike Facility
    - » Multiple Locations including sections of 30th Ave S, 42nd Ave S, S 142nd St and S 188th St

- New Sidewalk & Bike Facility
  - » 24th Ave S (S 152nd St to S 154th St)
  - » 46th Ave S (S 188th St to Military Rd)
- > Mid-Term (2021-2026) Improvements
  - Improved Sidewalks
    - » 35th Ave S (S 166th St to S 168th St)
    - » S 179th St (Military Rd to 51st Ave S)
  - New Shared Bike Facility
    - » 37th Ave S (S 188th St to S 192nd St)
    - » S 138th St (24th Ave S to Military Rd)
    - » 46th Ave S (S 176th St to S 182nd St)
  - New Sidewalk & Bike Facility
    - » 40th Ave S (S 170th St to S 176th St)

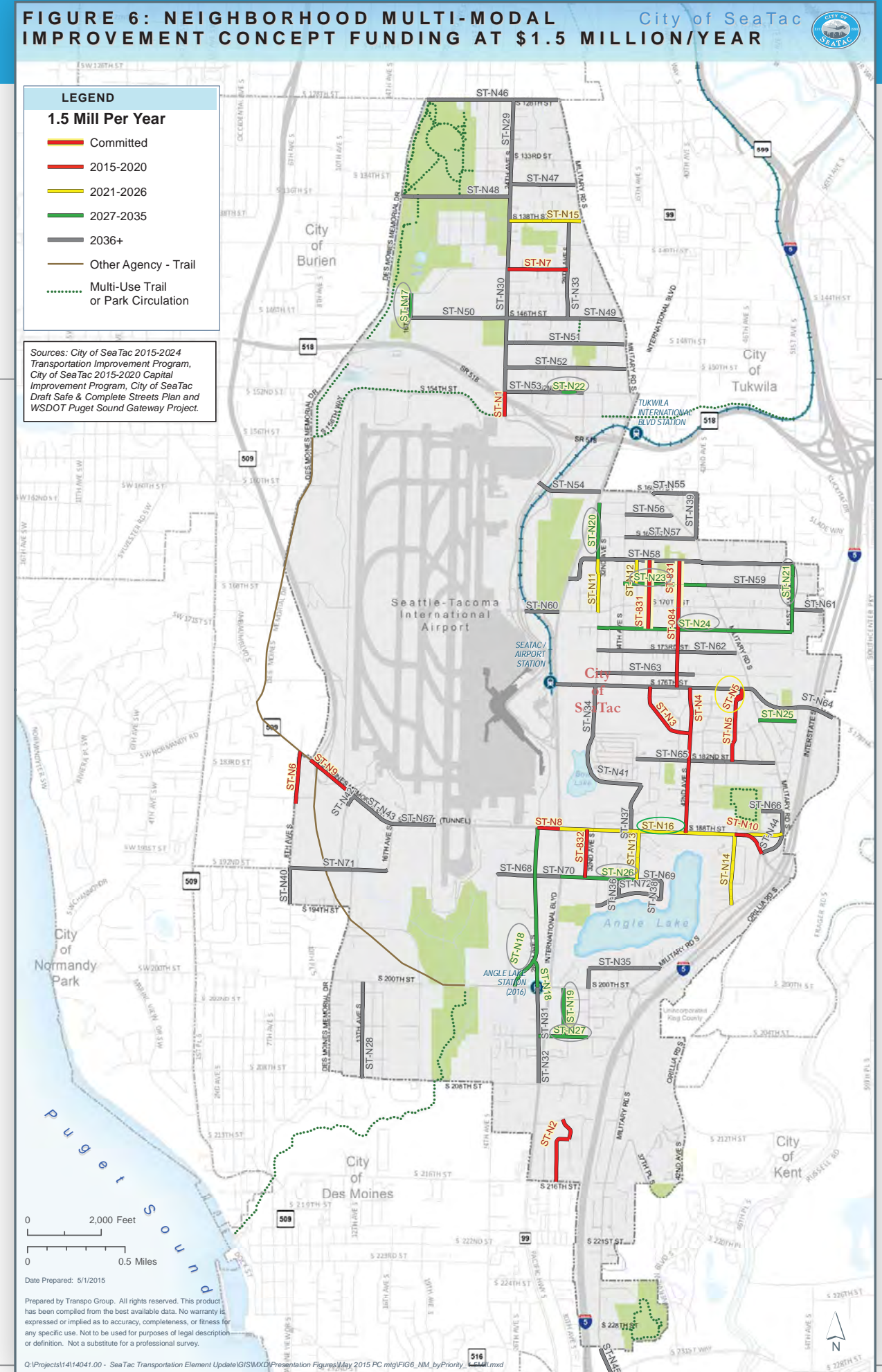
**FIGURE 5: NEIGHBORHOOD MULTI-MODAL IMPROVEMENT CONCEPT FUNDING AT \$1 MILLION/YEAR** City of SeaTac





## Neighborhood Multi-modal Improvement Concept Funding at \$1.5 Million per Year: Changes from Funding at \$1 Million per Year

- > Input to Transportation Improvement Program (TIP)
- > Mid-Term (2021-2026) Moved Up to Short-Term (2015-2020)
  - 46th Ave S (S 176th St to S 182nd St)
- > Long-Term (2028-2035) Moved Up to Mid-Term (2021-2026)
  - S 188th St (International Blvd to Military Rd)
- > 11 Other Projects Moved from Beyond 2035 to Long-Term (2028-2035)





## Balancing the Plan: Forecast Revenues versus Costs of Projects and Programs (1000s of 2014\$)

	2015-2020	2021-2026	2027-2035	2015-2035 Total	Beyond 2035 or Unfunded	Plan Total
<b>Revenues Based on Historical Data<sup>1</sup></b>	\$ 54,370	\$ 53,040	\$ 78,810	\$ 186,220	\$ -	\$ 186,220
<b>Project Based Program Costs<sup>1</sup></b>						
Annual Transportation Programs	\$ 29,412	\$ 34,022	\$ 61,863	\$ 125,297	\$ -	\$ 125,297
Neighborhood Non-motorized Costs <sup>2</sup>	\$ 6,000	\$ 6,000	\$ 9,000	\$ 21,000	\$ 101,540	\$ 122,540
Arterial and Collector Improvement Projects	\$ 40,139	\$ 21,580	\$ 44,910	\$ 106,629	\$ 136,860	\$ 243,489
<b>Total Costs</b>	<b>\$ 75,551</b>	<b>\$ 61,602</b>	<b>\$ 115,773</b>	<b>\$ 252,926</b>	<b>\$ 238,400</b>	<b>\$ 491,326</b>
<b>Revenues Less Costs<sup>1</sup></b>	\$ (21,181) <sup>3</sup>	\$ (8,562)	\$ (36,963)	\$ (66,706)	\$ (238,400)	\$ (305,106)

1. All costs and revenues in \$1,000s (2014 dollars).
2. Assumes funding neighborhood complete streets projects at \$1 million per year.
3. Deficit partially off-set by prior grants.





# Balancing the Plan – Options for Increasing Revenues

## KEY CONSIDERATIONS

Consistency in Revenues



Who Pays, Who Benefits

Potential Increase in Transportation Impact Fees (TIF)

\$20 to \$50 million over 20 years  
(at \$3,000 to \$5,000 per new PM peak hour trip)

## OPTIONS

Transportation Benefit Districts (TBD)

- \$6 million based on 0.2% sales tax
- \$17 million based on \$20 Motor Vehicle Excise Tax (MVET)

Local Improvements Districts  
Location specific

Potentially Change Port Interlocal Agreement – Parking Taxes  
\$20 to \$25 million

Others

~~Business & Occupation (B&O)~~



## Next Steps for Transportation Element and Transportation Master Plan



Ongoing review of Transportation Element as part of the Comprehensive Plan adoption process

Complete Draft Transportation Master Plan

Finalize Transportation Master Plan

Adoption of Transportation Element as Part of Comprehensive Plan



- CP** Schedule for Comprehensive Plan
- TE** Transportation Element and
- TMP** Transportation Master Plan







