

URBAN CENTER ELEMENT

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INTRODUCTION

SeaTac’s Vision for the Urban Center

In 2044, SeaTac will continue to provide a thriving Urban Center, connecting residents, businesses, workers, and visitors to goods and services, multi-modal transportation options, affordable housing choices, and parks and open space.

In 2044, three urban villages will anchor the Urban Center in the north, central, and southern sectors of the International Boulevard corridor, adjacent to the city’s light rail stations, where they will provide equitable access to higher density, walkable, transit-oriented living, working, shopping, recreating, and entertainment opportunities for local and regional communities and out of town visitors to enjoy.

Purpose of Element

The Urban Center Element goals and policies guide the type, distribution, location, and physical development of land uses within SeaTac’s Urban Center, which the Puget Sound Regional Council (PSRC) designated as a Regional Growth Center in 1995. This element provides the policy context for the City’s zoning code, development regulations, and investment decisions that guide development of the Urban Center.

The majority of SeaTac’s Urban Center land area is encompassed within the boundaries of the City’s three adopted subareas, recognized in this Plan as “urban villages.” Because the urban villages are located within the Urban Center, the Urban Center Element establishes framework policies that help define their role in implementing both SeaTac’s citywide growth strategies and the PSRC and King County regional growth strategies for centers.

SeaTac’s Urban Village Subareas

The City’s three urban villages are all guided by subarea plans which were adopted between 1999 and 2015. The plans support increasing access to opportunity and walkable, compact, transit-oriented development around the three Link light rail stations which serve the Urban Center.

- City Center Plan (adopted in 1999, anticipated to be updated in 2025)
- S 154th Street Station Area Action Plan (adopted in 2006)
- Angle Lake District Station Area Plan (adopted in 2015)

Role in State, Regional, and County Planning Framework

While the Urban Center Element is not a requirement under the Growth Management Act (GMA), the GMA, PSRC, and King County provide guidance for the planning and development of centers.

PSRC’s Vision 2050 Multicounty Planning Policies calls for focusing the majority of growth in urban areas, and particularly in designated regional growth centers (RGCs) and areas surrounding high-capacity transit. Focusing growth in these areas ensures residents have convenient access to housing, jobs, and amenities, while also protecting the natural resources in the rural areas of the region.

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As noted on the PSRC website, “Centers are the hallmark of Vision 2050 and the Regional Growth Strategy. They guide regional growth allocations, advance local planning, inform transit service planning, and represent priority areas for PSRC’s federal transportation funding.” In 2018, PSRC updated the Regional Centers Framework to establish more consistent criteria for RGCs throughout the region, and in 2025, PSRC will undertake monitoring of designated RGCs based on this work. The City of SeaTac has chosen to provide this Urban Center Element to increase alignment with the updated Regional Centers Framework goals, and to demonstrate concurrence with requirements for designated Urban Centers to have either a subarea plan or element in a Comprehensive Plan.

King County’s Countywide Planning Policies align with and support PSRC’s regional growth center strategies and include policies for regionally designated centers as “areas of mixed-use zoning, infrastructure, and concentrations of services and amenities to accommodate both housing and employment growth.”

Consistency with Other Elements

The Urban Center Element is closely connected with the Land Use, Neighborhoods, and Housing and Human Services Elements. This element is also coordinated with Transportation and Parks, Recreation, and Open Space Elements.

GOALS AND POLICIES

This section contains SeaTac’s Urban Center goals and policies. Goals represent the City’s general objectives, while policies provide more detail about the steps needed to achieve each goal’s intent.

General Policies

Goal 3.1

Encourage the development of the Urban Center as an equitable transit community with mixed use, complete neighborhoods that provide social and economic opportunities for residents, workers, and visitors.

Policy 3.1.A

Support the transition of the Urban Center into a more compact, pedestrian- and transit-oriented place with access to jobs, diverse, affordable housing options, transportation choices, neighborhood-oriented services, healthy foods, and parks and open space available within one-half mile walking distance throughout the center.

