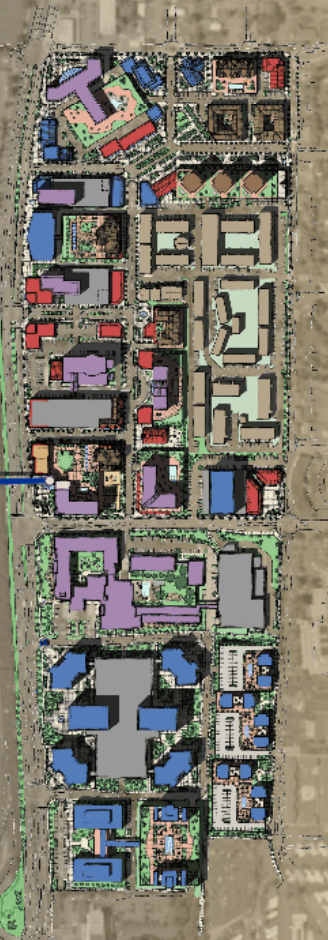


SEATAC/AIRPORT STATION AREA ACTION PLAN

City of SeaTac



December, 2006



**SEATAC/AIRPORT
STATION AREA ACTION PLAN
CITY OF SEATAC, WASHINGTON**

Prepared by

MAKERS Architecture + Urban Design

and

City of SeaTac
Department of Planning & Community Development

Adopted by SeaTac City Council
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Introduction

Light Rail Is Coming to SeaTac!

Sound Transit, a regional transit service connecting King, Pierce and Snohomish counties, is bringing light rail to the City of SeaTac. There are currently two stations planned in or near the City: a station at the southeast corner of International Blvd. and Southcenter Blvd./S. 154th St.; and, a station at SeaTac City Center and Sea-Tac International Airport, just northwest of the intersection of International Blvd. and S. 176th St.



Figure 1. Link light rail in Tacoma, WA.

Two Stations to Serve SeaTac

Outside of Seattle and Tacoma, the City of SeaTac is the only city that will be immediately served by more than one Link light rail station.

Construction of these two stations will create significant opportunities for the City of SeaTac by opening connections both to and from the Seattle area. Based on the experience of other places, these new stations are expected to bring new development and redevelopment. As such, the City sees this as a prime opportunity to encourage redevelopment of the areas surrounding the stations to achieve goals set forth in both the City's Comprehensive Plan and City Center Plan. These plans envision lively commercial and residential districts that provide attractive walkable neighborhoods and include a variety of shops, services and places to gather.



Figure 2. SeaTac/Airport Station Area

Station Area Action Plan

This Station Area Action Plan focuses on properties adjacent to the SeaTac/Airport Link light rail station. For the purposes of this plan, the area surrounding each station is referred to as a station area. Each station area is defined by a rough quarter-mile radius from each station, which is generally considered a comfortable walking distance.

The SeaTac/Airport Station Area is approximately 82 acres and is located within SeaTac's City Center. It is bounded on the north by S. 170th St., on the east by 32nd Ave. S., and on the west by International Blvd. The southern border is marked by the south boundary of the Kilroy Office Towers parcel.

The purpose of this Action Plan is to encourage transit- and pedestrian-friendly redevelopment of this station area by providing citizens, business owners, property owners, Sound Transit, and the City with up-to-date market information, feasible land use alternatives, appropriate capital investments, and opportunities for joint public-private partnerships.



Sound Transit's light rail project at Seattle-Tacoma Airport: 1. pick-up/drop-off area; 2. pedestrian bridge; 3. SeaTac/Airport Station; 4. elevated guideway; 5. airport expressway relocation.

Figure 3. Rendering of SeaTac/Airport Station.

(Courtesy of Sound Transit.)

SeaTac Vicinity Map with Stations and Station Areas

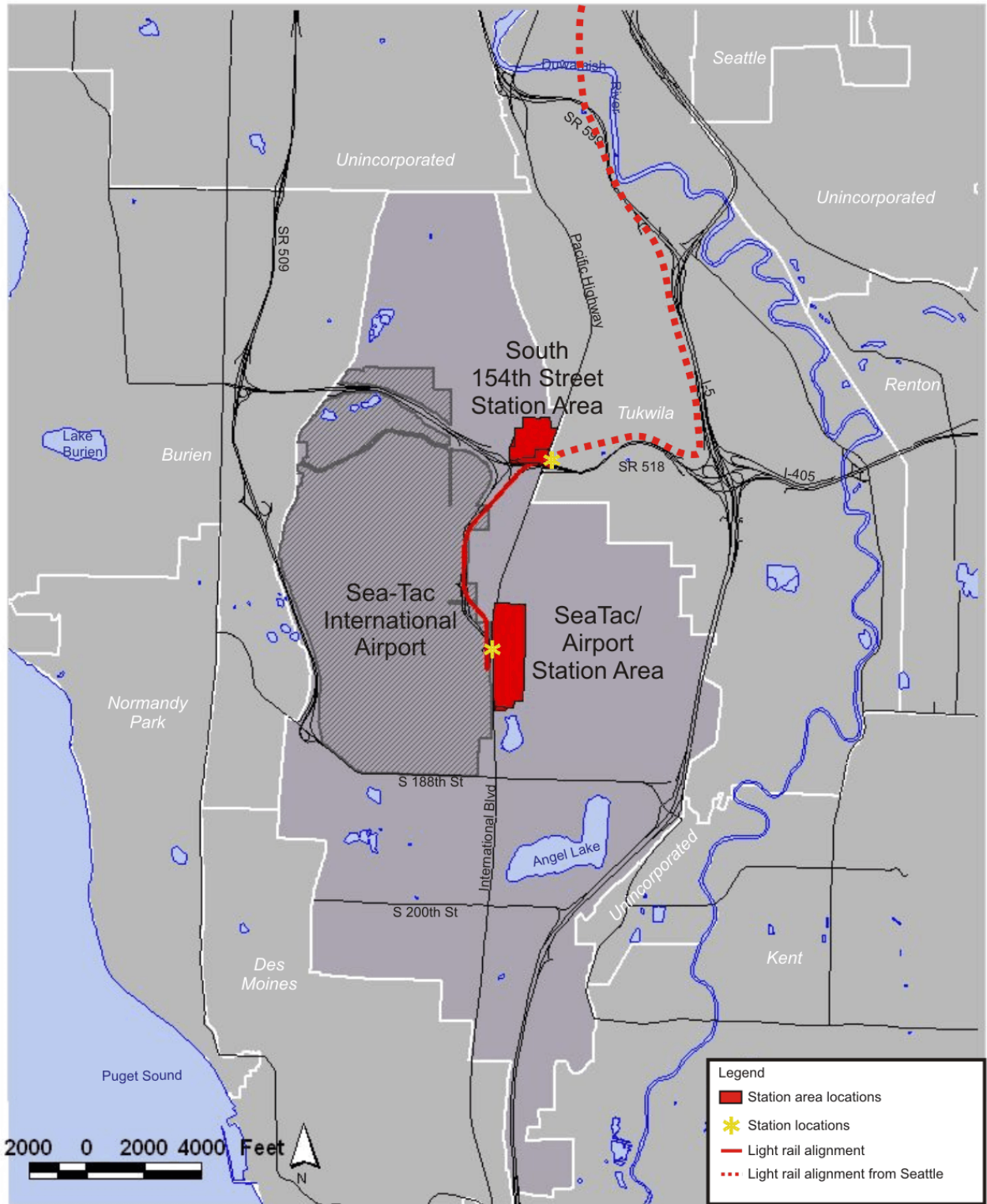


Figure 4. SeaTac Vicinity Map with Stations and Station Areas.

A Brief History of SeaTac



Figure 5. Sea-Tac International Airport opening ceremonies circa 1949.

(Courtesy of HistoryLink.org.)



Figure 6. 1970s postcard of SeaTac's Holiday Inn.

(Courtesy of HistoryLink.org.)



Figure 7. Aerial view of SeaTac today (2006).



Figure 8. SeaTac City Hall (2006).

The first permanent European-American homesteaders settled in the SeaTac area in 1872. A beautiful valley with large trees, two streams and fertile land, along with two roads running through the area and construction of the first transcontinental railroad to Puget Sound, brought a wave of farmers to the area in the late 1890s. Traffic through the area, along with related gas, food and lodging establishments, increased in 1928 with construction of Highway 99.

After the attack on Pearl Harbor, the four airfields that existed in the region were clogged with military flights, prompting the federal government to plead for a new regional airport. In 1942, the Port of Seattle selected the fledgling Bow Lake airstrip, completed less than a year prior, as the location for a new regional airport. Sea-Tac International Airport was dedicated in 1944, and was immediately taken over for military flights, with limited civilian flights beginning a year later. A modern terminal building was opened in 1949.

Construction of the airport drew a boom of new residents to the area, which quickly tripled its population, becoming a bedroom community for Boeing and airport employees. However, in the 1960s, regional through-traffic on Highway 99 was diverted to the new Interstate 5. This, together with expansion of the airport and accompanying noise levels, contributed to an economic downturn in the area around Highway 99.

In 1990, residents of the communities surrounding Sea-Tac Airport, frustrated by low quality development and crime in the area and their inability to directly do something about it, voted to incorporate the City of SeaTac. One of the new city's first moves was to improve the character of Highway 99 by changing its name to "International Boulevard" within the city limits, increasing police patrols and installing sidewalks and landscaping. As a result, crime along the corridor decreased dramatically. (Dorpat and Crowley 2003)

SeaTac today is a vibrant community of approximately 25,000 residents, and is economically strong, environmentally sensitive, and people-oriented.

Sound Transit Link Light Rail

Sound Transit's Central Link light rail project broke ground in November 2003. The initial segment of the line, scheduled to open in July 2009, will extend 14 miles from Westlake Center in downtown Seattle south to the intersection of International Blvd. and S. 154th St./Southcenter Blvd., just north of the Sea-Tac International Airport. This initial segment will be extended to the SeaTac City Center and airport by December 2009.

Link Light Rail Stations Serving the City of SeaTac

The two planned stations located in or near the City of SeaTac are further described below:

- Tukwila International Blvd. Station**
(S. 154th St. Station)

This station, located at the southeast corner of the intersection of International Blvd. and S. 154th St./Southcenter Blvd., will be elevated with side platforms and feature a 600-space park-and-ride lot. Until construction of the SeaTac/Airport Station is completed, every train at the S. 154th St. Station will be met by a free shuttle to the airport. The project expects 2,600 daily boardings by 2020 at this station with an approximate travel time to downtown Seattle of a half hour. Construction is currently underway and the station is scheduled to open in July 2009.