**FIGURE 5: NEIGHBORHOOD MULTI-MODAL IMPROVEMENT CONCEPT FUNDING AT \$1 MILLION/YEAR**

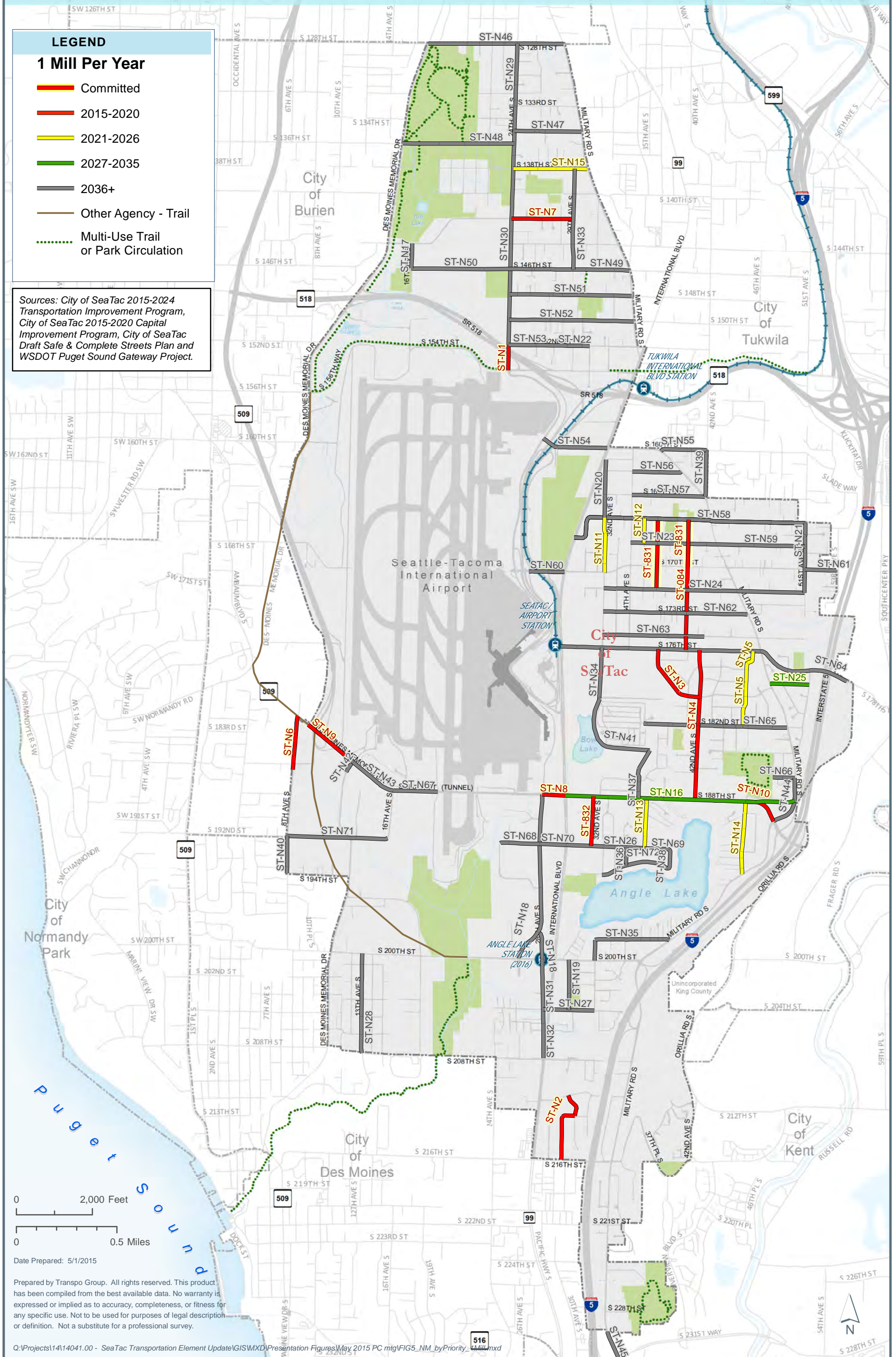


**LEGEND**

**1 Mill Per Year**

- █ Committed
- █ 2015-2020
- █ 2021-2026
- █ 2027-2035
- █ 2036+
- █ Other Agency - Trail
- ⋯ Multi-Use Trail or Park Circulation

Sources: City of SeaTac 2015-2024 Transportation Improvement Program, City of SeaTac 2015-2020 Capital Improvement Program, City of SeaTac Draft Safe & Complete Streets Plan and WSDOT Puget Sound Gateway Project.



0 2,000 Feet  
0 0.5 Miles

Date Prepared: 5/1/2015

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**FIGURE 6: NEIGHBORHOOD MULTI-MODAL IMPROVEMENT CONCEPT FUNDING AT \$1.5 MILLION/YEAR**

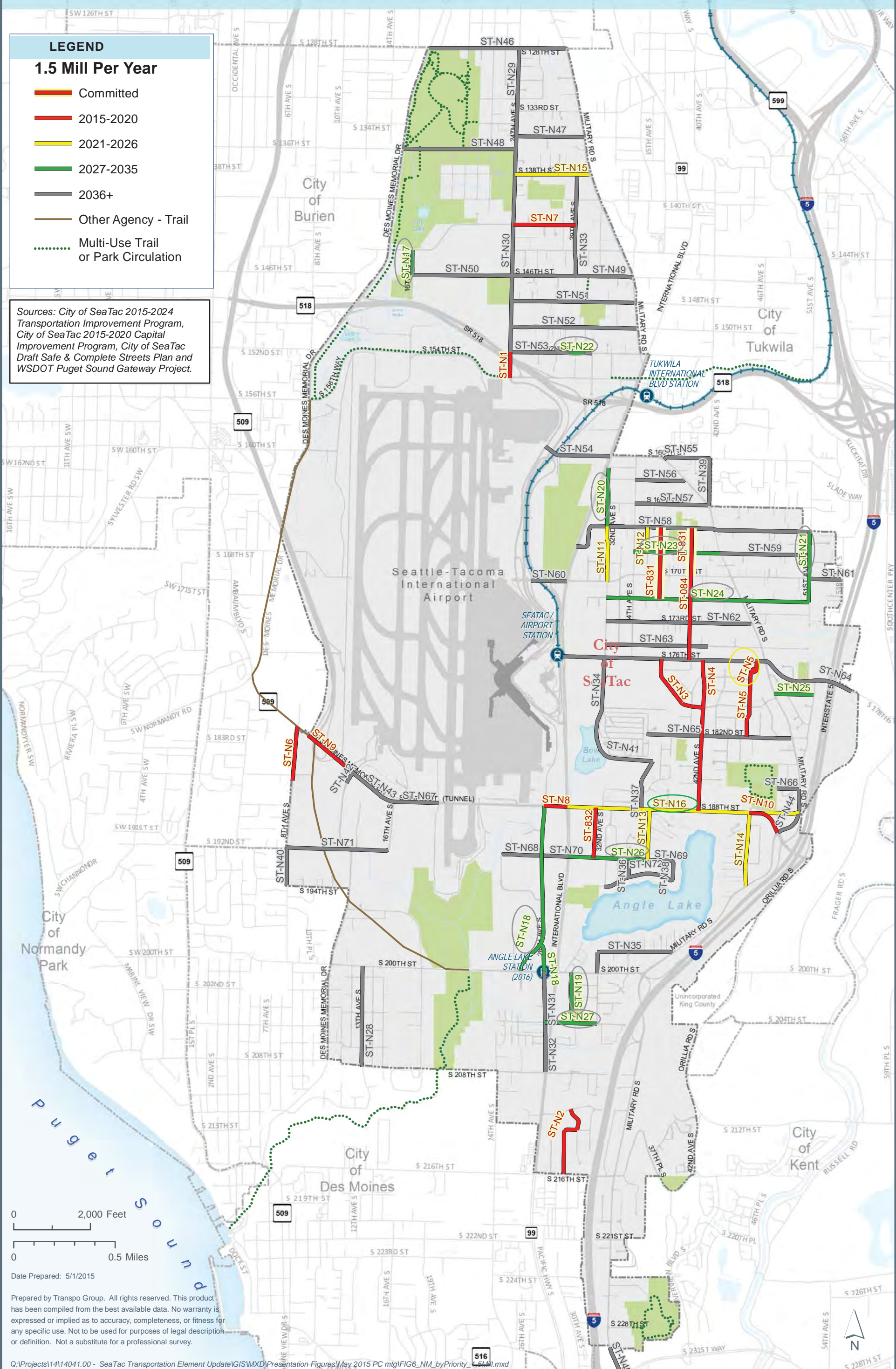


**LEGEND**

**1.5 Mill Per Year**

- Committed
- 2015-2020
- 2021-2026
- 2027-2035
- 2036+
- Other Agency - Trail
- ⋯ Multi-Use Trail or Park Circulation

Sources: City of SeaTac 2015-2024 Transportation Improvement Program, City of SeaTac 2015-2020 Capital Improvement Program, City of SeaTac Draft Safe & Complete Streets Plan and WSDOT Puget Sound Gateway Project.



0 2,000 Feet  
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**Table T-1**