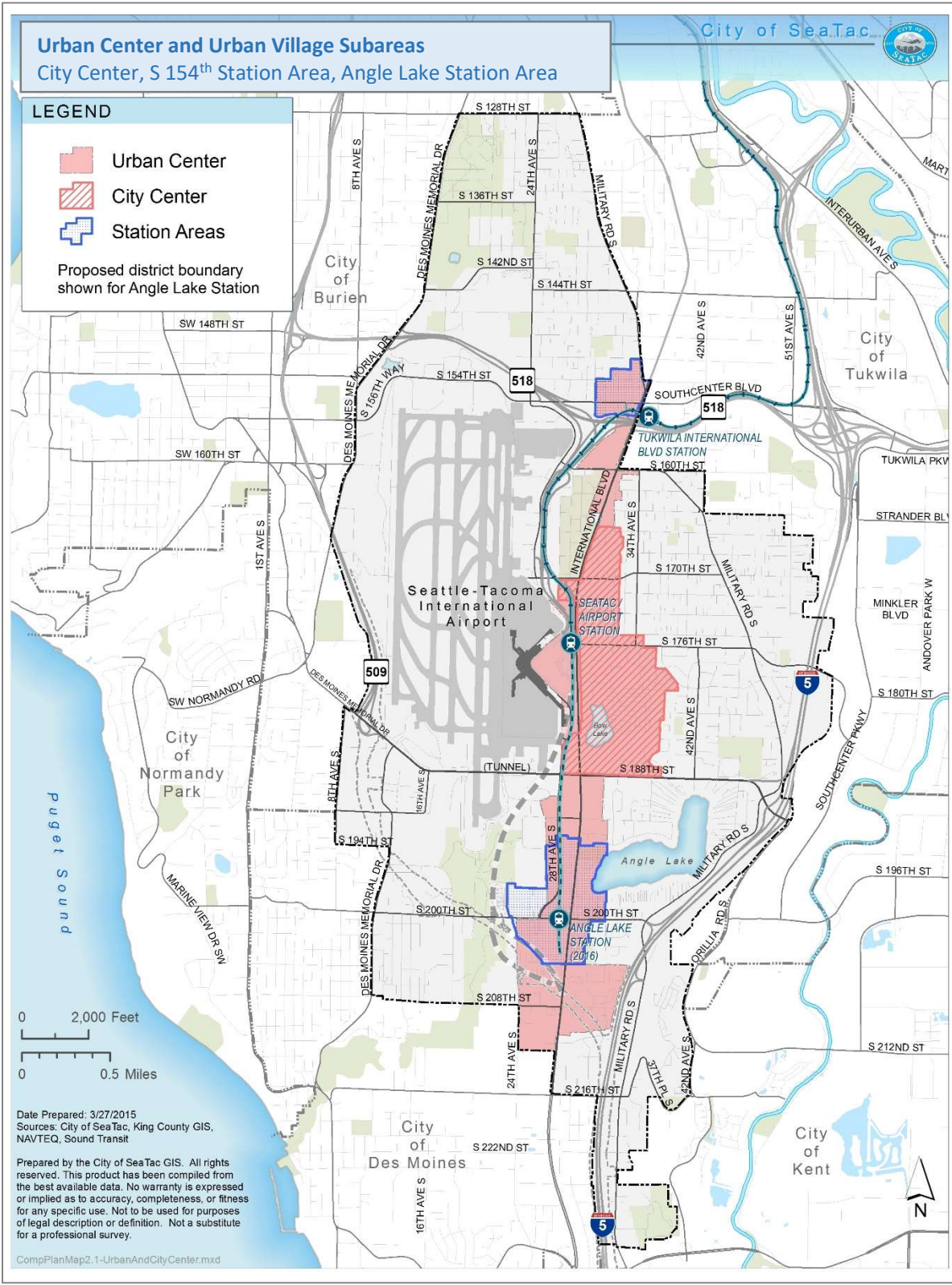
Policy 3.1.B

Prioritize services and access to opportunity for people of color, people with low incomes, and historically underserved communities.

Policy 3.1.C

Prioritize investments in the Urban Center such as transportation planning investments and programs, and other public infrastructure.

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Map 3.1 Urban Center and urban village subareas: City Center, S 154th St station area, Angle Lake station area. Map 2-1 Urban Center and City Center

Regional Growth Center Framework Policies

Regional Collaboration

Goal 3.2

Foster sustainable development and community well-being in the Urban Center through collaborative and regional planning.

Policy 3.2A

Recognize the Urban Center as a regionally designated growth center and support its role locally and within the region as a major focal point for population and employment growth, and a transit-oriented, equitable, center for opportunity.

Policy 3.2B 7.2T

~~Ensure~~ Facilitate collaboration with ~~between~~ Sound Transit, WSDOT, the Port of Seattle, tribes, military installations, special districts, and other public agencies to achieve Urban Center goals and work closely with affected neighborhoods in the design of regional public facilities, such as transit, highway and other major projects, that impact residential neighborhoods.