Link light rail



Figure 9. Project map of Sound Transit Link light rail. (Courtesy of Sound Transit.)



Figure 10. Rendering of the Tukwila International Boulevard Station. (Courtesy of Sound Transit.)



Figure 11. Rendering of the SeaTac/Airport Station.
(Courtesy of Sound Transit.)



Figure 12. Rendering of the public plaza at the SeaTac/Airport Station.

- **SeaTac/Airport Station**

Sound Transit, the Port of Seattle and the City of SeaTac reached an agreement to extend light rail to the SeaTac City Center and Sea-Tac International Airport in 2005. The SeaTac/Airport Station, which will be located at the northeast corner of the Airport parking garage just to the northwest of the intersection of International Blvd. and S. 176th St., will be an elevated platform with a direct 1,000-foot long pedestrian connection to the Airport's ticket counters and a pedestrian bridge across International Blvd. to the City Center.

The project expects 3,000 daily boardings by 2020 at this station with an approximate travel time to downtown Seattle of 33 minutes. Construction is expected to begin in 2007, and the station is scheduled to open in December 2009, in time for the 2010 Olympics in Vancouver, B.C.

At the request of the City, Sound Transit is planning to construct a kiss-and-ride (passenger pick up and drop off area) on the northeast corner of International Blvd. and S. 176th St., with a pedestrian bridge crossing International Blvd. to the SeaTac/Airport Station. Sound Transit will also construct a public plaza on the northeast corner of S. 176th St. and International Blvd. The kiss-and-ride and pedestrian bridge facilities (including pedestrian bridge elevator building) will be integrated with other amenities planned for the new plaza, including public art.

Existing Conditions

This section describes existing physical conditions in the SeaTac/Airport Station Area, including the following topics:

- **The Built Environment**
 - Land uses

- **The Pedestrian Environment**
 - Pedestrian amenities
 - Topography
 - Noise
 - Views

- **The Automobile Environment**
 - Roadways
 - Vehicular circulation
 - Traffic
 - Access to properties
 - Parking availability



Figure 13. Surface parking and hotels are two of the dominant land uses in the SeaTac/Airport Station Area.



Figure 14. Limited existing retail in the SeaTac/Airport Station Area translates into exciting opportunities for additional development incorporating retail uses.

The Built Environment

This Action Plan attempts to address many of the deficiencies in the existing Built Environment. Please see the chapter on Action Steps for a list of planned improvements.

- **Land Uses**

Land use in the station area is currently dominated by commercial parking operations on surface lots, hotels and motels, and offices, with these three uses making up four-fifths of total parcel land area. These uses, along with minor retail/service, line the eastern edge of International Blvd. The western edge of 32nd Ave. S. is occupied by commercial parking, multi-family, retail/service, hotel/motel and office uses.



Figure 15. Surface parking and hotels are two of the dominant land uses in the SeaTac/Airport Station Area.



Figure 16. The interior courtyard at the Hilton Hotel/Conference Center.

Table 1. Current Land Uses in the SeaTac/Airport Station Area

Land Use	Acres	% of Total
Commercial Parking	21.7	29.8%
Hotel/Motel	20.9	28.7%
Office	16.5	22.6%
Multi-family	10.8	14.8%
Retail/Service	1.9	2.6%
Business Parking	0.7	1.0%
Public/Institutional	0.5	0.6%
TOTAL (excluding Right Of Way)	72.9	100.1¹

¹ The total appears as 100.1 due to rounding of decimals to the tenth place.

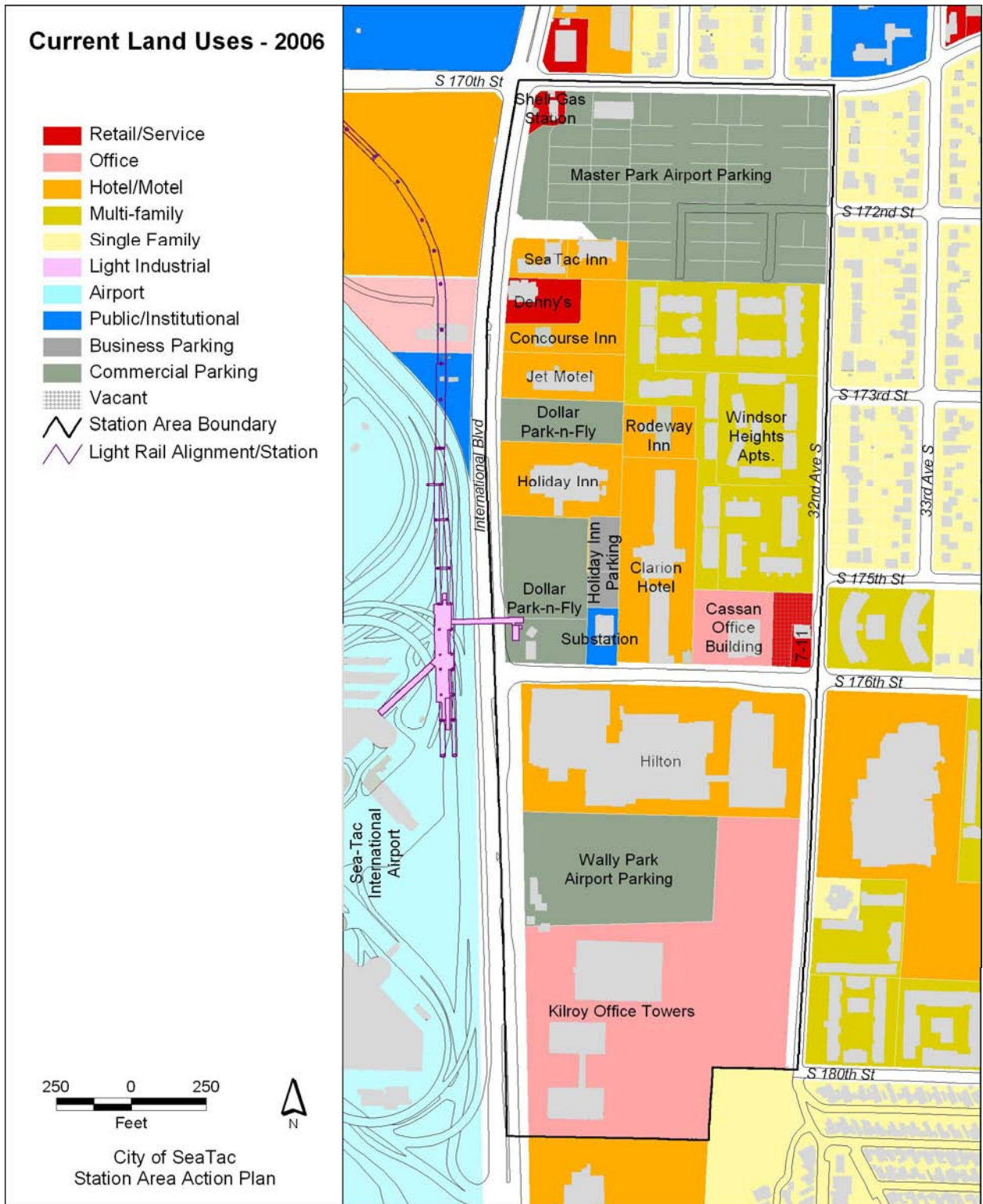


Figure 17. Current land uses in the SeaTac/Airport Station Area (2006).

The Pedestrian Environment

This Action Plan attempts to address many of the deficiencies in the existing Pedestrian Environment. Please see the chapter on Action Steps for a list of planned improvements.

- **Pedestrian Characteristics**

Paved sidewalks with curbs line most major streets in the station area, including International Blvd., S. 176th St. and S. 170th St. There are also ample street trees along International Blvd., making it more visually appealing. Despite the fact that this is a state highway with high traffic volume and buildings set back from the street, the sidewalk and street trees make International Blvd. safe and inviting to pedestrians. Pedestrian amenities on 32nd Ave. S. are varied, with intermittent sidewalks and gravel shoulders south of S. 176th St., and either gravel shoulders or no sidewalks at all north of S. 176th St. All signalized intersections along International Blvd. and at the intersection of S. 176th St. and 32nd Ave. S. have push-button pedestrian actuation for walk signals. The width of International Blvd. requires longer walk cycle times than currently exist to allow pedestrians to safely cross. Along 32nd Ave. S. there are no mid-block crosswalks.

- **Topography**

Topography in the station area is relatively flat on the western side, with a steep slope running uphill to the east from International Blvd. to 32nd Ave. S. Along S. 176th St. the slope is steepest (ten percent grade). Much of the station area drains towards Bow Lake and its surrounding low lying wetlands, and eventually into Des Moines Creek. The land generally slopes down from east to west providing good view opportunities for some sites to look west across the airport to the Olympic Mountains beyond.



Figure 18. Most sidewalks along International Blvd. have street trees, with a small portion also having a wide planting strip.



Figure 19. Gravel shoulder and speed bumps along 32nd Ave S north of S. 176th St.

- **Views**

The site offers views to the west of the airport and of the Olympic Mountains along the western edge of the Windsor Heights Apartments site and along portions of 32nd Ave. S. Views to the east to the Cascade Mountains and Mount Rainier may be possible from the top floors of buildings constructed to maximum allowable height in the station area.

- **Noise**

Along International Blvd., noise on a typical workday is a mixture of vehicles and departing aircraft. However, noise contours show greater impact north and south of the airport, with little impact in this station area (east of the airport.)



Figure 20. Views of the Olympic Mountains and SeaTac Airport are limited at ground-level. See two photos above.

The Automobile Environment

This Action Plan attempts to address many of the deficiencies in the existing Automobile Environment. Please see the chapter on Action Steps for a list of planned improvements.

- **Roadways**

International Blvd. is a six-lane roadway with a partially treed median, a southbound high-occupancy vehicle (HOV) lane, and turning lanes at all signalized intersections. The speed limit is 40 mph. Turning movements are restricted along much of International Blvd. with u-turns allowed at most signalized intersections. S. 170th St. is a two-lane roadway with turn-lanes at International Blvd. S. 176th St. is a three-lane roadway with turn-lanes at both International Blvd. and 32nd Ave. S., which is a two-lane roadway.