**Arterial & Collector Multi-Modal Transportation Improvement Projects (Draft 5/1/2015)**

*City of SeaTac Transportation Master Plan*

Project Type	TMP ID	Project Name	Project Limits	Project Description	Total Cost (2014 \$)¹	Other Agency Cost¹	Remaining SeaTac Cost (2014\$)¹	Relative Timing²	Lead Agency³	TE Goals & Policies	Council & PSRC Goals
Other Agency	MP-013	South Access Expressway	Airport Drive to SR 509 Extension	Construct limited access roadway to connect the south end of Sea-Tac Airport to the new SR 509 extension.	\$88,400,000	\$88,400,000	-	Long	Port of Seattle	Goal 4.1, 4.2, 4.7, 4.9, Policy 4.1A, 4.2E, 4.7A, 4.9A, 4.9B	PSRC 3A, 3B, 10B, 11A, 11B
Other Agency	MP-025	S 200th St Sidewalk Project	30th to 32nd Ave S	Constructed by Sound Transit for the S 200th St Link Extension. Approximately 800 lineal feet of new sidewalk on the south side of S 204th St from 30th Ave S to approximately 100 feet east of 32nd Ave S. Improvements include sidewalk, curb, gutter, and storm drainage, driveway reconstruction, crosswalks, and Americans with Disabilities Act (ADA) compliant curb ramps.	-	-	-	Short	Sound Transit	Goal 4.1, 4.2, 4.4, 4.5, 4.9, Policy 4.1A, 4.4A, 4.4C, 4.4D, 4.4E, 4.5A, 4.5F, 4.9A, 4.9B, 4.9C	Council Goal 1, 5 PSRC 3A, 3D, 4A, 4B, 5A, 5B, 10B
Other Agency	MP-025 ST-004	S 200th St Link Extension	SeaTac/Airport Station to S 200th St	Construct 1.6 mile elevated guideway and new Angle Lake Station with a 700 parking stall garage, 400 surface parking stalls, and bus access.  This will include widening of S 200th St between International Blvd and 28th/24th Ave S. The existing five lane urban arterial will be widened in the areas of S 200th St outside the SR 509 improvements with curb, gutter, sidewalk, bicycle lanes, associated intersection improvements, consolidation of driveways, and possible underground of overhead utility improvements. Also includes sidewalks along 28th Ave S (east of the alignment).  Interim non-motorized improvements of a bicycle climbing lane on south side and five foot wide pedestrian walkway on north side also included along S 200th St between 28th/24th Ave S and Des Moines Creek Park Trail.	\$15,260,000	\$15,260,000	-	Short	Sound Transit	Goal 4.1, 4.2, 4.4, 4.5, 4.9, Policy 4.1A, 4.4A, 4.4C, 4.4D, 4.4E, 4.4G, 4.5A, 4.5F, 4.9A, 4.9B, 4.9C	Council Goal 1, 5 PSRC 3A, 3B, 3D, 4A, 4B, 5A, 10B
Other Agency	MP-043.1	SR 509 Extension Phase 1	Des Moines Memorial Dr S to I-5	Construct new, full access control freeway, with tolls, to connect the existing SR 509 freeway terminus with 28th/24th Ave S and I-5. Phase 1 includes one lane each way, with truck climbing lanes, between S 188th St and 28th/24th Ave S. Two lanes each way are planned between 28th/24th Ave S and I-5.	-	-	-	Mid	WSDOT	Goal 4.1, 4.2, 4.9, Policy 4.1A, 4.2C, 4.2D, 4.2F, 4.2M, 4.9B	Council Goal 6 PSRC 3A, 3B, 10B
Other Agency	MP-043.2	SR 509 Extension Phase 2	Des Moines Memorial Dr S to I-5	Widen Phase 1 freeway to four lanes between S 188th St and 28th/24th Ave S. Complete interchange at S 200th St. Provide direct access connection to Sea-Tac Airport.	-	-	-	Mid	WSDOT	Goal 4.1, 4.2, 4.7, 4.9, Policy 4.1A, 4.2C, 4.2D, 4.2F, 4.2M, 4.9B	Council Goal 6 PSRC 3A, 3B, 10B
Other Agency	MP-064	I-5 Express Toll Lanes	Pierce County Line to I-405	Convert the existing High Occupancy Volume (HOV) lanes to High Occupancy Toll (HOT) lanes and develop second HOT lane using roadway shoulders.	-	-	-	Mid	WSDOT	Goal 4.1, 4.2, 4.9, Policy 4.1A, 4.2G, 4.2I, 4.9B	PSRC 3A, 5A, 10B
Other Agency	MP-066	S 216th St	24th Ave S to International Blvd	Third and final phase of the Des Moines Gateway Project. Widen roadway to a five lane urban arterial and provide a continuous center turn lane, bicycle lanes, transit stops, curb and gutter, landscaping, and sidewalks.	-	-	-	Short	Des Moines	Goal 4.1, 4.4, 4.9, Policy 4.1A, 4.4A, 4.4D, 4.4G, 4.5D, 4.9B	PSRC 3A, 3D, 4A, 4B, 10A
Other Agency	MP-067	SR 518/Des Moines Memorial Dr Interchange Eastbound Off Ramp	SR 518 & Des Moines Memorial Dr	Burien is currently designing this first phase of improvements to the SR 518/Des Moines Memorial Dr Interchange. This phase includes construction of an off ramp from eastbound SR 518 to Des Moines Memorial Dr. Upgrade of multi-jurisdictional Lake To Sound separated trail should be included.	-	-	-	Long	WSDOT (Burien)	Goal 4.1, 4.2, 4.4, 4.9, Policy 4.1A, 4.2H, 4.4A, 4.4B, 4.4C, 4.4D, 4.4E, 4.4G, 4.9B	PSRC 3A, 3D, 4A, 4B, 10A, 10B
Other Agency	MP-068	SR 518/Des Moines Memorial Dr Interchange Westbound On Ramp	SR 518 & Des Moines Memorial Dr	This project is the second phase of improvements to the SR 518/Des Moines Memorial Dr Interchange. This phase includes construction of an on ramp from Des Moines Memorial Dr to westbound SR 518. Upgrade of multi-jurisdictional Lake To Sound separated trail should be included.	-	-	-	Long	WSDOT	Goal 4.1, 4.2, 4.4, 4.9, Policy 4.1A, 4.2H, 4.4A, 4.4B, 4.4C, 4.4D, 4.4E, 4.4G, 4.9B	PSRC 3A, 3D, 4A, 4B, 10B
Other Agency	MP-069	Federal Way Transit Extension	S 200th St to Federal Way	Sound Transit is evaluating alternatives to extend light rail from the future Angle Lake light rail station on S 200th St in SeaTac to the Federal Way Transit Center, a distance of about 7.6 miles. The current schedule includes a draft Environmental Impact Statement (EIS) and conceptual engineering by late 2014, and final EIS and preliminary engineering from early 2015 to mid 2016.	-	-	-	Mid	Sound Transit	Goal 4.1, 4.5, 4.9, Policy 4.1A, 4.5A, 4.5D, 4.5F, 4.9B, 4.9C	Council Goal 1 PSRC 3A, 3B, 5A, 10B
Other Agency	MP-070	S 170th St Roundabout	S 170th St at Doug Fox Car Rental/ New Cell Phone Waiting Lot Driveways	The Port of Seattle is planning to construct a roundabout at the intersection of S 170th St and the driveways to the New Cell Phone Waiting Lot and the Doug Fox Rental Car Facility	-	-	-	Short	Port of Seattle	Goal 4.1, 4.2, 4.7, 4.9, Policy 4.1A, 4.7A, 4.9A, 4.9B	PSRC 3A, 10B, 11A, 11B
Other Agency	MP-071	South Link/28th Ave S	Terminal Dr/Parking Garage to S 188th St	Construct new arterial connecting Sea-Tac Airport to S 188th Street. Restrict southbound left turns at 28th Ave S/S 188th St to minimize eastbound queues; put signage up directing traffic to S 192nd St. Construct sidewalks on both sides of the roadways. May also include pedestrian improvements at S 188th St (extended pedestrian crossing time or no eastbound right turn on red). Includes shared bicycle facilities.	-	-	-	Short	Port of Seattle	Goal 4.1, 4.2, 4.4, 4.7, 4.9, Policy 4.1A, 4.2D, 4.4A, 4.4C, 4.4D, 4.4E, 4.4F, 4.4G, 4.7A, 4.9A, 4.9B	Council Goal 1 PSRC 3A, 3B, 3D, 4A, 4B, 10B, 11A, 11B
Other Agency	ST-033.1	SR 518 Off Ramp Adjustment	S 154th St & 32nd Ave S	Relocate the existing SR 518 westbound off ramp to align with 32nd Ave S (as part of 154th Station Area Plan).	\$7,500,000	\$7,500,000	-	Mid	WSDOT	Goal 4.1, 4.2, 4.9, Policy 4.1A, 4.2H, 4.9B	Council Goal 4 PSRC 3A, 3B, 10B
Other Agency	ST-033.2	SR 518 Off Ramp Construction	S 154th St & International Blvd	Construct new SR 518 westbound off ramp to connect with south leg of S 154th St/International Blvd intersection for northbound and eastbound movements.	\$7,500,000	\$7,500,000	-	Mid	WSDOT	Goal 4.1, 4.2, 4.9, Policy 4.1A, 4.2H, 4.9B	Council Goal 4 PSRC 3A, 3B, 10B
Other Agency	ST-050	Des Moines Memorial Dr	SeaTac City Limit to S Normandy Park Rd	Reconstruct and widen roadway to 36 feet to provide for drainage, bicycle, and pedestrian facilities.	\$1,103,000	\$1,103,000	-	Mid	Des Moines	Goal 4.1, 4.2, 4.4, 4.9, Policy 4.1A, 4.2K, 4.4A, 4.4D, 4.4G, 4.5D, 4.9B;	Council Goal 1 PSRC 3A, 3D, 4A, 4B, 10A
Other Agency	ST-052	Des Moines Memorial Dr	S 208th St to Marine View Dr	Reconstruct and widen roadway to 36 feet to include storm drainage, bicycle lanes, landscaping, street lighting, channelization, paving, modification to overhead utility lines, curb, gutter, and sidewalks (one side).	\$5,741,000	\$5,741,000	-	Long	Des Moines	Goal 4.1, 4.2, 4.4, 4.9, Policy 4.1A, 4.2K, 4.4A, 4.4D, 4.4G, 4.5D, 4.9B	Council Goal 1 PSRC 3A, 3D, 4A, 4B, 10A
Other Agency	ST-056	Military Rd & S 200th St/I-5 Southbound Ramps	Intersection	Widen I-5 southbound off ramp to provide for a left turn lane. Reconstruct west leg to provide left, thru, and right turn lanes. Modify signal to facilitate lane changes. Remove free right turn on north leg.	\$2,230,000	\$2,230,000	-	Short	Sound Transit	Goal 4.1, 4.2, 4.9, Policy 4.1A, 4.2I, 4.9B	PSRC 3A, 10B
Other Agency	ST-132	S 208th St	International Blvd east to SR 509 & SR 509 to 34th Ave S	In conjunction with the extension of SR 509, terminate roadway either side of SR 509. Widen roadway to principal arterial standards including construction of sidewalks on both sides on eastern portion and west cul-de-sac. Includes sharrows on eastern portion only.	\$2,690,000	\$2,690,000	-	Mid	WSDOT	Goal 4.1, 4.2, 4.3, 4.4, 4.9, Policy 4.1A, 4.2C, 4.2F, 4.2N, 4.3A, 4.4A, 4.4C, 4.4D, 4.4E, 4.4G, 4.9B	Council Goal 1, 6 PSRC 3A, 3B, 3D, 4A, 4B, 10B
Other Agency	ST-133	34th Ave S	S 204th St to S 211th St	In conjunction with the SR 509 extension, construct new 28 foot wide roadway with sidewalk on one side and sharrows.	\$4,920,000	\$4,890,000	-	Mid	WSDOT	Goal 4.1, 4.2, 4.3, 4.4, 4.9, Policy 4.1A, 4.2C, 4.2F, 4.2N, 4.3A, 4.4A, 4.4D, 4.4E, 4.4G, 4.9B;	Council Goal 1, 6 PSRC 3A, 3D, 4A, 4B, 10B