Environment, Parks, and Climate Change

Goal 3.3

Create a climate-resilient built environment within the Urban Center to support the achievement of state and regional greenhouse gas emission reduction goals.

Policy 3.3A

Promote the design of neighborhoods and individual developments using techniques that reduce heat absorption, particularly in areas with less tree canopy and open spaces.

Policy 3.3B

Reduce greenhouse gas emissions by encouraging walking, bicycling, transit use, and other alternatives to auto travel, and by locating housing closer to areas of high employment.

Policy 3.3C

Reduce the greenhouse gas emissions of the built environment through supporting innovative green building practices in design, materials selection, construction, and maintenance.

Policy 3.3D

Work to incorporate electric transportation infrastructure into new public and private development.

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Policy 3.3E 7-2B

Encourage tree planting and native, climate-resilient ~~Require appropriate tree planting and landscaping throughout the Urban Center to create and protect systems of green infrastructure.~~ with new development.

Policy 3.3F

Follow guidance from the City's Stormwater Management Program to preserve, protect, and improve water resources.

Policy 3.3G

Identify and mitigate environmental impacts for vulnerable populations by prioritizing investment in parts of the Urban Center with historical underinvestment in infrastructure.

Goal 3.4

Protect and enhance environmentally critical areas, parks, and open spaces.

Policy 3.4A

Identify and minimize gaps in equitable access to parks and open space by providing parks within one-half to one-quarter mile walk of all Urban Center residents and as guided by the SeaTac Parks, Recreation, and Open Space (PROS) Plan and complete neighborhoods growth strategies.

Policy 7-20-3.4B

~~Create~~ **Develop** public spaces within the Urban Center to create a greater sense of identity and establish places that can be enjoyed by residents, employees, and visitors.

Urban centers are stronger and more focused when they have one or more major public parks or squares. Such a place is seen by the community as a “commons” when it is publicly owned, programmed, monitored, and maintained. A privately provided plaza may not accomplish the same result, since it is not “held in common” by the community. The Urban Village Framework Policies promote the creation of central village squares within each of the designated urban villages.

Policy 3.4C

Work collaboratively with other agencies and environmental groups to increase the habitat value of SeaTac's natural resources, including Bow Lake and Angle Lake.

Policy 3.4D 7-2R

~~Incorporate~~ **Recognize** Bow Lake and Angle Lake as major elements in the image contributors to the development of SeaTac's Urban Center and City Center urban village, and work to further enhance their capacity for providing opportunities to the community.

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. It is predominantly privately owned with hotels on the west and south sides and a large ~~mobile~~ **manufactured** home park on the east side. It is an amenity that 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.

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Land Use/Development PatternsGoal 3.5

Continue to focus most of the City's job and housing growth in the Urban Center and create inviting, walkable, transit-supportive, urban environments within all of its neighborhoods.

Urban Center Growth Targets

Growth targets are the amount of growth a jurisdiction has agreed, through the countywide process, to plan for throughout its comprehensive plan elements over the 20-year horizon of the comprehensive plan. While the King County Countywide Planning Policies require citywide growth targets, Puget Sound Regional Council's Vision 2050 Plan requires growth targets for designated regional growth centers.

Policy 3.5A 2.1A

Focus most of SeaTac's housing and job growth within the Urban Center ~~Implement the City Center, South 154th Street Station Area, and Angle Lake District Station Area Plans to focus and direct~~ the majority of the SeaTac's commercial and residential growth and redevelopment into the City's three distinct complete communities within SeaTac's designated Urban Center ~~designated urban villages to facilitate their development as community focal points and distinct, complete neighborhoods.~~

Policy 3.5B

Create and plan to accommodate population, housing unit, and employment targets specific to the Urban Center in alignment with PSRC's Vision 2050 and Regional Growth Strategy, and ensure the targets help implement PSRC's goal of attracting 65% of regional population growth and 75% of employment growth within designated centers.

Policy 3.5C 2.1B

Support the Urban Center as a primary location for growth by implementing development regulations, programs, and projects that encourage ~~growth~~ new jobs and housing in line with PSRC's activity unit density goals for regional growth centers. ~~Direct moderate and high density residential development to the Urban Center, especially within the City Center and station areas.~~

PSRC requires designated regional growth centers like SeaTac's, which is categorized as an "urban growth center," to plan for densities of at least 45 activity units per acre. (An activity unit is a person or a job.)