Figure 21. Looking north along International Blvd. just south of S. 176th St.

- **Vehicular Circulation**

North/south circulation in the area is limited to International Blvd. and 32nd Ave. S., and 32nd Ave. S. runs only from S. 180th St. to S. 170th St. East-west circulation is only available along S. 170th St. and S. 176th St. Along International Blvd., intersections are signalized, including left turns. The intersection of 32nd Ave. S. and S. 176th St. is also signalized. As traffic volumes on International Blvd. increase mid-block driveways that currently have left turns could be further restricted.



Figure 22. Looking north along International Blvd. just south of S. 170th St.

- **Traffic**

Traffic in the station area tends to be moderate and occurs primarily along International Blvd. The S. 170th St. and S. 176th St. intersections with International Blvd. currently operate at level-of-service (LOS) C.



Figure 23. Looking west along S. 176th St. toward the airport.

- **Access to Properties**

Access to parcels in the eastern part of the station area are from private easements either from S. 176th St. or International Blvd. These substandard driveway-like access easements have limited visibility from the major streets. Access to properties in the station area south of S. 176th St. is limited to International Blvd., as there is a steep slope that essentially blocks access from 32nd Ave. S. Access to some International Blvd. properties for southbound travelers is problematic because of restricted left hand turning movements. Limited access precludes more intensive development of many of the parcels of land within the station area. This plan attempts to resolve these issues.

- **Parking Availability**

Most parking in the project area is pay parking for airport travelers or hotel patrons. Lucrative park-and-fly operations limit availability of parking for other uses and potentially discourage retail or other more intensive uses. There is limited on-street parking available on 32nd Ave. S.



Figure 24. The Hilton Hotel Conference Center and parking garage.

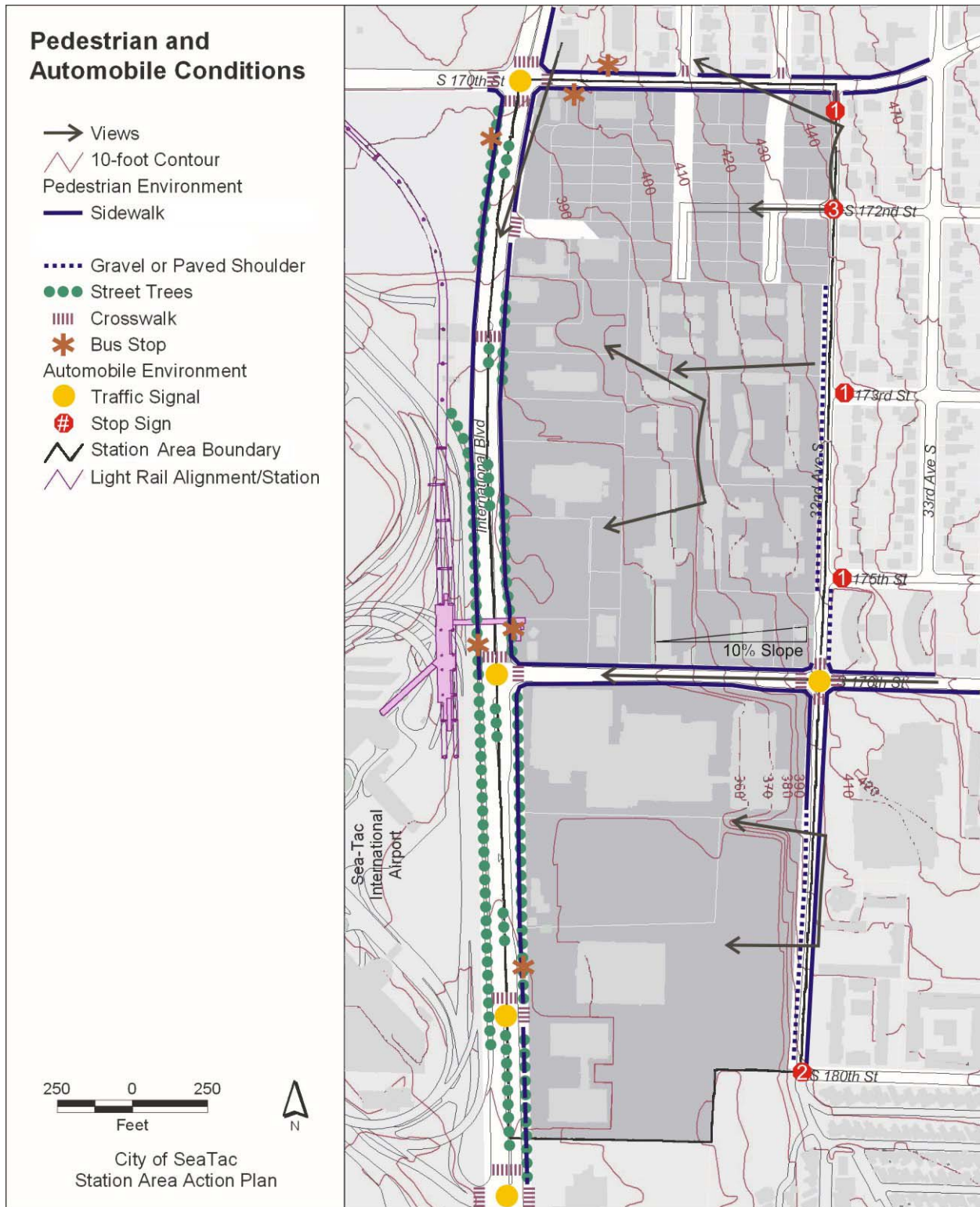


Figure 25. Pedestrian and automobile conditions in the SeaTac/Airport Station Area (2006).

Redevelopment Potential

SeaTac/Airport Station Area Redevelopment Potential

The SeaTac/Airport Light Rail Station will not only enhance the transit experience for area commuters, it will provide significant opportunities for the 82-acre SeaTac/Airport Station Area by bringing an anticipated additional 3,000 people daily to the area by 2020. This regular influx of potential station area shoppers, residents and workers translates into enormous social and economic opportunities for the City of SeaTac, area property owners, businesses and future developers.

This development potential is enhanced by the focus on transportation infrastructure occurring throughout the SeaTac/Airport Area as the City of SeaTac works closely with the Port of Seattle, Washington State Department of Transportation and Sound Transit to improve circulation by investing in specific road improvements, traffic signals and overall circulation. We are excited to be paving the way for future development opportunities by creating a favorable development market and an action plan that provides a framework for the successful redevelopment of the station area.



Figure 26. The Island Square project is a significant mixed use development that is contributing to the revitalization of downtown Mercer Island, WA.



Figure 27. Kent Station in Kent, WA is an 18.2-acre development with high quality landscaping and architecture that enhances the surrounding community.

SeaTac/Airport Station Area Redevelopment Analysis

The likely redevelopment potential of specific parcels was analyzed by comparing:

- The floor area ratio (FAR), a measure of how intensely the existing building occupies the site;
- Building value to total value ratio (BV/TV), and;
- Building quality of each parcel.

In theory, parcels with a low FAR, a low BV/TV and low building quality are **more likely to redevelop** than parcels with a high FAR, high BV/TV and high building quality. This is because the improvements on the “low” parcels are relatively smaller and less valuable than the improvements on the “high” parcels, and are thus more likely to be redeveloped or demolished given an opportunity.

This technical analysis was supplemented by City staff’s knowledge of local conditions to arrive at the redevelopment potential depicted on the following page.

More detailed information on FAR, BV/TV and this analysis is available in Appendix E.

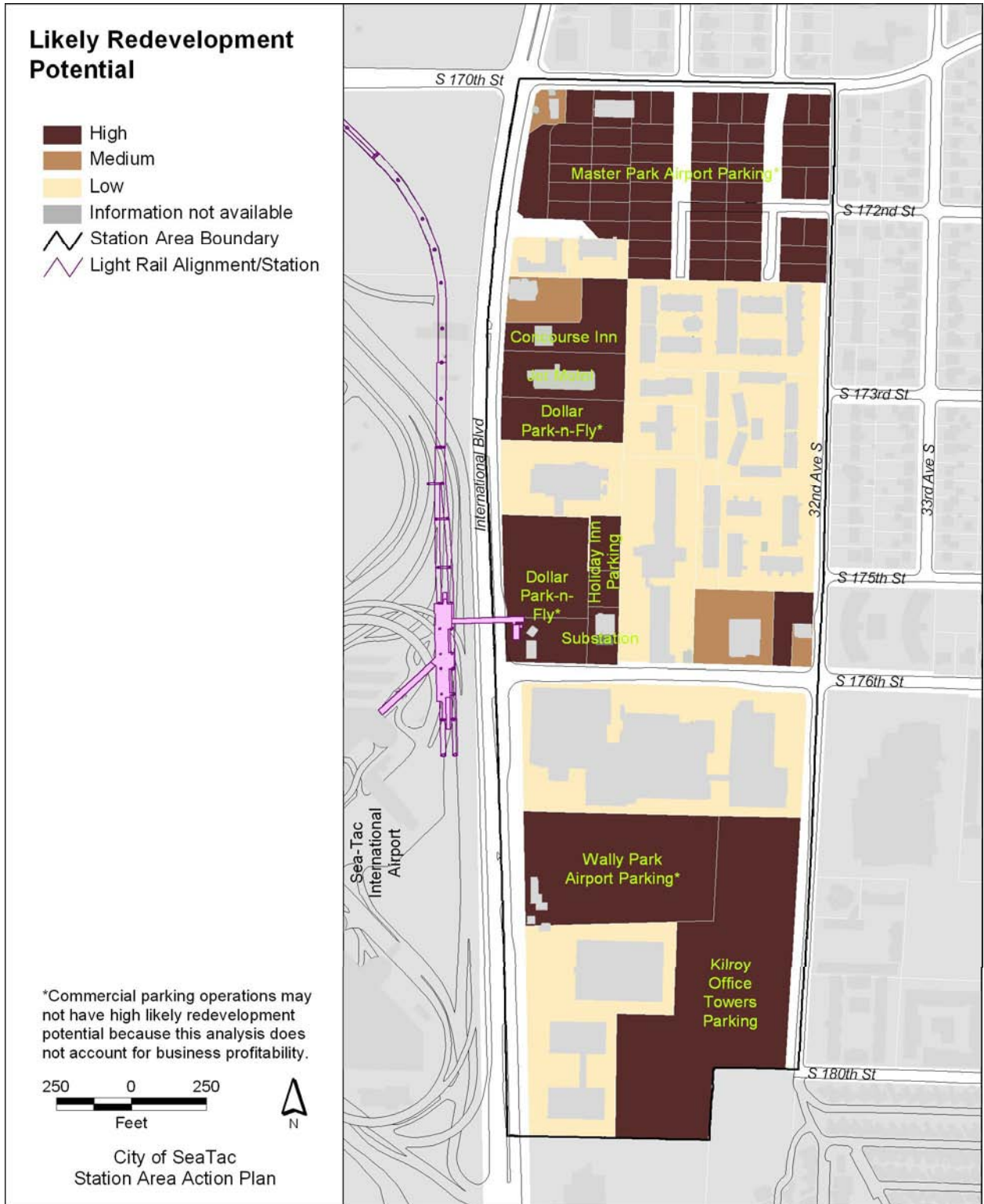


Figure 28. Likely redevelopment potential of properties in the SeaTac/Airport Station Area (2006).