**Table T-1**

**Arterial & Collector Multi-Modal Transportation Improvement Projects (Draft 5/1/2015)**

*City of SeaTac Transportation Master Plan*

Project Type	TMP ID	Project Name	Project Limits	Project Description	Total Cost (2014 \$) <sup>1</sup>	Other Agency Cost <sup>1</sup>	Remaining SeaTac Cost (2014\$) <sup>1</sup>	Relative Timing <sup>2</sup>	Lead Agency <sup>3</sup>	TE Goals & Policies	Council & PSRC Goals
Other Agency	ST-134	S 204th St	32nd Ave S to 34th Ave S	In conjunction with the SR 509 extension, widen roadway to 28 feet. Construct sidewalks on both sides. Shared roadway for bicycles	\$1,270,000	\$1,260,000	-	Mid	WSDOT	Goal 4.1, 4.2, 4.3, 4.4, 4.9, Policy 4.1A, 4.2C, 4.2F, 4.2N, 4.3A, 4.4A, 4.4C, 4.4D, 4.4E, 4.4G, 4.9B	Council Goal 1, 6 PSRC 3A, 3D, 4A, 4B, 10B
Other Agency	ST-848	Lake to Sound Trail	Des Moines Memorial Dr from S 156th St to S 188th St/ S Normandy Park Rd	This portion of the multi-jurisdictional Lake to Sound Trail projects is located in SeaTac. A bicycle and pedestrian trail would be extended south from S 156th St along Des Moines Memorial Dr to S 188th St/ S Normandy Park Rd. The improvements are being designed by King County. The Lake to Sound Trail would provided a trail connection from Lake Washington to Puget Sound.	-	-	-	Committed	King County	Goal 4.1, 4.4, 4.9, Policy 4.1A, 4.4A, 4.4B, 4.4D, 4.4E, 4.4G, 4.9B	Council Goal 1 PSRC 3A, 3D, 4A, 4B, 5A, 10A
Other Agency	ST-849	Lake to Sound Trail	Des Moines Memorial Dr from S 188th St/S Normandy Park Rd to 8th Ave S	This portion of the multi-jurisdictional Lake to Sound Trail projects is located in Burien. A bicycle/pedestrian trail would be extended south of SR 509 along Des Moines Memorial Dr to 8th Ave S. The improvements are being designed by King County. The Lake to Sound Trail would provided a trail connection from Lake Washington to Puget Sound.	-	-	-	Mid	King County	Goal 4.1, 4.4, 4.9, Policy 4.1A, 4.4A, 4.4B, 4.4D, 4.4E, 4.4G, 4.9B	Council Goal 1 PSRC 3A, 3D, 4A, 4B, 5A, 10A