Development Pattern**Policy 3.5D**

Promote regional and local community and economic development by providing a mix of land uses and complete neighborhood infrastructure and services throughout the Urban Center including housing at a range of building types and affordability levels, commercial and retail spaces, community services, and other amenities integrated within safe, walkable neighborhoods.

One of the City's main growth strategies is to support current communities and future growth by providing complete neighborhood infrastructure and services within the Urban Center and citywide. PSRC's regional

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growth center guidance also establishes goals for providing a mix of complementary uses within regional growth centers, and specifically, a minimum mix of at least 15% planned residential and employment activity in centers.

Policy 3.5E

Ensure the City's plans and design standards promote a pedestrian-friendly and transit-supportive land use and development pattern for future private and public development projects.

Policy ~~3.5F~~ 7.2D

Partner with ~~Incentivize~~ developers to ~~catalyze~~ produce high-quality, transit-oriented developments housing, economic opportunities, and services in the Urban Center and urban villages through maximizing infill development and other new and redevelopment opportunities ~~station areas~~.

Station areasThe City's three urban villages will evolve over many years ~~into village-like places~~. The City should take the lead on establishing the character and level of quality during the initial phase(s) of development. Public amenities should be provided, such as comfortable walking, bicycling, and resting environments, small parks and plazas, pedestrian-scaled lighting, weather protection, and bicycle storage.

Policy ~~3.5G~~ 7.2A

Implement the City Center and Station Area Plans to encourage the development of urban villages as distinctive focal points (i.e., high activity neighborhood and commercial centers) within the Urban Center.

Goal 3.6

Promote connectivity between land uses by building a walkable, pedestrian focused, street network.

Policy ~~2.1C~~ 3.6A

Promote development that reduces block sizes in the Urban Center, particularly in the City Center and the station areas, and provides a network of connected local streets to facilitate pedestrian and bicycle circulation and transit accessibility.

The physical layout of the Urban Center, including its street and sidewalk network, block size, and configuration, is perhaps the most crucial determinant of its pedestrian and transit accessibility. A dense network of connected streets provides pedestrians with direct, safe, and interesting routes between destinations. Development should add new streets to reduce the average block size in station areas from the current 11.4 acres to three to six acres.

Policy ~~7.2E~~ 3.6B

Require clear and reasonable connections, such as ~~(e.g., station platforms and pedestrian paths)~~, between new development and the light rail stations and improvements that support the creation of a more connected, local multimodal network.

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Policy 7.2H3.6C

Encourage accessible and multi-modal connections between the Urban Center and adjacent residential ~~nearby~~ neighborhoods.









The Urban Center needs to be linked to the neighborhoods surrounding it. While such linkages can be enhanced by transit, the principal means should be through sidewalks, walkways, and other ground-level corridors, particularly creating east-west connections to the adjacent neighborhoods. While most have been developed as a part of the public streets and open space network, new development should be required to add linkages to this network, and there may be some instances in which pathways could be cut through private property via access easements.

Policy 3.6D



Encourage a pedestrian and transit friendly Urban Center through the application of design standards that prioritize the orientation of pedestrian- and transit-supportive land uses around transit.

WALKING DISTANCE FROM LIGHT RAIL STATIONS City of SeaTac 

LEGEND

-  1/4 mile & 1/2 mile walkshed from light rail station
-  Urban Center
-  City Center
-  Station Areas*
-  City Limits
-  Link Light Rail
-  Future South Access Expressway
-  Future SR-509 Right-of-Way

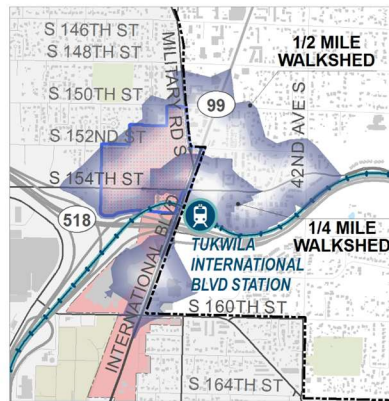
* Proposed district boundary shown for Angle Lake Station

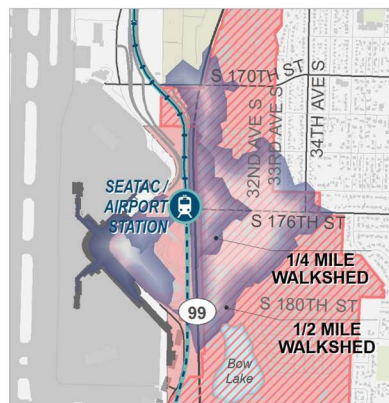
Date Prepared: 3/19/2015
Sources: City of SeaTac, NAVTEQ, Sound Transit King County GIS

Prepared by the City of SeaTac GIS. All rights reserved. This product has been compiled from the best available data. No warranty is expressed or implied as to accuracy, completeness, or fitness for any specific use. Not to be used for purposes of legal description or definition. Not a substitute for a professional survey.