Future Land Uses

The City of SeaTac Comprehensive Plan, adopted in 1994 and last amended in 2006, outlines desired future land uses. These are illustrated on the map on the following page.

As part of the redevelopment, the City is planning a number of physical improvements to help encourage and facilitate transit-oriented and mixed use development in the station area.

For detailed information about the City's actions and planned improvements, please see the chapter on Action Steps.

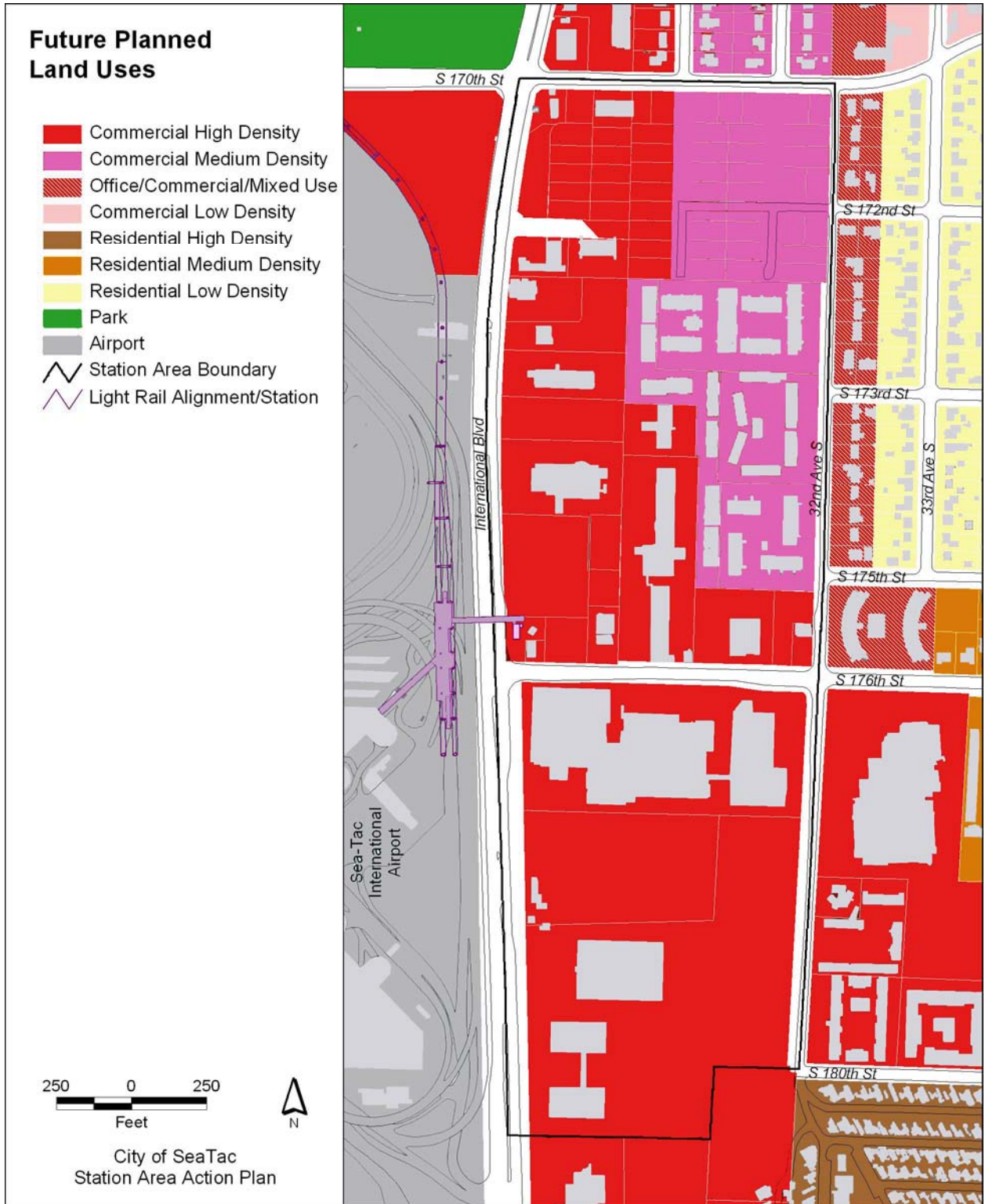


Figure 29. Future planned land uses in the SeaTac/Airport Station Area (2006).

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SeaTac/Airport Station Area Vision



Figure 30. Image of the SeaTac/Airport Station.
(Courtesy of Sound Transit.)

Vision

The SeaTac/Airport Station Area will be a vibrant new urban neighborhood with high quality, pedestrian friendly developments. The station area will include a mix of commercial, residential and civic uses that both support and encourage high capacity transit use. The City of SeaTac envisions the SeaTac/Airport Station Area as a true City Center, with a variety of restaurants, shops, parks and plazas, where residents and visitors will find attractive and inviting places to live, work and play.



Figure 31. Third Street Promenade in Santa Monica, CA.



Figure 32. Examples of pedestrian amenities.

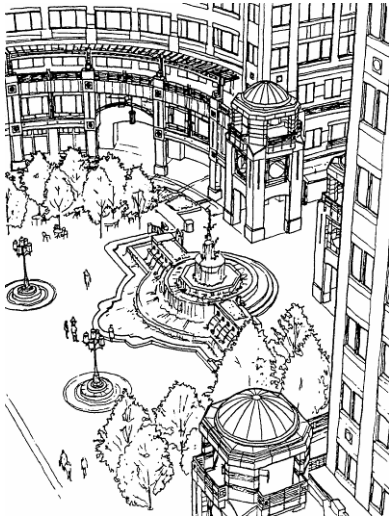


Figure 33. The SeaTac/Airport Station Area will provide a range of spaces and places for civic functions, such as public meetings, government services, ceremonial events, and community festivals.



Figure 34. A pedestrian-friendly sidewalk.

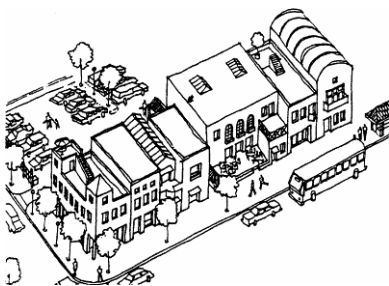


Figure 35. A compact mix of pedestrian-oriented uses with people working and living nearby supports transit activity.

Station Area Principles

Comprehensive Plan Goals and Policies for the SeaTac/Airport Station Area are listed in Appendix A and are incorporated by reference in this subarea plan. The following section highlights principles that should guide development in this station area.

- **Create a Center for Civic and Community Identity for the City of SeaTac**
Promote social, economic, and community-oriented opportunities and activities that engage all residents, workers and visitors.
- **Pedestrian-Oriented**
Create an attractive, inviting and walkable neighborhood that allows for maximum circulation and access for pedestrians and includes visible and accessible commercial uses.
- **Transit-Oriented**
Provide attractive, safe and convenient transit facilities that are well integrated and supported by residential, retail, employment and civic uses.
- **Mix of Uses**
Provide a variety of commercial, residential and civic uses within walking distance of transit facilities.
- **High Quality Design**
Require all structures within the station area to exhibit proportions, massing, details, and materials that reflect high quality design standards.

Station Area Plan

This section presents a development concept for the SeaTac/Airport Station Area. Three “big-picture” ideas behind the development concept – character and use, focus areas and circulation – are described below. Several key design concepts are then presented. Additionally, conceptual renderings of specific areas of the development concept are presented toward the end of this section.

It should be noted that the following graphical depictions of the station area are illustrative rather than specific in terms of their representation of desired outcomes.

- **Character and Use**

Within this concept plan, there are three general categories of character and use in the SeaTac/Airport Station Area: **mixed use-hospitality focused uses**, **neighborhood-oriented uses**, and **office uses**.

In general, the western portion of the station area north of S. 176th St. (along with the Hilton) is characterized by **mixed use-hospitality focused uses**, which would include hotels, service retail, boutique retail shops, restaurants and other business uses. Structured parking associated with these uses, along with limited park-and-fly operations, would also be located in this general area. These uses can serve visitors to the 5,200 hotel rooms in SeaTac, as well as residents and employees.

The eastern portion of the station area is characterized by **neighborhood-oriented uses**. In the northeast portion, specific uses would include small neighborhood retail shops, multi-family housing, open space and structured parking for residents. Just south of the existing Windsor Heights Apartments at the northwest corner of S. 176th St. and 32nd Ave. S., uses would include small office space for neighborhood services, small retail with a plaza and associated structured and surface parking. The southeastern portion would include multi-family housing and associated surface parking.



Figure 36. Character and uses in the SeaTac/Airport Station Area development concept.

The western portion of the station area south of the Hilton is characterized by **office uses**. These uses would include the Kilroy Towers, along with potential new office, public plaza and structured parking development.

• **Focus Areas**

There are a number of focus areas proposed in the development concept.

A main focal point of the area is the “Entertainment District” which would extend along the proposed new 30th Ave. S., between International Blvd. and 32nd Ave. S. This entertainment district overlaps the mixed use hospitality areas to the west and neighborhood focus areas to the east. It would have wide sidewalks and a mix of restaurants, entertainment venues, ground floor retail and other commercial and residential opportunities.