**Table T-1**

**Arterial & Collector Multi-Modal Transportation Improvement Projects (Draft 5/1/2015)**

City of SeaTac Transportation Master Plan

Project Type	TMP ID	Project Name	Project Limits	Project Description	Total Cost (2014 \$)¹	Other Agency Cost¹	Remaining SeaTac Cost (2014\$)¹	Relative Timing²	Lead Agency³	TE Goals & Policies	Council & PSRC Goals
New Roadways	ST-044	S 197th St	International Blvd to 28th/24th Ave S	Construct a new three lane roadway with sidewalks to provide an additional access point to the Aviation Business Center.	\$3,660,000	-	\$3,660,000	Short	SeaTac	Goal 4.1, 4.4, Policy 4.1A, 4.2P, 4.4A, 4.4E	PSRC 3A, 3B
New Roadways	ST-131	28th/24th Ave S Extension	S 200th St to S 208th St	Construct a five lane principal arterial roadway including curb, gutter, bicycle and pedestrian facilities, storm drainage, street lighting, signalization, channelization, landscaping, and utility extensions. This project will provide a connection between Des Moines' 24th Ave S improvements at S 208th St and the existing 26th Ave S at S 200th St. This project completes the gap in the overall 28th/24th Ave S corridor which extends from S 188th St and 28th Ave S to S 216th St and 24th Ave S.	\$22,421,000	-	\$22,421,000	Committed	SeaTac	Goal 4.1, 4.2, 4.4, Policy 4.1A, 4.1B, 4.2J, 4.2P, 4.4A, 4.4C, 4.4E, 4.4G	Council Goal 1, 5 PSRC 3A, 3B, 3D, 4A, 4B
Arterial Upgrade/Widening	ST-018	Military Rd	S 188th St to I-5 south of S 200th St	Reconstruct and widen to provide for drainage, bicycle lanes and pedestrian facilities, upgrade existing signals, channelization, street lighting, continuous left turn lane, and underground overhead utilities.	\$15,860,000	-	\$15,860,000	Long	SeaTac	Goal 4.1, 4.2, 4.4, Policy 4.1A, 4.1B, 4.2J, 4.2P, 4.2R, 4.4A, 4.4C, 4.4D, 4.4E, 4.4G, 4.4H	Council Goal 1 PSRC 3A, 3D, 4A, 4B
Arterial Upgrade/Widening	ST-022	Military Rd	S 128th St to S 150th St	Reconstruct and widen to provide for drainage, bicycle lanes, and pedestrian facilities. Construct left turn lanes at high volume intersections.	\$22,480,000	-	\$22,480,000	Long	SeaTac	Goal 4.1, 4.2, 4.4, Policy 4.1A, 4.1B, 4.2J, 4.2P, 4.2R, 4.4A, 4.4C, 4.4D, 4.4E, 4.4G, 4.4H	Council Goal 1, 4 PSRC 3A, 3D, 4A, 4B
Arterial Upgrade/Widening	ST-028	Des Moines Memorial Dr	S 128th to S 136th St	Reconstruct and widen road to include storm drainage, bicycle lanes, landscaping, street lighting, channelization, signal modification, paving, and modify the overhead utility lines. Install curb, gutter, and sidewalks (one side).	\$5,500,000	-	\$5,500,000	Long	SeaTac	Goal 4.1, 4.2, 4.4, Policy 4.1A, 4.1B, 4.2J, 4.2P, 4.2R, 4.4A, 4.4C, 4.4D, 4.4E, 4.4G	Council Goal 1 PSRC 3A, 3D, 4A, 4B
Arterial Upgrade/Widening	ST-029	Des Moines Memorial Dr	SR 518 to S 156th St	Reconstruct and widen road to include storm drainage, bicycle lanes, landscaping, street lighting, channelization, signal modification, paving, and modify the overhead utility lines. Install curb, gutter, and sidewalks (one side). This project is part of the Lake To Sound Trail.	\$5,280,000	-	\$5,280,000	Long	SeaTac	Goal 4.1, 4.2, 4.4, Policy 4.1A, 4.1B, 4.2J, 4.2P, 4.2R, 4.4A, 4.4C, 4.4D, 4.4E, 4.4G	Council Goal 1 PSRC 3A, 3D, 4A, 4B
Arterial Upgrade/Widening	ST-031	Military Road S	South City Limits to S 216th St	Reconstruct and widen to provide for drainage, bicycle lanes and pedestrian facilities, upgrade existing signals, channelization, street lighting, and underground overhead utilities. Construct left turn lanes as necessary.	\$10,860,000	-	\$10,860,000	Long	SeaTac	Goal 4.1, 4.2, 4.4, Policy 4.1A, 4.1B, 4.2J, 4.2P, 4.2R, 4.4A, 4.4C, 4.4D, 4.4E, 4.4G, 4.4H	Council Goal 1 PSRC 3A, 3D, 4A, 4B
Arterial Upgrade/Widening	ST-047	Military Road S	S 208th St to S 216th St	Reconstruct and widen to provide for drainage, bicycle lanes and pedestrian facilities, upgrade existing signals, channelization, street lighting, and underground overhead utilities. Construct left turn lanes as necessary.	\$6,880,000	-	\$6,880,000	Long	SeaTac	Goal 4.1, 4.2, 4.4, Policy 4.1A, 4.1B, 4.2J, 4.2P, 4.2R, 4.4A, 4.4C, 4.4D, 4.4E, 4.4G, 4.4H	Council Goal 1 PSRC 3A, 3D, 4A, 4B
Arterial Upgrade/Widening	ST-049	Des Moines Memorial Dr	S 156th St to SeaTac City Limits/ SR 509	Reconstruct and widen road to include storm drainage, bicycle lanes, landscaping, street lighting, channelization, signal modification, paving, and modify the overhead utility lines. Install curb, gutter, and sidewalks (one side). This project connects to the Lake To Sound Trail.	\$7,230,000	-	\$7,230,000	Long	SeaTac	Goal 4.1, 4.2, 4.4, Policy 4.1A, 4.1B, 4.2J, 4.2P, 4.2R, 4.4A, 4.4B, 4.4C, 4.4D, 4.4E, 4.4G	Council Goal 1 PSRC 3A, 3D, 4A, 4B
Arterial Upgrade/Widening	ST-051	Des Moines Memorial Dr	S 194th St to S 208th St	Reconstruct and widen road to include storm drainage, bicycle lanes, landscaping, street lighting, channelization, signal modification, paving, and modify the overhead utility lines. Install curb, gutter, and sidewalks (one side).	\$7,800,000	-	\$7,800,000	Long	SeaTac	Goal 4.1, 4.2, 4.4, Policy 4.1A, 4.1B, 4.2J, 4.2P, 4.2R, 4.4A, 4.4C, 4.4D, 4.4E, 4.4G	Council Goal 1 PSRC 3A, 3D, 4A, 4B
Arterial Upgrade/Widening	ST-065	Des Moines Memorial Dr & S 200th St	Intersection	Widen to provide left turn lanes on all legs, and right turn lane on east leg. Construct traffic signal (when warranted) and channelization improvements. The improvements would be done in partnership with Des Moines.	\$1,300,000	\$1,100,000	\$200,000	Mid	SeaTac	Goal 4.1, 4.2, Policy 4.1A, 4.2R	PSRC 3A
Arterial Upgrade/Widening	ST-069	S 208th St	International Blvd to 28th/24th Ave S	Reconstruct roadway to urban principal arterial with pedestrian and separated bicycle facilities.	\$4,530,000	-	\$4,530,000	Mid	SeaTac	Goal 4.1, 4.2, 4.4, Policy 4.1A, 4.2J, 4.2P, 4.2R, 4.4A, 4.4C, 4.4D, 4.4E, 4.4G	Council Goal 1 PSRC 3A, 3B, 3D, 4A, 4B
Arterial Upgrade/Widening	ST-072	Des Moines Memorial Dr	S 136th St to SR 518	Reconstruct and widen road to include storm drainage, bicycle lanes, landscaping, street lighting, channelization, signal modification, paving, and modify the overhead utility lines. Install curb, gutter, and sidewalks (one side).	\$8,840,000	-	\$8,840,000	Long	SeaTac	Goal 4.1, 4.2, 4.4, Policy 4.1A, 4.1B, 4.2J, 4.2P, 4.2R, 4.4A, 4.4B, 4.4C, 4.4D, 4.4E, 4.4G	Council Goal 1 PSRC 3A, 3D, 4A, 4B
Arterial Upgrade/Widening	ST-077	S 200th St	Des Moines Creek Park Trail to Des Moines Memorial Dr	Widen to principal arterial standards, including curb, gutter, and pedestrian and separated bicycle facilities, associated intersection improvements, consolidation of driveways, and possible underground of overhead utility improvements. Facility will be three lanes except between Des Moines Creek Park trailhead and 14th Ave S where there will be two lanes.	\$20,510,000	-	\$20,510,000	Long	SeaTac	Goal 4.1, 4.2, 4.4, Policy 4.1A, 4.2J, 4.2P, 4.2R, 4.4A, 4.4C, 4.4D, 4.4E, 4.4G	Council Goal 1, 5 PSRC 3A, 3D, 4A, 4B
Arterial Upgrade/Widening	ST-112	Military Road	S 200th St to S 208th St	Reconstruct and widen to provide for drainage, bicycle lanes and pedestrian facilities, upgrade existing signals, channelization, street lighting, and underground overhead utilities. Construct left turn lanes as necessary.	\$15,920,000	-	\$15,920,000	Long	SeaTac	Goal 4.1, 4.2, 4.4, Policy 4.1A, 4.1B, 4.2J, 4.2P, 4.2R, 4.4A, 4.4C, 4.4D, 4.4E, 4.4G, 4.4H	Council Goal 1 PSRC 3A, 3D, 4A, 4B
Arterial Upgrade/Widening	ST-116	Military Rd & S 160th St	International Blvd to S 166th St	Reconstruct and widen to provide for drainage, bicycle lanes and pedestrian facilities, upgrade existing signals, channelization, street lighting, continuous left turn lane, and underground overhead utilities. Reconfigure the section between 24th Ave S and Military Rd from four lanes to three lanes with a two way left turn lane, bicycle lanes, and a sidewalk on the north side.	\$14,870,000	-	\$14,870,000	Mid	SeaTac	Goal 4.1, 4.2, 4.4, Policy 4.1A, 4.1B, 4.2J, 4.2P, 4.2R, 4.4A, 4.4C, 4.4D, 4.4E, 4.4G, 4.4H	Council Goal 1 PSRC 3A, 3D, 4A, 4B
Arterial Upgrade/Widening	ST-122	Military Rd	S 176th St to S 166th St	Reconstruct roadway to include a continuous center turn lane, curb, gutter, sidewalk, bicycle lanes, storm drainage, landscaping, street lighting, traffic signal at S 170th St, channelization, paving, and undergrounding aerial utility lines.	\$7,414,000	-	\$3,338,200	Committed	SeaTac	Goal 4.1, 4.2, 4.4, Policy 4.1A, 4.1B, 4.2J, 4.2P, 4.2R, 4.4A, 4.4C, 4.4D, 4.4E, 4.4G, 4.4H	Council Goal 1 PSRC 3A, 3D, 4A, 4B
Arterial Upgrade/Widening	ST-140	S 216th St	I-5 to 35th Ave S	Reconstruct roadway, install drainage, curb, gutter, sharrows, and sidewalks. Underground utility lines.	\$2,110,000	-	\$2,110,000	Long	SeaTac	Goal 4.1, 4.2, 4.4, Policy 4.1A, 4.2J, 4.2P, 4.2R, 4.4A, 4.4C, 4.4D, 4.4E, 4.4G	Council Goal 1 PSRC 3A, 3D, 4A, 4B
Arterial Upgrade/Widening	ST-160	S 200th St	28th/24th Ave S to Des Moines Creek Park Trail	Widen roadway to three lanes, including drainage, curb, gutter, sidewalks, and bicycle lanes.	\$4,250,000	-	\$4,250,000	Long	SeaTac	Goal 4.1, 4.2, 4.4, Policy 4.1A, 4.2J, 4.2P, 4.2R, 4.4A, 4.4C, 4.4D, 4.4E, 4.4G	Council Goal 1, 5 PSRC 3A, 3D, 4A, 4B