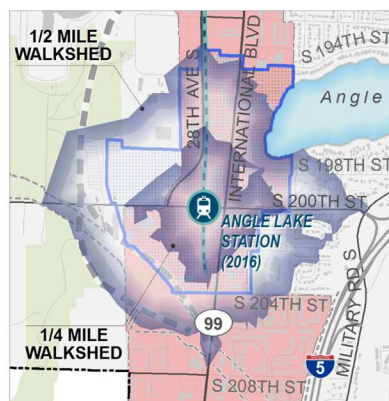
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WalkingDistancesFromLightRailStationsWalkshed.mxd



South 154th Street
Tukwila International
Blvd Station



South 176th Street
SeaTac / Airport Station



South 200th Street
Angle Lake Station

Figure 2-13.6. Walking distance from light rail stations walkshed

Housing

Goal 3.7

Promote more and a variety of homes for SeaTac’s diverse communities at all income levels within the Urban Center.

Policy 3.7A

Ensure density standards and development regulations allow for a variety of housing types for all major household income categories.

Policy 3.7B

Continually undertake planning to assess housing needs, create affordable housing opportunities, track the provision of housing by type and affordability, and coordinate with community and regional approaches to funding and meeting the housing needs of current and future populations.

Policy 3.7C

Use a range of strategies to mitigate displacement of housing, especially low-income households, special needs individuals and households, and historically marginalized populations, that may result from planning, public investments, private development, and market pressure.

Policy 3.7D

Support the protection of existing, naturally affordable housing and encourage the equitable distribution of new affordable housing units.

Economy

Goal 3.8

Promote the retention, expansion, and growth of economic opportunities in the Urban Center.

Policy 3.8A

Increase employment opportunities and diversify the economic environment to leverage access to the airport and regional market while promoting businesses that address the daily needs of residents, workers, and visitors.

Policy 3.8B2-1D

Focus-Encourage retail and commercial development within the City-Urban Center and station areas urban villages to ensure access to services and healthy foods within at least one-half mile walking distance.

Most of the commercial development on International Boulevard consists of non-retail businesses such as hotels, restaurants, park ‘n fly lots, offices, and a few auto-oriented retail establishments (e.g., used car sales). The Airport generates a large and relatively untapped market for retail activity in the City of SeaTac.

~~More than 35 million passengers traveled through the Airport terminal in 2013, and the annual volume is projected to increase to 45 million passengers per year by 2024.~~ This market could be tapped to the benefit

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of visitors, workers, and residents, especially if travelers could conveniently access shopping areas outside the Airport.

Policy 3.8C

Reduce the displacement risk of neighborhood-based small business owners, local organizations, and commercial development.

Policy 3.8D

Allow for the adaptive reuse of single family homes to encourage work/live opportunities and neighborhood services, and as an anti-displacement strategy as the Urban Center transitions into a higher density community.

Transportation**Goal 3.9**

Provide a safe and efficient transportation system for all users within the Urban Center including motor vehicles, transit, bicycles, and pedestrians, while leveraging the transit-rich environment to increase mobility and equitable access to social and economic opportunities.

Policy 3.9A

Plan for streets that serve all users, including pedestrians, bicyclists, transit users, vehicles, and – where appropriate – freight.

Policy 3.9B

Support a connected transportation network that emphasize pedestrian and transit use, especially within the designated urban villages.

Pedestrian Environment**Policy ~~3.9C-2F~~**

Incorporate sidewalks and **other** pedestrian-oriented ~~street furnishings~~**design features** along streets within the Urban Center.

Policy ~~7-213.9D~~

Provide safe methods such as signalized crossings, textured crosswalks, and pedestrian islands within the planted median for people to cross major streets at regular and convenient intervals.

Goal 3.10

Decrease the necessity of, and dependence on, single-occupancy vehicles in the Urban Center by promoting easily accessed non-motorized options of travel.