In the mixed use hospitality area in the western portion of the station area north of S. 176th St., there are two other major focus areas: one at the northwest corner, which would serve as a gateway to the area through a major hotel/mixed use development; and, one at the southwest corner, which will be the “landing point” for the light rail station pedestrian bridge. The kiss-and-ride (passenger pick up and drop off area) would be incorporated into this mixed use development. The primary vehicular gateway will be the new central east-west street (S. 173rd St.), which will include retail/restaurants located at the International Blvd. intersection.

A major public gathering focus area will be located near the north end of the area, with another smaller public plaza located on the new 30th Ave. S. at the eastern terminus of the central east-west street (S. 173rd St.).

There are two focus areas designed to primarily serve the surrounding residential neighborhood. The first would be an open space in the northern portion of the station area and the second would be a public plaza associated with the retail use at the northwest corner of S. 176th St. and 32nd Ave. S.

There is one office focus area in the southern portion of the station area which could include a public plaza located along International Blvd.








-  Mixed Use Hospitality focus area
-  Neighborhood focus areas
-  Entertainment District
-  Open Space/Plaza areas
-  Office focus area

Figure 37. Focus areas in the SeaTac/Airport Station Area development concept.

- **Circulation**

Pedestrian and vehicular circulation in the SeaTac/Airport Station Area is currently difficult due to the “mega-block,” which provides very limited access. The development concept proposes new pedestrian-friendly roadways to break up the mega-block to improve pedestrian and vehicular circulation, and also to improve development opportunities in the area.

The concept also proposes new pedestrian connections in the southern portion of the area where vehicular connections are not feasible or desirable.

International Blvd. would remain a major arterial, but would be further enhanced with moderate pedestrian amenities. The pedestrian environment along 32nd Ave. S. would also be improved, where feasible.

Because of the area’s close proximity to the airport, some airport users currently attempt to use neighborhood streets for long term parking. This “hide-and-fly” parking and the potential for “hide-and-ride” parking by light rail users should be discouraged. Parking management practices in the station area should address and seek to ameliorate these types of parking issues.



Figure 38. Proposed circulation in the SeaTac/Airport Station Area development concept.

Key Design Concepts

The following key design concepts describe features presented in the SeaTac/Airport Station Area Concept Plan. Again, it is important to note that this graphical depiction of the plan represents one of a number of potential redevelopment scenarios.

Break up mega-blocks

- Develop new pedestrian-friendly roadways to break up the mega-blocks to improve pedestrian and vehicular circulation.
- Provide functional access to parcels currently served by substandard access over private easements.
- Facilitate new development by creating new street frontage and additional corner opportunities.



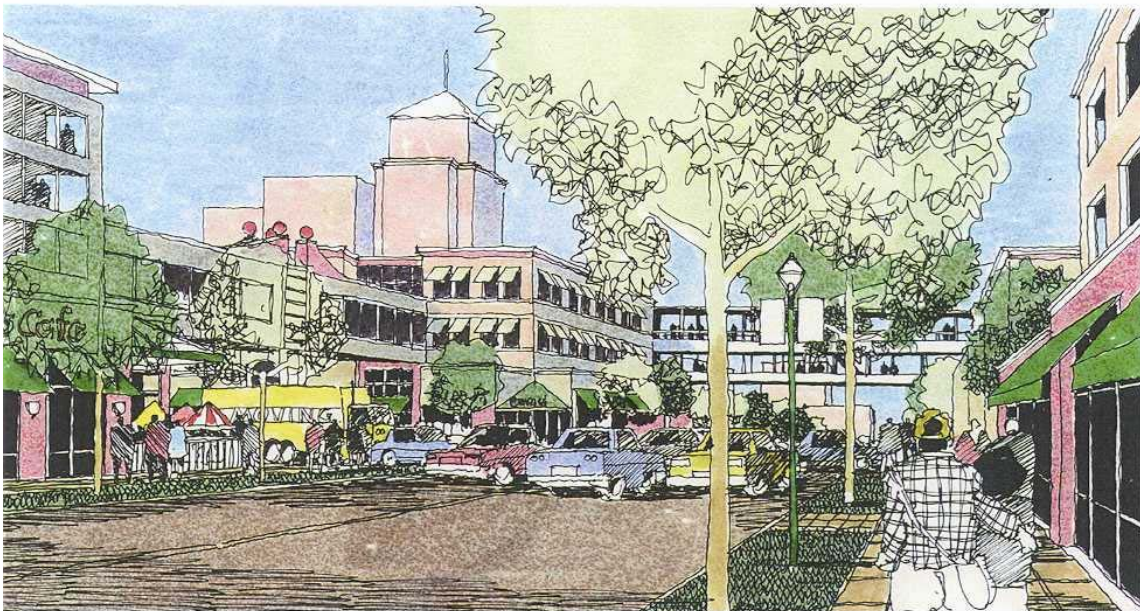
Figure 39. Richardson, Texas: Existing conditions adjacent to planned Spring Valley Light Rail Station.
(Rendering by Calthorpe Associates)



Figure 40. Richardson, Texas: Future development potential of Spring Valley Station Area including new streets, pedestrian amenities and mixed use development.
(Rendering by Calthorpe Associates)

Create new streets and pedestrian connections

- Create new north-south “main street” in the City Center by establishing a new 30th Ave. S. This street would extend north to south from S. 170th St. to S. 176th St. and lie roughly midway between International Blvd. and 32nd Ave. S. jogging to an easterly alignment with 31st Ave. S. at S. 170th St. (Note: While the City Center Plan discusses 32nd Ave. S. as “Main Street”, 30th Ave. S. is now envisioned as such because of development opportunities associated with the new light rail station location.)
- Develop three new east-west streets north of S. 176th St. including a new public right of way at S. 173rd St. off of International Blvd. which will act as the main entrance to the “Entertainment District” along 30th Ave. S. This new street located midway between S. 170th St. and S. 176th St. will be signalized at the International Blvd. intersection providing left turns into and out of the station area for south bound traffic.
- Install pedestrian improvements and widen portions of the right of way for 32nd Ave. S. along new developments north of S. 176th St.
- Create new pedestrian connections in the southern portion of the area where vehicular connections are not feasible or necessary for more intensive development.
- Enhance International Blvd. with additional pedestrian amenities.



(Rendering by Callison)



Figure 41. Nightlife in Capri, Italy.



Figure 42. Compass Plaza, a gathering place in downtown Bellevue, WA.



Figure 43. The City Center parking garage adjacent to the Renton Transit Center in Renton, WA. See two photos above.

Create an entertainment and shopping complex on new 30th Ave. S.

- The proposed new 30th Ave. S. would be the core of the new “Entertainment District”, which is envisioned as a lively mixed use neighborhood with a variety of restaurants, entertainment venues, shops and attractive places to walk and gather.

Encourage the creation of mixed use developments

- Encourage the creation of developments with retail, commercial or office uses below and residential units above.
- Develop design guidelines that encourage high quality design in the station area.
- Ensure street-level uses that engage pedestrians.

Develop new parks and plazas

- Create public gathering places with elements such as water features, public art, attractive paving and landscaping throughout the station area.
- Develop one fairly large park or plaza as a gathering place for community celebrations adjacent to the new 30th Ave. S. “Entertainment District”.
- Create signature plaza at International Blvd. and S. 176th St. (Sound Transit will construct this plaza as part of the light rail station project).
- Develop pocket parks adjacent to new and existing residential areas to provide visual relief and establish a unique character for the community.

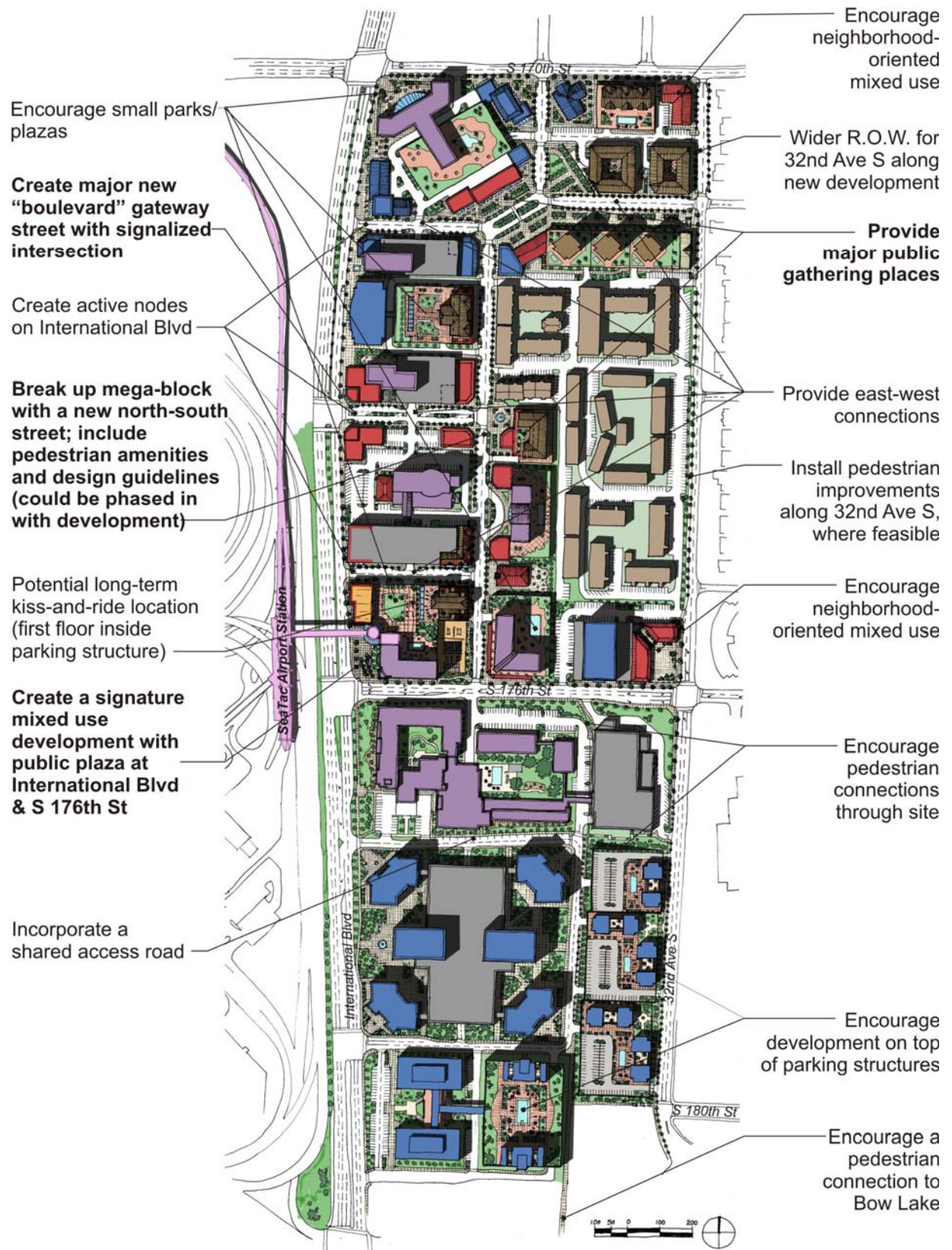
Put parking underground, in structures or behind new developments

- Construct parking garage in area north of S. 176th St. to provide parking for short-term visitors to City Center establishments with incentives or City funded subsidy.