**Table T-1**

**Arterial & Collector Multi-Modal Transportation Improvement Projects (Draft 5/1/2015)**

City of SeaTac Transportation Master Plan

Project Type	TMP ID	Project Name	Project Limits	Project Description	Total Cost (2014 \$)¹	Other Agency Cost¹	Remaining SeaTac Cost (2014\$)¹	Relative Timing²	Lead Agency³	TE Goals & Policies	Council & PSRC Goals
Arterial Upgrade/Widening	ST-161	S 200th St	International Blvd to Military Rd	Reconfigure existing roadway to include one lane each direction, a two way left turn lane, and bicycle lanes.	\$240,000	-	\$240,000	Long	SeaTac	Goal 4.1, 4.2, 4.4, Policy 4.1A, 4.2J, 4.2P, 4.2R, 4.4A, 4.4E, 4.4G	Council Goal 1, 5 PSRC 3A, 3B, 3D, 4A, 4B
Arterial Upgrade/Widening	ST-162	International Blvd	S 170th St to S 188th St	Corridor study to evaluate safety improvements for collision reduction. Possible improvements assumed in cost estimates include four near-side traffic signals and pedestrian fence along the median.	\$500,000	-	\$500,000	Short	SeaTac	Goal 4.1, 4.2, 4.4, Policy 4.1A, 4.2R, 4.4A, 4.4C, 4.4F	Council Goal 1 PSRC 3A, 3B, 4C
Arterial Upgrade/Widening	ST-163	International Blvd	S 188th St to approximately 700 feet south of S 188th St	Extend northbound right turn lane when southwest corner properties redevelop.	\$540,000	-	\$540,000	Mid	SeaTac	Goal 4.1, 4.2, Policy 4.1A, 4.2B, 4.2R	Council Goal 2 PSRC 3A, 3B
Collector Upgrades	ST-015	34th Ave S	S 160th St to S 176th St	Reconstruct roadway to collector arterial standards. Construct drainage, curb, gutter, shared bicycle facilities, and sidewalks. Install traffic calming measures. Underground utility lines.	\$7,100,000	-	\$7,100,000	Long	SeaTac	Goal 4.1, 4.2, 4.4, Policy 4.1A, 4.2J, 4.2P, 4.2R, 4.4A, 4.4D, 4.4E, 4.4G	Council Goal 1 PSRC 3A, 3D, 4A, 4B
Collector Upgrades	ST-024	S 142nd/S 144th St	Des Moines Memorial Dr to 24th Ave S	Improve existing arterial to serve planned north end development. Provide sidewalks and non-motorized path. Modify traffic signal at S 144th St/Des Moines Memorial Dr.	\$10,740,000	-	\$10,740,000	Long	SeaTac	Goal 4.1, 4.2, 4.4, Policy 4.1A, 4.2J, 4.2P, 4.2R, 4.4A, 4.4D, 4.4E, 4.4G	Council Goal 1 PSRC 3A, 3D, 4A, 4B
Collector Upgrades	ST-041	S 170th St	Military Rd to 51st Ave S	Reconstruct roadway to collector arterial standards. Improvements include curb, gutter, sidewalk, shared bicycle facilities, storm drainage, landscaping, street lighting, channelization, paving, and undergrounding of utility lines.	\$3,510,000	-	\$3,510,000	Long	SeaTac	Goal 4.1, 4.2, 4.4, Policy 4.1A, 4.2J, 4.2P, 4.2R, 4.4A, 4.4D, 4.4E, 4.4G	Council Goal 1 PSRC 3A, 3D, 4A, 4B
Collector Upgrades	ST-079	S 144th St	24th Ave S to Military Rd	Reconstruct roadway to collector arterial standards. Improvements include curb, gutter, sidewalk, bicycle lanes, storm drainage, landscaping, street lighting, channelization, paving, and undergrounding of utility lines.	\$8,030,000	-	\$8,030,000	Long	SeaTac	Goal 4.1, 4.2, 4.4, Policy 4.1A, 4.2J, 4.2P, 4.2R, 4.4A, 4.4D, 4.4E, 4.4G	Council Goal 1 PSRC 3A, 3D, 4A, 4B
Collector Upgrades	ST-139	16th Ave S	S 188th St to S 192nd St	Reconstruct roadway, install drainage, curb, gutter, and sidewalks. Underground utility lines.	\$1,680,000	-	\$1,680,000	Long	SeaTac	Goal 4.1, 4.2, 4.4, Policy 4.1A, 4.2J, 4.2P, 4.2R, 4.4A, 4.4D, 4.4E	Council Goal 1 PSRC 3A, 3D, 4A, 4B
Collector Upgrades	ST-150	8th Ave S	S 186th St to S 188th St	Reconstruct roadway, install drainage, curb, gutter, and sidewalks on east side only. Underground utility lines.	\$1,350,000	-	\$1,350,000	Long	SeaTac	Goal 4.1, 4.2, 4.4, Policy 4.1A, 4.2J, 4.2P, 4.2R, 4.4A, 4.4D, 4.4E	Council Goal 1 PSRC 3A, 3D, 4A, 4B
Collector Upgrades	ST-885	24th Ave S	S 142nd St to S 154th St	Grind and overlay the existing pavement on 24th Ave S from S 142nd St to S 154th St. Replace portions of the existing storm drain within the alignment where pipe is beyond its service life. Work will include partial replacement of the existing sidewalks and curb and gutter. The existing ramps will be upgraded to current Americans with Disabilities Act (ADA) standards.	\$1,180,000	-	\$1,180,000	Committed	SeaTac	Goal 4.1, 4.2, 4.4, Policy 4.1A, 4.2J, 4.2P, 4.2R, 4.4A, 4.4D, 4.4E	Council Goal 1 PSRC 3A, 5B
Urban Center Connector	ST-125	Military Rd & S 152nd St	Military Rd from S 150th St to S 152nd St; and S 152nd St from Military Rd to International Blvd	Widen existing roadway, construct sidewalks, pavement overlay, street lighting, undergrounding of aerial utilities, landscaping, and storm drainage. Provided access and circulation improvements. Construct right turn lane on S 152nd St from Military Rd to International Blvd. These improvements support redevelopment of the S 154th St Station Area and facilities potential Military Rd closure between S 152nd St and International Blvd.	\$4,080,000	-	\$4,080,000	Short	SeaTac	Goal 4.1, 4.2, 4.4, Policy 4.1A, 4.2J, 4.2P, 4.2R, 4.4A, 4.4D, 4.4E	Council Goal 1, 4 PSRC 3A, 3B, 3D, 4A, 4B
Urban Center Connector	ST-126	S 152nd St	30th Ave S to Military Rd	Widen existing roadway and construct sidewalks, bicycle lanes, street lighting, and storm drainage. Provide access and circulation improvements for vehicle and pedestrian movements in support of redevelopment.	\$5,400,000	-	\$5,400,000	Short	SeaTac	Goal 4.1, 4.2, 4.3, 4.4, Policy 4.1A, 4.2J, 4.2P, 4.3A, 4.4A, 4.4D, 4.4E, 4.4G	Council Goal 1, 4 PSRC 3A, 3B, 3D, 4A, 4B
Urban Center Connector	ST-136	32nd Ave S	S 200th St to S 204th St	This is a City project in conjunction with the extension of SR 509. Install sidewalks, a shared bicycle facility, and neighborhood traffic calming measures.	\$1,200,000	-	\$1,200,000	Mid	WSDOT	Goal 4.1, 4.2, 4.3, 4.4, Policy 4.1A, 4.2J, 4.2P, 4.3A, 4.4A, 4.4D, 4.4E, 4.4G	Council Goal 1, 6 PSRC 3A, 3D, 4A, 4B
Urban Center Connector	ST-148	S 154th St Transit Station Area Improvements	Area generally bounded by S 152nd St, SR 518, 30th Ave S, and International Blvd	Construct new streets as envisioned in the S 154th Street Station Area Plan. Improve and create pedestrian connections. Includes closure of Military Rd between S 152nd St and S 154th St.	\$240,000	-	\$240,000	Mid	SeaTac	Goal 4.1, 4.2, 4.3, 4.4, Policy 4.1A, 4.2J, 4.2H, 4.2P, 4.3A, 4.4A, 4.4D, 4.4E, 4.4G	Council Goal 1, 4 PSRC 3A, 3B, 3D, 4A, 4B
Urban Center Connector	ST-156	S 154th St Pedestrian Grade Separation	Link to Tukwila International Blvd Station	Plan, design, and construct a grade-separated pedestrian crossing to directly link the S 154th St Station Area with the Tukwila Blvd Station.	\$10,200,000	-	\$10,200,000	Long	SeaTac	Goal 4.1, 4.4 Policy 4.1A, 4.4A, 4.4D, 4.4E, 4.5F	Council Goal 1, 4 PSRC 3A, 3B, 3D, 4A, 4B
Urban Center Connector	ST-157	32nd Ave S Improvements	S 152nd St to S 154th St	Reconstruct and widen roadway; install curb, gutter, storm drainage, bicycle lanes, and sidewalk improvements.	\$2,290,000	-	\$2,290,000	Short	SeaTac	Goal 4.1, 4.2, 4.3, 4.4, Policy 4.1A, 4.2J, 4.2H, 4.2P, 4.3A, 4.4A, 4.4D, 4.4E, 4.4G	Council Goal 1, 4 PSRC 3A, 3B, 3D, 4A, 4B
Urban Center Connector	ST-158	30th Ave S Improvements	S 152nd St to S 154th St	Reconstruct and widen roadway; install curb, gutter, storm drainage and sidewalk improvements.	\$1,740,000	-	\$1,740,000	Long	SeaTac	Goal 4.1, 4.2, 4.3, 4.4, Policy 4.1A, 4.2J, 4.2H, 4.2P, 4.3A, 4.4A, 4.4D, 4.4E	Council Goal 1, 4 PSRC 3A, 3B, 3D, 4A, 4B
Urban Center Connector	ST-164	S 154th St	32nd Ave S and SR 518 Westbound Off Ramp	Install traffic signal at new 32nd Ave S intersection. This is consistent with the S 154th St Station Area Plan.	\$910,000	-	\$910,000	Short	SeaTac	Goal 4.1, 4.2 Policy 4.1A, 4.2H	Council Goal 4 PSRC 3A, 3B
Urban Center Connector	ST-165	S 150th St & Military Rd	Intersection	Install all-way stop-control at intersection.	\$20,000	-	\$20,000	Short	SeaTac	Goal 4.1, 4.2 Policy 4.1A, 4.2R	Council Goal 4 PSRC 3A, 3B