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Policy 3.10A

Identify strategies to achieve a mode-split goal that promotes less reliance on single-occupancy vehicles and advances more transit, and non-motorized trips.

Transit

Policy 3.10B

Coordinate with Sound Transit and King County Metro to ensure the provision of safe, efficient, and connected transit options.

Policy 3.10C

Ensure safe and accessible access to Link light rail stations and stops along Metro’s RapidRide Bus Rapid Transit (BRT) line.

Bicycle Parking

Policy 3.10D

Promote safe and convenient bicycle parking throughout the Urban Center in and near public spaces and private businesses.

Vehicle Parking Management Strategy

Policy 3.9.E

Establish a parking management strategy that addresses supply of parking, on-street parking, and mitigating effects of parking.

Policy 3.9F

Work with developers and the Port of Seattle to ensure that parking facilities are built with the future in mind.

Public Services

Goal 3.11

Plan for, prioritize, and implement infrastructure improvements in the Urban Center.

Policy 3.11A

Locate community facilities and services, including civic places like parks, schools, and other public spaces, in centers and near transit, with consideration for climate change, economic, social and health impacts.

Policy 3.11B

Coordinate with SeaTac’s multiple utility and public service providers, including water, sewer, transportation, and other special purpose districts, to ensure adequate services available to support current and anticipated growth in the Urban Center.

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Policy 3.11C

Ensure availability of public services, including K-12 education, to meet the needs of current and projected businesses and residents.

Policy 3.11D

Ensure the provision of public services and facilities are consistent in location and timing with adopted growth targets.

Policy 3.11E

Provide available infrastructure funding to projects within the Urban Center to achieve necessary density and intensity of development.

Policy 3.11F

Support innovative stormwater management.

Urban Village Framework Policies

Goal 3.12

Develop urban villages within the City Center, S 154th station area, and Angle Lake station area designated subareas as centers of opportunity that provide equitable access to transit-oriented housing, jobs, and complete neighborhood infrastructure and services to those within and outside of village communities.

Policy 3.12A

Design urban villages to be the highest density, urban living and working experiences within the city, consisting of walkable, one-fourth to one-half mile access to diverse and affordable housing options, neighborhood-oriented services, healthy foods, transportation choices, and parks, open space, and amenities for local and regional residential, worker, and visitor communities.

Zoning

Policy 3.12B

Provide zoning that supports mixed use, pedestrian environments and compact, higher and moderate density development; accessibility to high-capacity transit; multi-modal connectivity and access to parks and open space.

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Mix of Uses

Policy 3.12C

Allow and promote a broad range of transit-supportive uses including housing types and commercial, retail, and public services to serve a local, citywide, or regional market, and mix of uses that aligns with the adopted vision of each urban village.

Development Pattern

Policy 3.12D

Promote mixed use pedestrian-oriented environments where public amenities and services can be conveniently, efficiently, and effectively provided.

Complete Neighborhood Policies for Urban Villages

SeaTac’s citywide growth strategy is focused on concentrating growth within centers and ensuring that future growth is supported by complete neighborhood infrastructure and services. While the Land Use Element establishes complete neighborhood policy guidance at the citywide level, urban village-specific complete neighborhood strategies focus on ensuring sufficient and equitable access to infrastructure and services to support current and future urban village communities.

Access to Diverse, Affordable Housing

Policy 3.12E

Provide a range of higher and moderate density housing types, including mixed use options, for households of different family sizes and at all income levels.

Access to Neighborhood Services

Policy 3.12F

Maintain and enhance retail commercial and other daily-use services, especially in areas most attractive to pedestrians and transit riders, and to support concentrations of residential and employment activity.

Access to Healthy Foods

Policy 3.12G

Encourage the location of grocery stores, healthy food retail, farmers markets, and community food gardens to support access to healthful food for people living within and outside of urban villages.

Access to Transportation Choices

Policy 3.12H

Facilitate direct and convenient access for all modes to local and regional transportation networks, especially high-capacity transit, all ages and abilities pedestrian and bicycle connections within and near villages.

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Policy 3.12I

Promote the use of the Urban Center’s three-station local light rail system to facilitate the connectivity and development of the City’s three urban villages as central community resource hubs for neighborhoods throughout SeaTac and the region.

Access to Parks and Open Spaces

Policy 3.12J

Provide a variety of parks and open spaces to enhance the livability of urban villages, to help shape the overall development pattern, and to enrich the character of each village.