Create strong connections to and from SeaTac/Airport Link Light Rail Station and City Center

- Create gateway to “SeaTac City Center” at pedestrian bridge landing/public plaza adjacent to International Blvd. and S. 176th St.
- Ensure kiss-and-ride light rail station drop off is well-integrated with street and pedestrian networks.

SeaTac/Airport Station Area Concept Plan



Detailed Views of the Concept Plan



Figure 44. View 1 - Looking northeast at corner of International Blvd. and S. 176th St.



Figure 45. View 2 - Looking southeast at corner of International Blvd. and S. 170th St.



Figure 46. View 3 - Looking northeast at corner of International Blvd. and new central east-west street.



Figure 47. View 4 - Looking east at from atop the new hotel at the corner of International Blvd. and S. 170th St.



Figure 48. View 5 - Looking northwest at corner of 32nd Ave. S. and S. 180th St.



Figure 49. View 6 - Looking northwest at corner of 32nd Ave. S. and S. 176th St. and S. 180th St.

Action Steps

The Action Steps are recommendations for physical improvements, regulatory changes and/or public-private partnerships that might encourage desired redevelopment of the SeaTac/Airport Station Area. Recommendations for implementation, including phasing and potential funding sources, are also included.

Physical Improvements

Redevelopment

PI-1 Build new 30th Ave. S.

The City should construct a new north/south street – 30th Ave. S. – between International Blvd. and 32nd Ave. S. north of S. 176th St. and south of S. 170th St. The new street would help to break up the “mega-block” and improve pedestrian and vehicular access and circulation. The creation of a new 30th Ave. S. is a main priority of this action plan.

A major role of the new 30th Ave. S. would be to spur development of an “Entertainment District” with restaurants and shops for residents and SeaTac visitors alike. Developments with street level-retail uses would include residential units or other commercial uses above.

The new street should be pedestrian-friendly and should include, at a minimum, wide sidewalks, street trees and pedestrian scale lighting. Other desirable features include ground-floor retail with signage oriented to the sidewalk, parallel on-street parking, raised and/or mid-block crosswalks and street furniture such as trash receptacles and seating.

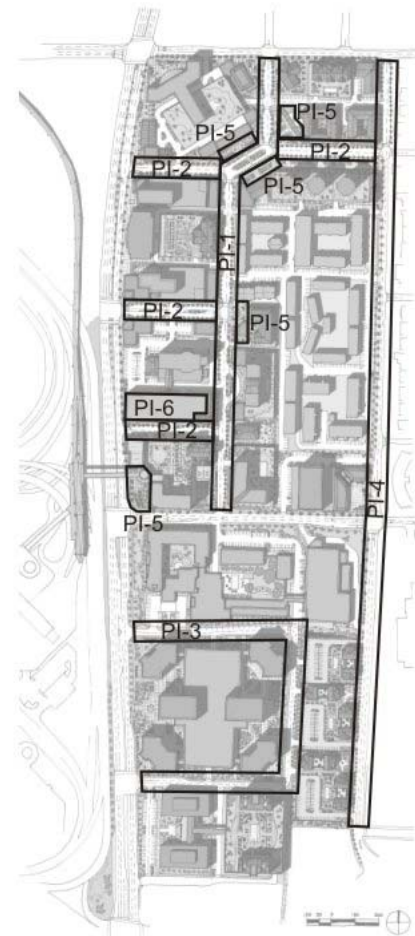


Figure 50. Recommended physical improvements in the SeaTac/Airport Station Area.

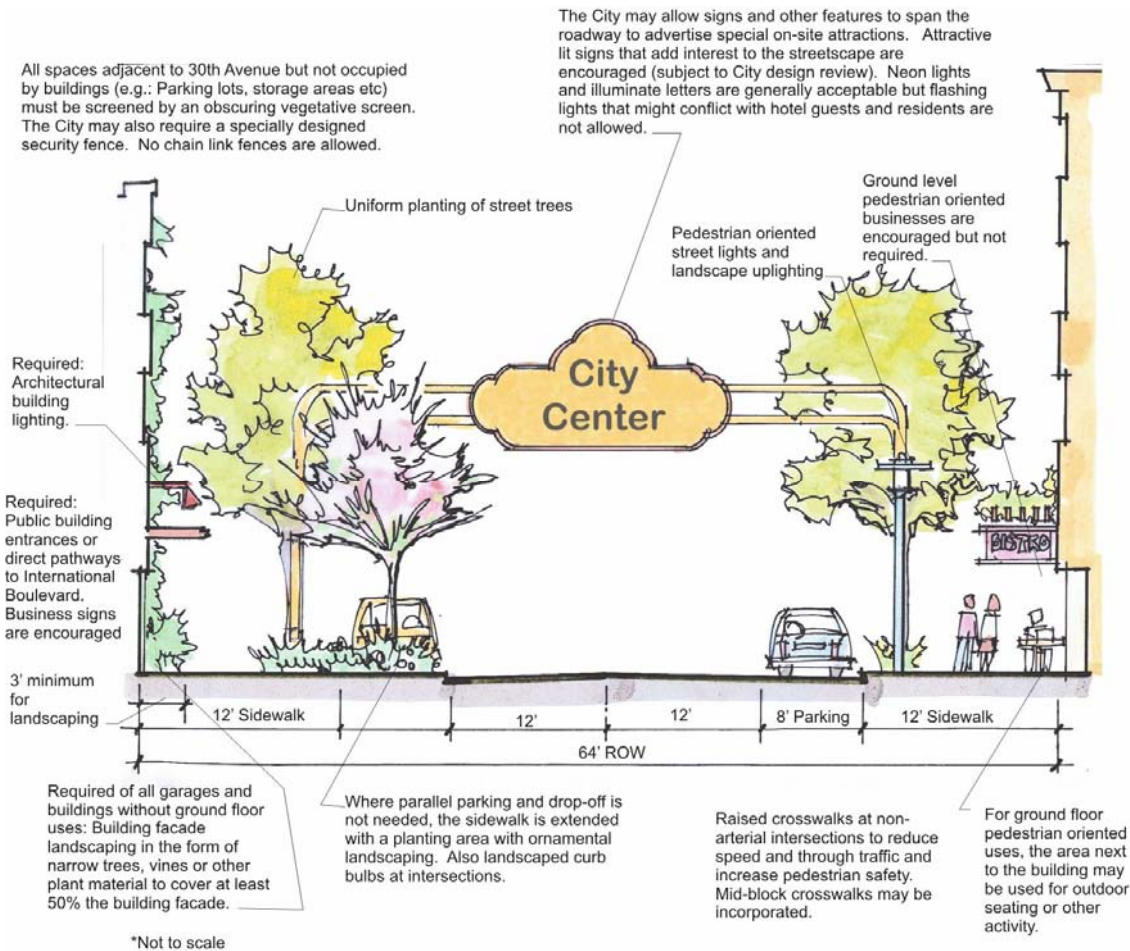


Figure 51. Section through proposed 30th Ave. S. illustrating streetscape character and suggested design elements.

PI-2 Build three new east-west streets north of S. 176th St.

The City should build three new east-west streets connecting International Blvd. to the new 30th Ave. S. The new streets would improve pedestrian and vehicular access and circulation. Without the development of these new east-west circulators, the goals of this action plan, specifically - to create new access and development opportunities within the station area - could not be fully realized.

Of these three new east-west streets, S. 173rd St. would provide the main entrance from International Blvd. to the new 30th Ave. S. "Entertainment District" with a signalized intersection allowing left turns on and off International Blvd. Developing S. 173rd St. as a public street is a priority. While the creation of the other two east-west streets is important, they may be developed as either public or private roads.

The new streets should be pedestrian-friendly and should include, at a minimum, wide sidewalks, street trees and pedestrian lighting. Other desirable features include ground-floor retail with signage oriented to the sidewalk, parallel on-street parking, raised and/or mid-block crosswalks, trash receptacles and seating.

PI-3 Encourage the development of a new street network throughout the station area.

The new streets should be pedestrian-friendly and should include, at a minimum, wide sidewalks, street trees and pedestrian scale lighting. Other desirable features include ground-floor retail with signage oriented to the sidewalk, parallel on-street parking, raised and/or mid-block crosswalks, trash receptacles and seating.

This action step will not add any new requirements to the properties south of S. 176th St. beyond those noted in the City Center Plan. Streets, which may be private roadways, will be developed as new development occurs and warrants.

PI-4 Improve 32nd Ave. S.

The City should consider making improvements to 32nd Ave. S., including curb, gutter, sidewalks and street trees, where feasible.

PI-5 Provide for street-level public parks, plazas and open spaces throughout station area

In addition to the public plaza that Sound Transit will construct in conjunction with the kiss-and-ride, the City should establish locations of public open spaces to be acquired or set aside by developers as open space.

PI-6 Consider construction of a public parking structure to support new land uses

The City should consider constructing a public parking structure in the SeaTac/Airport Station Area to support new uses. One potential location (shown on the concept plan) is just south of the Holiday Inn.

PI-7 Work proactively with the development/business community to provide public amenities such as:

- Installing "gateway markers" such as public art, hanging baskets, signs and banners
- Providing other public amenities such as fountains and water features



Figure 52. Water feature in San Antonio, TX.