**Table T-1**

**Arterial & Collector Multi-Modal Transportation Improvement Projects (Draft 5/1/2015)**

*City of SeaTac Transportation Master Plan*

Project Type	TMP ID	Project Name	Project Limits	Project Description	Total Cost (2014 \$) <sup>1</sup>	Other Agency Cost <sup>1</sup>	Remaining SeaTac Cost (2014\$) <sup>1</sup>	Relative Timing <sup>2</sup>	Lead Agency <sup>3</sup>	TE Goals & Policies	Council & PSRC Goals
Program	MP-033	Commute Trip Reduction Program Annual Element	Citywide	Provide for review, approval, and monitoring of the Commute Trip Reduction (CTR) programs for major employers within the City including the implementation of the City's CTR program.	\$567,000	-	\$567,000	Short	SeaTac	Goal 4.1, Policy 4.1A, 4.1B	Council Goal 1 PSRC 1A, 2B, 3A, 5A
Program	ST-833	Neighborhood Multi-Modal Transportation Improvement Program	Various locations throughout City	Annual projects to implement the Safe and Complete Streets Plan to construct pedestrian and bicycle facilities on non-arterial streets. The projects will be drawn from the Neighborhood Multi-Modal Transportation Improvement Projects table and figure.	\$122,540,000	-	\$122,540,000	Short	SeaTac	Goal 4.1, 4.3, 4.4 Policy 4.1A, 4.3A, 4.4A, 4.4B, 4.4C, 4.4D, 4.4E, 4.4F, 4.4G, 4.4H, 4.4I	Council Goal 1 PSRC 3A, 3D, 4A, 4B, 5A, 5B
Program	ST-834	Pedestrian Crossing Program	Citywide	Develop criteria for installation of rectangular rapid flashing beacons at pedestrian crossings.	\$1,050,000	-	\$1,050,000	Short	SeaTac	Goal 4.1, 4.4 Policy 4.1A, 4.4A, 4.4C, 4.4F	Council Goal 1 PSRC 1B, 3A, 3D, 4A, 4B
Program	ST-885	Maintenance, Operations, and Administration	Citywide	Address maintenance needs, including, but not limited to, the repair, rehabilitation, or replacement of roadways, walkways, trails, and other facilities maintained by the City. Also addresses spot safety programs and includes signing/wayfinding for auto, freight, and non-motorized modes as well as speed control, markups, signing, illumination, and other related items.	\$102,930,000	-	\$102,930,000	Short	SeaTac	Goal 4.1, 4.2, 4.3, Policy 4.1A, 4.2M, 4.2O, 4.2R, 4.2S, 4.2T, 4.2U	Council Goal 1, 3 PSRC 1D, 3A
Program	ST-886	Annual Street Overlays & Preservation Program	Citywide	Maintain and preserve the integrity of the City's existing roadway surfaces through a combination of repair to major pavement failures, crack sealing of existing pavements to extend their usable life, and overlay pavements that are structurally declining.	\$15,750,000	-	\$15,750,000	Short	SeaTac	Goal 4.1, Policy 4.1A, 4.2S	Council Goal 1 PSRC 1D, 3A
Program	ST-887	Intelligent Transportation Systems (ITS) Program	Citywide	Implement Intelligent Transportation Systems Program to improve signal coordination and management, transit signal priority, roadway monitoring and response, ITS device management, and data collection. System could include communications equipment, traffic signal equipment, video surveillance and monitoring, video detection, or a satellite traffic management center.	\$5,000,000	-	\$5,000,000	-	SeaTac	Goal 4.1, 4.2, Policy 4.1A, 4.2T	PSRC 1D, 3A

Notes:

1. 2014 planning level cost estimates
2. Relative Timing categories are as follows: Committed & Short (2015-2020), Mid (2021-2027), Long (2028-2035+)
3. WSDOT = Washington State Department of Transportation



**Table T-2**

**Neighborhood Multi-Modal Transportation Improvement Projects (Draft 5/1/2015)**

Project Moves Up in Time Frame with \$1 Million/Yr to \$1.5 Million/Yr

City of SeaTac Transportation Master Plan

Project Type	TMP ID	Project Name	Project Limits	Project Description	SeaTac Cost (2014\$) <sup>1</sup>	Relative Timing <sup>2</sup>	Lead Agency	Goals & Policies
Neighborhood	ST-831	37th Ave S	S 166th St to S 172nd St	Construct new sidewalk on both sides of the street, with curb, gutter, storm drainage, retaining walls, and fencing.	\$803,000	Committed	SeaTac	
Neighborhood	ST-831	40th Ave S	S 166th St to S 170th St	Construct new sidewalk on both sides of the street, with curb, gutter, storm drainage, retaining walls, and fencing.	\$803,000	Committed	SeaTac	
Neighborhood	ST-832	32nd Ave S	S 188th St to S 192nd St	Construct new pedestrian facility.	\$978,500	Short	SeaTac	
Neighborhood	ST-N1	24th Ave S	S 152nd St to S 154th St	Construct new pedestrian facility and new bicycle lane.	\$893,700	Short	SeaTac	
Neighborhood	ST-N10	S 188th St	Military Rd to 46th Ave S	Improve existing pedestrian facility.	\$470,900	Short	SeaTac	
Neighborhood	ST-N14	46th Ave S	S 188th St to Military Rd	Construct new pedestrian facility and new shared bikeway.	\$1,439,500	Short-Mid	SeaTac	
Neighborhood	ST-N2	30th Ave S/31st Ave S	S 211th St to S 216th St	Construct new shared bikeway.	\$53,400	Short	SeaTac	
Neighborhood	ST-N3	38th Ave S/S 179th St	S 176th St to 42nd Ave S	Construct new shared bikeway.	\$49,000	Short	SeaTac	
Neighborhood	ST-N4	42nd Ave S	S 176th St to S 188th St	Construct new shared bikeway.	\$102,000	Short	SeaTac	
Neighborhood	ST-N6	8th Ave S	Des Moines Memorial Dr to S 187th Ln	Improve existing pedestrian facility.	\$670,000	Short	SeaTac	
Neighborhood	ST-N7	S 142nd St	24th Ave S to 29th Ave S	Construct new shared bikeway.	\$42,000	Short	SeaTac	
Neighborhood	ST-N8	S 188th St	28th Ave S to International Blvd	Construct new shared bikeway.	\$15,000	Short	SeaTac	
Neighborhood	ST-N9	S 188th St	Existing SR 509 Ramps to Des Moines Memorial Dr	Construct new shared bikeway.	\$32,000	Short	SeaTac	
Neighborhood	ST-084	40th Ave S	S 170th St to S 176th St	Reconstruct roadway to provide for drainage and pedestrian facilities. Improvements could include curb, gutter, sidewalk, shared bicycle facilities, storm drainage, landscaping, street lighting, channelization, paving, signalizations, and undergrounding of utility lines	\$4,020,000	Short	SeaTac	
Neighborhood	ST-N12	35th Ave S	S 166th St to S 168th St	Improve existing pedestrian facility.	\$304,000	Short-Mid	SeaTac	
Neighborhood	ST-N13	37th Ave S	S 188th St to S 192nd St	Construct new shared bikeway.	\$34,000	Short-Mid	SeaTac	
Neighborhood	ST-N15	S 138th St	24th Ave S to Military Rd	Construct new shared bikeway.	\$50,000	Short-Mid	SeaTac	
Neighborhood	ST-N25	S 179th St	Military Rd to 51st Ave S	Improve existing pedestrian facility.	\$489,000	Mid-Long	SeaTac	
Neighborhood	ST-N5	46th Ave S	S 176th St to S 182nd St	Construct new shared bikeway.	\$59,000	Short-Mid	SeaTac	
Neighborhood	ST-141	32nd Ave S	S 170th St to S 176th St	Reconstruct roadway, construct drainage, curb, gutter, sharrows, and sidewalks.	\$1,485,000	Mid-Long	SeaTac	
Neighborhood	ST-N11	32nd Ave S	S 166th St to S 170th St	Construct new pedestrian facility and undefined separated bicycle facility until dead end of 32nd Ave S. Construct new shared-use path from dead end to S 170th St.	\$1,942,000	Short-Mid	SeaTac	
Neighborhood	ST-N16	S 188th St	International Blvd to Military Rd	Construct new separated bikeway.	\$5,231,000	Mid-Long	SeaTac	
Neighborhood	ST-N17	16th Ave S	S 144th St to S 146th St	Construct new separated bikeway and new pedestrian facility.	\$868,000	Long	SeaTac	
Neighborhood	ST-N18	28th Ave S	S 188th St to S 200th St	Construct new shared bikeway.	\$135,000	Long	SeaTac	
Neighborhood	ST-N19	30th Ave S	S 200th St to S 204th St	Improve existing pedestrian facility.	\$623,000	Long	SeaTac	
Neighborhood	ST-N20	32nd Ave S	S 161st St/International Blvd to S 166th St	Construct new shared bikeway.	\$39,000	Long	SeaTac	
Neighborhood	ST-N21	51st Ave S	S 166th St to S 172nd St	Construct new shared bikeway from S 160th St to S 170th St and new pedestrian facility.	\$1,376,000	Long	SeaTac	
Neighborhood	ST-N22	S 152nd St	29th Ln S to 30th Ave S	Construct new pedestrian facility.	\$292,000	Long	SeaTac	
Neighborhood	ST-N23	S 168th St	34th Ave S to Military Rd	Improve existing pedestrian facility.	\$1,069,000	Long	SeaTac	
Neighborhood	ST-N24	S 172nd St	32nd Ave S to 51st Ave S	Construct new pedestrian facility.	\$3,966,000	Long	SeaTac	
Neighborhood	ST-N26	S 192nd St	International Blvd to 37th Ave S	Improve existing pedestrian facility from International Blvd to 32nd Ave S and construct new shared bikeway.	\$983,000	Long	SeaTac	
Neighborhood	ST-N27	S 204th St	28th Ave S to 32nd Ave S	Construct new shared bikeway and improved pedestrian facility from 30th Ave S to 32nd Ave S.	\$637,000	Long	SeaTac	
Neighborhood	ST-N28	13th Ave S	S 200th St to S 208th St	Construct new shared bikeway.	\$68,000	Long	SeaTac	
Neighborhood	ST-N29	24th Ave S	S 128th St to S 136th St	Construct new separated bikeway.	\$2,278,000	Long	SeaTac	
Neighborhood	ST-N30	24th Ave S	S 136th St to S 152nd St	Construct new bicycle lane.	\$4,574,000	Long	SeaTac	
Neighborhood	ST-N31	28th Ave S	S 200th St to S 204th St	Construct new shared bikeway.	\$44,000	Long	SeaTac	