Policy 3.12K

Implement the SeaTac Parks, Recreation, and Open Space (PROS) Plan goal of providing Neighborhood or Community parks within one-quarter mile walking distance of urban village residents.

Policy 3.12L

Promote the development of village squares and other community gathering spaces in each urban village.

Policy 3.12M

Encourage flexibility of use for village squares, public open space, and other community gathering spaces, including the ability to accommodate food trucks, pop-ups, festivals, farmers markets, and other community events.

Community Design and Placemaking within the Urban Center

Goal 3.13

Ensure public and private development contribute to an attractive, equitable identity and sense of place for locations throughout the Urban Center.

Policy 3.13A

Design the Urban Center to increase access to opportunity, including employment, housing, services, and education opportunities and improved neighborhood quality of life.

Policy 3.13B

Identify the types of projects, programs, and services that would help achieve cleanliness and safety goals for the Urban Center.

Community Image and Building Design

Policy ~~7.2L~~ 3.13C

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~~Encourage developments to include design features~~ Promote the incorporation of design elements that unify SeaTac's Urban Center ~~character identity, while allowing for distinctive and balanced with individual, creative architectural designs in developments.~~

Policy ~~7.2K~~ 3.13D

~~Maintain the City Center's and Station Areas Plans'~~ **Ensure** development standards for the Urban Center and urban villages require high quality, pedestrian- and transit-oriented building, streetscape, and street design and orientation to ensure that buildings are designed to accommodate that create a comfortable and pleasant human experience on the street ~~and are that is~~ visually pleasing above.

Policy ~~7.2M~~ 3.13E

~~Provide~~ **Encourage and provide** a variety of public spaces, art, and amenities throughout the Urban Center, especially within urban villages.

All developments should contribute to an appealing and lively public realm. Accordingly, buildings should provide exterior and interior public spaces, connections to the sidewalks and between properties, pedestrian fixtures and furnishings, and art. Additional public amenities include restrooms, day care facilities, bicycle facilities, and community meeting spaces.

Policy ~~7.2C~~ 3.13F

Encourage attractive and well-scaled signage along International Boulevard.

Large advertisement signs and billboards are a recognizable feature along some parts of International Boulevard. While such signage may be appropriate for a fast-moving highway corridor, it is not supportive of a people-oriented urban center and stifles investment in high profile, high-quality developments.

Policy ~~7.2N~~ 3.13G

Encourage flexibility in the Zoning Code and urban design standards which balances the community's desire to create a well-designed urban center with the preservation and maintenance of viable commercial and residential developments.

Civic Facilities

SeaTac's Urban Center should provide a range of spaces and places for civic and community functions such as public meetings, government services, ceremonial events, and community festivals.

Policy ~~7.2G~~ 3.13H

Enhance the livability and functionality of the Urban Center by prioritizing the creation and maintenance of diverse public spaces. ~~Establish a variety of spaces throughout the Urban Center.~~

Public space comes in many forms: streets, large parks, small parks, pocket parks, plazas, courtyards, gardens, and so forth. An urban center must, over time, provide a diversity of public spaces to help create a greater sense of identity and places that can be enjoyed by residents, employees, and visitors. Some will be developed by the City or other agencies, while some will be privately provided with new development.

Policy ~~7.2P~~ 3.13I

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Encourage the development of buildings and structures in the Urban Center which provide civic functions.

Public facilities should be encouraged to locate within the Urban Center. Symbolic civic features, such as a monument, observation platform, or clock tower can reinforce the civic identity of SeaTac.

Policy ~~7.2Q~~ [3.13J](#)

Include art with public improvements.

SeaTac can contribute to the world-renowned Pacific Northwest’s public art legacy by funding programs and projects or providing substantial development incentives for incorporating art. Artists should be included on design teams to integrate art with many public environment elements (e.g., lighting, railings, walls, benches).

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RECOMMENDED IMPLEMENTATION STRATEGIES

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.

Not all policies require an implementation strategy. In those cases those policies are not reflected in the tables that follow.

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.

The time frame categories are defined as follows:

- Short-Termone to five years
- Medium-Termsix to 10 years
- Long-Term11 to 20 years
- Ongoingthe strategy will be implemented on a continual basis

The time frames are target dates set regularly when the City Council adopts amendments to the Comprehensive Plan.

The list of proposed implementation strategies is a minimum set of action steps and is not intended to limit the City from undertaking other strategies not included in this list.