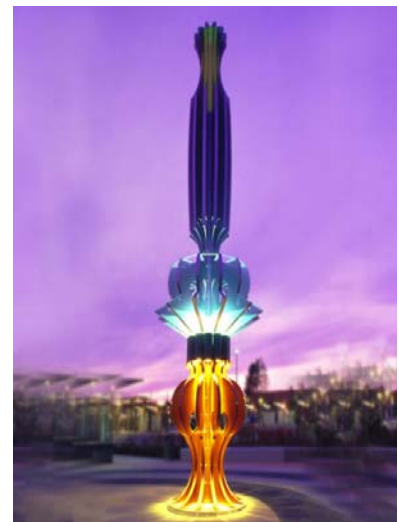


Figure 53. Public art at the Lynwood Transit Center in Lynwood, WA.

Regulatory Changes

Incentives

RC-1 Create incentives to attract desired land uses to station area

Create incentives to attract quality residential units in mixed use developments which also include retail, restaurant and entertainment venues.



Figure 54. Piazza Park in Renton, WA.

RC-2 Require the construction of plazas and open spaces

The City should continue to require new developments to provide plazas and areas open to the public, and should consider establishing a program to construct open spaces to encourage high quality mixed use development.

RC-3 Streamline permit process

The City should streamline the permit process to create a permit and regulatory environment that encourages transit-oriented development.

RC-4 Develop expedited development review for mixed use and residential projects

The City should develop and adopt regulations that entitle high quality, mixed use development projects to an Expedited Development Review Process on a first come, first served basis of priority applications or expedited permit approval for developments that provide public activities and amenities.



Figure 55. Santana Row in San Jose, CA.

RC-5 Traffic Impact Reduction Allowances

The City should implement trip generation deductions for mixed use and residential development in the station area.

RC-6 Tax Incentives

The City should work with the Association of Washington Cities and the State Legislature to eliminate the current State law's population threshold, in order to allow SeaTac to grant multi-family tax exemptions.

Development

RC-7 Change zoning regulations

The City should change zoning regulations as necessary to encourage new mixed use and transit-oriented development.

RC-8 Consider specifying a minimum building height

The City should codify new development standards that require a minimum building height in the station area in order to ensure density of new development does not drop below a minimum amount.

RC-9 Improve aesthetics in and adjacent to station area

The City should proactively enforce existing codes and work with developers to ensure well designed, high quality projects.

Parking Management

RC-10 Employ strong design standards for parking garages

The City should consider employing strong design standards for parking garages in the SeaTac/Airport station area. Standards might include the following:

- The façade should be treated to disguise parking uses.
- Ground-level parking garage frontage is prohibited on designated pedestrian streets.
- Ground-level parking garage frontage is limited on streets where it is not prohibited.
- Design treatments should be provided to enhance the pedestrian environment.

RC-11 Establish a maximum allowance on parking

The City should continue to enforce a maximum on parking allowances within the station area and codify new development standards.

RC-12 Encourage joint use of parking spaces

The City recommends that joint use parking be used for adjacent retail, office and entertainment uses with staggered peak periods of demand and that a shared parking structure fund be established.

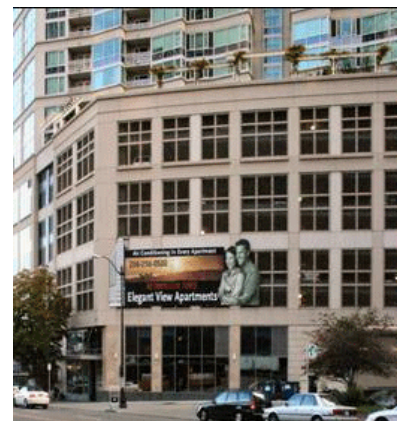


Figure 56. Examples of successful parking garage designs. See three photos above.

RC-13 Encourage redevelopment of areas inconsistent with station area plan.

Incompatible developments in the station area such as surface parking lots and older single story structures should be encouraged to redevelop in a fashion consistent with the plan.

RC-14 Consider limiting amount of commercial park-and-fly in station area

The City should consider limiting the amount of commercial park-and-fly operations in the station area to that which exists today and encourage the conversion of existing surface lots to structured parking.

RC-15 Consider implementing parking management practices that discourage “hide-and-fly” and “hide-and-ride” parking practices in the station area

The City should implement parking management techniques that prevent airport and light rail users from leaving their vehicles for long periods of time on neighborhood streets.

Public-Private Partnerships

PP-1 Provide additional incentives for a signature station area development

The City is currently working with property owners toward the desired signature station development at the northeast corner of International Blvd. and S. 176th St. As part of this ongoing effort, the City should consider providing incentives to specifically encourage development of this site. Incentives may include the following:

- Construct new roadways for access to the site. (These roadways are also part of the larger recommendation to build new pedestrian-friendly roadways, described above.)
- Integrate the public plaza that will be constructed adjacent to the pedestrian bridge with any new development.
- Explore a public use (e.g. community college and/or library) coordinated with the public plaza.
- Explore use of parking waivers for potential projects based on level of transit access to site or availability of on-street parking.



Figure 57. The Island Square development in Mercer Island, WA.



Figure 58. Juanita Village in Kirkland, WA.

Stakeholders

PP-2 Facilitate property owner cooperation

Educate property owners regarding the merits of the plan as it relates to property values and increased revenues. Facilitate relationships between adjacent property owners in order to explore land assembly, shared access development and joint venture opportunities.

PP-3 Continue the Business Outreach program

The City should maintain its Business Outreach program in order to provide prospective businesses and developers with assistance from the Southwest King County Chamber of Commerce.

PP-4 Implement the Business Ambassador program

The City should implement a Business Ambassador program in order to provide prospective businesses and developers with peer-to-peer access to businesses currently located or doing business in SeaTac.



Figure 59. Example of unified landscaping, lighting, sidewalk and street furniture design in Kirkland, WA.

Collaboration

PP-5 Residential housing opportunities

The City should explore opportunities with non-profit organizations and developers and integrate joint development projects that mix low income and market rate housing throughout neighborhoods using local, county, state and federal funding.

PP-6 Implement low interest rate loans and programs

The City should work with banks, financial institutions and other organizations to explore low interest rate loan options and programs.

PP-7 Work with Washington State Department of Transportation (WSDOT) to address timing of pedestrian crossing signals on International Boulevard

The City should work with WSDOT to lengthen the time for pedestrians to cross International Blvd. where feasible.



Figure 60. Post Office Square in Boston is a popular, privately owned park open to the public that sits atop a 1,500-car parking garage.



Figure 61. Retail/commercial space with residential above in Bellevue, WA.



Figure 62. Hanging baskets, public art and fountains are examples of potential Business Improvement District investments. See two photos above.

Assistance

PP- 8 State Environmental Policy Act (SEPA) assistance

The City should consider completing a programmatic environmental impact statement (EIS) for the SeaTac/Airport Station Area that would then be applied to any proposed developments in the area. The City may also want to consider evaluating impacts and establishing mitigation for envisioned developments by performing traffic studies and utility capacity assistance for developers.

PP-9 Grants

The City should continue exploring grants for pedestrian safety improvements, transit-oriented development and other frontage improvements.

PP-10 Creation of Business Improvement District

The City should encourage establishment by the private sector of a business improvement district or property based improvement district. This allows businesses or property owners to mobilize energy and concentrate pooled financial resources to ensure the success of a defined subarea. Tasks may include maintenance, security, marketing, economic development, special events and advocacy.

Implementation Strategies Matrix

The purpose of this section is to identify the implementation strategies that will be needed to implement the Action Steps listed in the previous section. The matrix also identifies the group(s) responsible for carrying out the strategy and a time frame within which each strategy should be accomplished.

In the “Time Line” column, the categories are defined as follows:

Immediate	<i>within one year</i>
Short Term	<i>one to six years</i>
Medium Term	<i>six to 10 years</i>
Long Term	<i>10 to 20 years</i>
Ongoing	<i>no set time frame, since the strategy will be implemented on a continual basis</i>

Table 2. Implementation Strategies

PROPOSED ACTIONS	IMPLEMENTATION STRATEGIES	PRIMARY RESPONSIBILITY	TIME LINE
Physical Improvements			
Redevelopment			
PI-1 Build new 30 th Avenue South	<ul style="list-style-type: none"> Construct a new north/south street “30th Avenue South.” between International Blvd. and 32nd Ave. S. connecting S. 176th and S. 170th streets. <p><u>Phase I:</u></p> <ul style="list-style-type: none"> Build new 30th Ave. S. from S. 176th St. to the new S. 173rd St. (which will be constructed at the same time). <p><u>Phase II:</u></p> <ul style="list-style-type: none"> Build rest of 30th Ave. S. north of new S. 173rd St. to S. 170th St. 	City Council City Staff City Council City Staff City Council Private Sector	Short Term (1-6 years) Short Term (1-3 years) Short Term (1-6 years)
PI-2 Build three new east-west streets north of 176 th street	<ul style="list-style-type: none"> Construct a new S. 173rd St. Install new traffic signal at the intersection of the new S. 173rd St. and International Blvd. The City or private parties should construct two additional east-west through 	City Council City Staff WSDOT City Staff City Council City Staff	Short Term (1-3 years) Short Term (1-3 years) Short Term (1-6 years)

PROPOSED ACTIONS	IMPLEMENTATION STRATEGIES	PRIMARY RESPONSIBILITY	TIME LINE
	<p>streets.</p> <ul style="list-style-type: none"> Require new developments to create a series of city blocks consistent with the station area plan. Develop design standards for road and pedestrian improvements. Adopt new code provisions that designate these new streets as “primary pedestrian streets”. Amend Zoning Code to require all projects on properties of more than one acre, which front on two streets, provide through access or “through streets” between the streets. 	<p>Private Sector</p> <p>City Council City Staff Private Sector</p> <p>Planning Commission City Council City Staff</p> <p>Planning Commission City Council City Staff</p>	<p>Immediate</p> <p>Immediate</p> <p>Immediate</p> <p>Immediate</p>
<p>PI-3 Encourage the development of a new street network throughout the station area</p>	<ul style="list-style-type: none"> Require future developments to adhere to pedestrian-oriented design guidelines and build wider sidewalks. Amend Zoning Code to require extended and improved street network in station area north of S. 176th St. 	<p>City Staff</p> <p>City Council City Staff</p>	<p>Long Term (As future development warrants)</p> <p>Short Term (1-6 years)</p>
<p>PI-4 Improve 32nd Avenue South</p>	<ul style="list-style-type: none"> Require new developments to adhere to pedestrian-oriented design guidelines and build wider sidewalks. Consider allowing on-street parking once street is fully built out. 	<p>City Council City Staff</p> <p>City Council City Staff</p>	<p>Immediate</p> <p>Long Term (10-20 years)</p>