**Table T-2**

**Neighborhood Multi-Modal Transportation Improvement Projects (Draft 5/1/2015)**

Project Moves Up in Time Frame with \$1 Million/Yr to \$1.5 Million/Yr

*City of SeaTac Transportation Master Plan*

Project Type	TMP ID	Project Name	Project Limits	Project Description	SeaTac Cost (2014\$) <sup>1</sup>	Relative Timing <sup>2</sup>	Lead Agency	Goals & Policies
Neighborhood	ST-N32	28th Ave S	S 205th St to S 208th St	Construct new separated bikeway.	\$782,000	Long	SeaTac	
Neighborhood	ST-N33	29th Ave S	S 138th St to S 146th St	Construct new shared bikeway and new pedestrian facility between S 144th St and S 146th St.	\$1,991,000	Long	SeaTac	
Neighborhood	ST-N34	32nd Ave S	S 176th St to S 180th Pl	Construct new separated bikeway and improved intermittent pedestrian facility.	\$1,547,000	Long	SeaTac	
Neighborhood	ST-N35	32nd Ave S/S 198th St	S 200th St to Military Rd	Construct new pedestrian facility.	\$1,880,000	Long	SeaTac	
Neighborhood	ST-N36	35th Ave S	S 192nd St to S 194th St	Construct new pedestrian facility.	\$355,000	Long	SeaTac	
Neighborhood	ST-N37	36th Ave S	38th Ave S to S 188th St	Construct new separated bikeway.	\$370,000	Long	SeaTac	
Neighborhood	ST-N38	39th Ave S	S 192nd St to S 194th St	Construct new pedestrian facility.	\$396,000	Long	SeaTac	
Neighborhood	ST-N39	42nd Ave S	S 160th St to Military Rd	Construct new separated bikeway and improved pedestrian facility.	\$1,402,000	Long	SeaTac	
Neighborhood	ST-N40	8th Ave S	S 192nd St to S 194th St	Improve existing pedestrian facility.	\$461,000	Long	SeaTac	
Neighborhood	ST-N41	Bow Lake Mobile Home Trail	32nd Ave S to 36th Ave S	Construct new shared use path.	\$4,222,000	Long	SeaTac	
Neighborhood	ST-N42	Des Moines Memorial Dr	S 188th St to 12th Ave S	Improve existing pedestrian facility.	\$150,000	Long	SeaTac	
Neighborhood	ST-N43	Des Moines Memorial Dr	West City Limits to 16th Ave S	Construct new separated bikeway and new pedestrian facility (NB 509 on ramp to 16th Ave S).	\$2,101,000	Long	SeaTac	
Neighborhood	ST-N44	Military Rd	S 186th St to S 188th St	Construct new separated bicycle facility from I-5 southbound off ramp to S 188th St and improved pedestrian facility.	\$1,632,000	Long	SeaTac	
Neighborhood	ST-N45	Military Rd	South City Limits to Veterans Dr/ S 228th St	Improve existing pedestrian facility.	\$343,000	Long	SeaTac	
Neighborhood	ST-N46	S 128th St	Des Moines Memorial Dr to Military Rd	Construct new separated bikeway.	\$3,066,000	Long	SeaTac	
Neighborhood	ST-N47	S 135th St	24th Ave S to Military Rd	Construct new pedestrian facility.	\$1,317,000	Long	SeaTac	
Neighborhood	ST-N48	S 136th St	Des Moines Memorial Dr to 24th Ave S	Construct new bicycle lane.	\$2,529,000	Long	SeaTac	
Neighborhood	ST-N49	S 146th St	24th Ave S to Military Rd	Construct new separated bikeway and new pedestrian facility.	\$4,159,000	Long	SeaTac	
Neighborhood	ST-N50	S 146th St	16th Ave S to 24th Ave S	Construct new separated bikeway and improved pedestrian facility from 16th Ave S to west boundary of water tower field.	\$2,968,000	Long	SeaTac	
Neighborhood	ST-N51	S 148th St	24th Ave S to Military Rd	Improve existing pedestrian facility.	\$1,516,000	Long	SeaTac	
Neighborhood	ST-N52	S 150th St	24th Ave S to Military Rd	Construct new pedestrian facility.	\$2,457,000	Long	SeaTac	
Neighborhood	ST-N53	S 152nd St	24th Ave S to 30th Ave S	Construct new separated bikeway.	\$1,836,000	Long	SeaTac	
Neighborhood	ST-N54	S 160th St	Air Cargo Rd to 42nd Ave S	Construct new separated bikeway and new pedestrian facility from Airport Expressway to International Blvd.	\$2,329,000	Long	SeaTac	
Neighborhood	ST-N55	S 160th St	Military Rd to 42nd Ave S	Construct new separated bikeway.	\$1,055,000	Long	SeaTac	
Neighborhood	ST-N56	S 162nd St	34th Ave S to Military Rd	Construct new pedestrian facility.	\$973,000	Long	SeaTac	
Neighborhood	ST-N57	S 164th St	34th Ave S to Military Rd	Construct new pedestrian facility.	\$1,447,000	Long	SeaTac	
Neighborhood	ST-N58	S 166th St	International Blvd to 51st Ave S	New sidewalk construction, sidewalk reconstruction between 32nd and 37th. Undefined separated bikeway from International Blvd to 32nd Ave S and undefined shared bikeway from 32nd Ave S to 51st Ave S.	\$14,699,000	Long	SeaTac	
Neighborhood	ST-N59	S 168th St	Military Rd to 51st Ave S	Construct new pedestrian facility.	\$1,752,000	Long	SeaTac	
Neighborhood	ST-N60	S 170th St	Airport Expressway Southbound Off Ramp to International Blvd	Construct new separated bikeway.	\$1,178,000	Long	SeaTac	
Neighborhood	ST-N61	S 170th St	51st Ave S to 53rd Ave S	Improve existing pedestrian facility.	\$391,000	Long	SeaTac	
Neighborhood	ST-N62	S 173rd St	32nd Ave S to Military Rd	Construct new pedestrian facility.	\$2,854,000	Long	SeaTac	
Neighborhood	ST-N63	S 175th St	32nd Ave S to 42nd Ln S	Improve existing pedestrian facility.	\$1,267,000	Long	SeaTac	
Neighborhood	ST-N64	S 176th St	International Blvd to East City Limits	Construct new separated bikeway.	\$6,715,000	Long	SeaTac	
Neighborhood	ST-N65	S 182nd St	36th Pl S to Military Rd	Construct new separated bicycle facility 42nd Ave to Military Rd and improved pedestrian facility.	\$4,311,000	Long	SeaTac	
Neighborhood	ST-N66	S 186th St	48th Ave S to Military Rd	Improve existing pedestrian facility.	\$272,000	Long	SeaTac	
Neighborhood	ST-N67	S 188th St	16th Ave S to West End of Tunnel	Construct new separated bikeway and new pedestrian facility.	\$1,568,000	Long	SeaTac	

## Table T-2

### Neighborhood Multi-Modal Transportation Improvement Projects (Draft 5/1/2015)

Project Moves Up in Time Frame with  
\$1 Million/Yr to \$1.5 Million/Yr

#### City of SeaTac Transportation Master Plan

Project Type	TMP ID	Project Name	Project Limits	Project Description	SeaTac Cost (2014\$) <sup>1</sup>	Relative Timing <sup>2</sup>	Lead Agency	Goals & Policies
Neighborhood	ST-N68	S 192nd St	24th Ave S to 28th Ave S	Improve existing pedestrian facility.	\$495,000	Long	SeaTac	
Neighborhood	ST-N69	S 192nd St	37th Ave S to 39th Ave S	Construct new pedestrian facility.	\$498,000	Long	SeaTac	
Neighborhood	ST-N70	S 192nd St	28th Ave S to International Blvd	Construct new separated bikeway.	\$594,000	Long	SeaTac	
Neighborhood	ST-N71	S 192nd St	8th Ave S to Des Moines Memorial Dr	Improve existing pedestrian facility.	\$1,256,000	Long	SeaTac	
Neighborhood	ST-N72	S 194th St	30th Ave S to 33rd Ave S	Construct new pedestrian facility.	\$1,377,000	Long	SeaTac	
Neighborhood	ST-N73	SR 509	Des Moines Memorial Dr to Des Moines Memorial Dr/S 188th St	Construct new shared use path.	\$7,228,000	Long	SeaTac	

Notes:

1. 2014 planning level cost estimates based on a generalized cost per foot.
2. Relative Timing categories are based on a funding level of \$1 million per year and are as follows: Committed & Short (2015-2020), Short-Mid (2021-2027), Mid-Long (2028-2035), Long (2036+).