PROPOSED ACTIONS	IMPLEMENTATION STRATEGIES	PRIMARY RESPONSIBILITY	TIME LINE
<p>PI-5</p> <p>Provide for street-level public parks, plazas and open spaces throughout station area</p>	<ul style="list-style-type: none"> Establish locations for street-level parks, plazas and open spaces throughout the station area. Provide land suitable for parks, public uses and civic activities through acquisition, dedication or joint use agreements. Consider constructing public open spaces to encourage high quality new development. Ensure that Sound Transit public plaza at northeast corner of International Blvd. and S. 176th St. adjacent to "Kiss-and-Ride" (light rail pick up and drop off area for passengers) is well integrated with rest of station area. 	<p>Sound Transit Private Sector City Staff</p> <p>Private Sector City Staff</p> <p>Private Sector City Staff</p> <p>Sound Transit Private Sector City Staff</p>	<p>Immediate</p> <p>Short Term (1-6 years)</p> <p>Short Term (1-6 years)</p> <p>Short Term (1-6 years)</p>
<p>PI-6</p> <p>Consider construction of a public parking structure to support new land uses</p>	<ul style="list-style-type: none"> Explore development options or partnering with the private sector to construct a public or public/private parking structure to support development in the station area. 	<p>City Council City Staff Private Sector</p>	<p>Short Term (1-6 years)</p>
<p>PI-7</p> <p>Work proactively with the development/business community to provide public amenities</p>	<ul style="list-style-type: none"> Partner with business owners and developers to provide public amenities such as parks, plazas, fountains and public art in conjunction with new development projects. 	<p>City Council City Staff</p>	<p>Short Term (1-6 years)</p>
Regulatory Changes			
Incentives			
<p>RC-1</p> <p>Create incentives to attract desired land uses to station area</p>	<ul style="list-style-type: none"> Develop set of incentives to attract quality mixed use developments. 	<p>City Staff</p>	<p>Immediate</p>

PROPOSED ACTIONS	IMPLEMENTATION STRATEGIES	PRIMARY RESPONSIBILITY	TIME LINE
RC-2 Require the construction of plazas and open space	<ul style="list-style-type: none"> Establish incentives to dedicate open space such as decreasing open space requirements in exchange for public amenities. Establish locations of public open spaces to be acquired or set aside by developers as open space. Continue to require new developments to provide plazas and areas open to the public. 	City Staff City Council City Staff City Council City Staff	Immediate Immediate Short Term (1-6 years)
RC-3 Streamline permit process	<ul style="list-style-type: none"> Revise Zoning Code to improve efficiency of permit process. Engage development community in discussion of most desirable changes. 	City Council City Staff City Staff	Short Term (1-2 years) Immediate
RC-4 Develop expedited development review for mixed use and residential projects	<ul style="list-style-type: none"> Develop fast track permitting process for projects that result in high quality transit-oriented development in the station area. 	City Staff	Short Term (1-2 years)
RC-5 Traffic Impact Reduction Allowances	<ul style="list-style-type: none"> Allow trip generation deductions for mixed use and residential development in the station area. 	City Staff	Short Term (1-3 years)
RC-6 Tax Incentives	<ul style="list-style-type: none"> Work with the State Legislature to eliminate the current State law's population threshold in order to allow SeaTac to grant multi-family tax exemptions. 	City Staff	Immediate
Development			
RC-7 Change zoning regulations	<ul style="list-style-type: none"> Change zoning regulations as necessary to encourage new mixed use and transit-oriented development. 	City Council City Staff	Immediate

PROPOSED ACTIONS	IMPLEMENTATION STRATEGIES	PRIMARY RESPONSIBILITY	TIME LINE
RC-8 Consider specifying a minimum building height	<ul style="list-style-type: none"> Identify a minimum building height for new projects in station area. 	City Council City Staff	Immediate
RC-9 Improve aesthetics in and adjacent to station area	<ul style="list-style-type: none"> Work with property owners and developers to preserve and enhance area's aesthetics. 	City Staff Private Sector	Ongoing
Parking Management			
RC-10 Employ strong design standards for parking garages	<ul style="list-style-type: none"> Develop and implement design standards for parking garages that enhance the pedestrian environment. 	City Council City Staff	Immediate
RC-11 Establish maximum allowance on parking	<ul style="list-style-type: none"> Continue to enforce maximum allowance on parking. Codify new development standards that address parking allowances such as decreasing parking requirements in return for public amenities. 	City Staff City Council City Staff	Ongoing Immediate
RC-12 Encourage joint use of parking spaces	<ul style="list-style-type: none"> Work with property owners and developers to encourage shared parking. Establish a fund for a shared parking structure in the station area. 	City Staff City Council City Staff	Ongoing Medium Term (6-10 years)
RC-13 Encourage redevelopment of areas inconsistent with the station area plan	<ul style="list-style-type: none"> Provide incentives to encourage the redevelopment of existing developments that are inconsistent with the plan. 	City Council City Staff	Short Term (1-6 years)

PROPOSED ACTIONS	IMPLEMENTATION STRATEGIES	PRIMARY RESPONSIBILITY	TIME LINE
<p>RC-14</p> <p>Consider limiting amount of commercial park-and-fly in the station area</p>	<ul style="list-style-type: none"> • Study and make recommendation on issue of limiting the amount of commercial park-and-fly in the station area. • Encourage the conversion of existing surface lots to structured parking. • Amend the zoning code to provide incentives that encourage commercial parking developers to plan for longer-term development strategies. 	<p>City Staff</p> <p>City Staff</p> <p>City Council City Staff</p>	<p>Short Term (1-3 years)</p> <p>Ongoing</p> <p>Immediate</p>
<p>RC-15</p> <p>Consider implementing parking management practices that discourage "hide-and-fly" and "hide-and-ride" parking practices in the station area</p>	<ul style="list-style-type: none"> • Develop and implement parking management techniques that prevent airport and light rail users from leaving their vehicles for long periods of time on neighborhood streets. 	<p>City Staff</p>	<p>Short Term (1-3 years)</p>
PUBLIC-PRIVATE PARTNERSHIPS			
<p>PP-1</p> <p>Provide additional incentives for a signature station area development</p>	<ul style="list-style-type: none"> • Construct a public plaza adjacent to the pedestrian bridge. • Construct new roadways to create new vehicular and pedestrian access north of S. 176th St. • Explore a public use such as a community college and/or library which can be integrated with the public plaza at International Blvd. and S. 176th St. 	<p>Sound Transit</p> <p>City Council City Staff</p> <p>City Council City Staff</p>	<p>Short Term (1-3 years)</p> <p>Short Term (1-3 years)</p> <p>Short Term (1-6 years)</p>

PROPOSED ACTIONS	IMPLEMENTATION STRATEGIES	PRIMARY RESPONSIBILITY	TIME LINE
Stakeholders			
PP-2 Facilitate property owner cooperation	<ul style="list-style-type: none"> Educate property owners regarding benefits of transit-oriented development (TOD). 	City Staff	Immediate
	<ul style="list-style-type: none"> Pursue joint education and marketing initiatives such as charrettes or Open Houses. 	City Staff	Immediate
PP-3 Continue the Business Outreach Program	<ul style="list-style-type: none"> Continue working with the Southwest King County Chamber through the Business Outreach Program to strengthen the City's relationships with developers. 	City Staff	Immediate
	<ul style="list-style-type: none"> Contact realtors with sites available for purchase. 	City Staff	Immediate
	<ul style="list-style-type: none"> Prepare information such as development profiles for specific locations. 	City Staff	Short Term (1-2 years)
	<ul style="list-style-type: none"> Set up Transit-Oriented Development (TOD) Speakers Bureau. 	City Staff	Short Term (1-2 years)
	<ul style="list-style-type: none"> Conduct media events such as ground breaking and grand opening activities. 	City Staff	Ongoing
PP-4 Implement the Business Ambassador Program	<ul style="list-style-type: none"> Continue work to develop and implement Business Ambassador Program to provide prospective businesses and developers with peer-to-peer access to businesses currently located or doing business in SeaTac. 	City Staff	Short Term (1-2 years)
Collaboration			
PP-5 Residential housing opportunities	<ul style="list-style-type: none"> Work at the local, state and federal level to apply for grants related to residential housing. 	City Staff	Immediate
	<ul style="list-style-type: none"> Develop joint venture concepts with the King County Housing Authority and other affordable 	City Staff	Short Term (1-6 years)

PROPOSED ACTIONS	IMPLEMENTATION STRATEGIES	PRIMARY RESPONSIBILITY	TIME LINE
	<p>housing developers.</p> <ul style="list-style-type: none"> Explore opportunities to work on joint development projects. 	City Staff	Short Term (1-6 years)
PP-6 Implement low interest rate loans and programs	<ul style="list-style-type: none"> Work with banks, other financial institutions and public agencies including the Puget Sound Regional Council to explore low interest rate loan options and programs. 	City Staff	Immediate
PP-7 Work with WSDOT to address timing of pedestrian crossing signals on International Boulevard	<ul style="list-style-type: none"> Conduct study to assess the feasibility of adjusting signal timing to allow more time for pedestrian crossing of International Boulevard at signalized intersections Work with WSDOT to implement signal timing changes where deemed feasible 	City Staff City Staff	Short Term (1-6 years) Short Term (1-6 years)
Assistance			
PP-8 State Environmental Policy Act (SEPA) assistance	<ul style="list-style-type: none"> Consider completing a programmatic EIS for entire station area. Perform traffic studies/analyses in order to educate potential developers and facilitate the redevelopment process. 	City Staff City Staff	Short Term (1-3 years) Immediate
PP-9 Grants	<ul style="list-style-type: none"> Explore potential grant sources for transit-oriented development (TOD) related developments. 	City Staff	Immediate
PP-10 Creation of Business Improvement District	<ul style="list-style-type: none"> Educate and support station area businesses in efforts to create a Business Improvement District . 	City Staff	Short Term (1-6 years)