Many implementation strategies identified in the Land Use Element are applicable to the Urban Center Element, and accomplish the goals and objectives identified in this Element. The following implementation strategies are in addition to those strategies identified in the Land Use Element, and are specific to goals and objectives of the Urban Center Element.

POLICIES	IMPLEMENTATION STRATEGIES	PRIMARY RESPONSIBILITY	TIME FRAME
3.1 General Policies			
<p>Policy 3.1A <u>Support the transition of the Urban Center into a more compact, pedestrian- and transit-oriented place with access to jobs, diverse, affordable housing options, transportation choices, neighborhood-oriented services, healthy foods, and parks and open</u></p>	<p><u>Coordinate department programs to proactively plan and implement infrastructure investments, regulatory changes, and the use of other City resources to promote transit-oriented growth and complete neighborhood infrastructure and services in the Urban Center.</u></p>	<p><u>Staff, Planning Commission, City Council</u></p>	<p><u>Ongoing</u></p>

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POLICIES	IMPLEMENTATION STRATEGIES	PRIMARY RESPONSIBILITY	TIME FRAME
<p>space available within one-half mile walking distance throughout the center.</p>			
<p>Policy 3.1.B Prioritize services and access to opportunity for people of color, people with low incomes, and historically underserved communities.</p>	<p>Identify and work with BIPOC and historically underserved populations to understand community needs and priorities.</p>	<p>Staff</p>	<p>Ongoing</p>
	<p>Align department plans and projects to address service and infrastructure gaps that serve historically underserved communities.</p>	<p>Staff, City Council</p>	<p>Ongoing</p>
<p>Policy 3.1.C Prioritize investments in the Urban Center such as transportation planning investments and programs, and other public infrastructure.</p>	<p>Prioritize infrastructure investments, regulatory changes, and the use of other City resources to promote transit-oriented growth and complete neighborhood infrastructure and services in the Urban Center.</p>		
<p>Regional Growth Center Framework Policies</p>			
<p>3.2 Regional Collaboration</p>			
<p>Policy 3.2A Recognize the Urban Center as a regionally designated growth center and support its role locally and within the region as a major focal point for population and employment growth, and a transit-oriented, equitable, center for opportunity.</p>	<p>See strategy for Policy 3.1A.</p>		
<p>Policy 3.2B 7.2F Ensure-Facilitate collaboration with between Sound Transit, WSDOT, the Port of Seattle, tribes, military installations, special districts, and other public agencies to achieve Urban Center goals and work closely with affected neighborhoods in the design of regional public facilities, such as transit, highway and other major projects, that impact residential neighborhoods.</p>	<p>Continue coordinating with agency partners on improvements to the Urban Center as follows:</p> <ul style="list-style-type: none"> ▪ Working with Port of Seattle on airport-related issues, ▪ Working with WSDOT on the completion of SR-509, and other projects, and, <p>Working with Sound Transit on Link light rail Federal Way Extension, second elevator project at SeaTac/Airport station, and others.</p>		

Urban Center Element

POLICIES	IMPLEMENTATION STRATEGIES	PRIMARY RESPONSIBILITY	TIME FRAME
3.3 Environment, Parks, and Climate Change			
<p>Policy 3.3A Promote the design of neighborhoods and individual developments using techniques that reduce heat absorption, particularly in areas with less tree canopy and open spaces.</p>	<p>Define a set of SeaTac-specific best practices to reduce heat absorption and other potential impacts of climate change through the development of a new Climate Element that provides guidance on mitigating greenhouse gas emissions and building community resilience.</p>	<p>Staff</p>	<p>Medium Term</p>
<p>Policy 3.3B Reduce greenhouse gas emissions by encouraging walking, bicycling, transit use, and other alternatives to auto travel, and by locating housing closer to areas of high employment.</p>	<p>Plan and fund improvements that help implement City goals for walkable and other non-motorized access to complete neighborhood and other infrastructure and services.</p>	<p>Staff, City Council</p>	<p>Short and Medium Term</p>
<p>Policy 3.3C Reduce the greenhouse gas emissions of the built environment through supporting innovative green building practices in design, materials selection, construction, and maintenance.</p>	<p>See strategy for Policy 3.3A.</p>		
<p>Policy 3.3D Work to incorporate electric transportation infrastructure into new public and private development.</p>	<p>Implement electric vehicle infrastructure code.</p>	<p>Staff</p>	<p>Ongoing</p>
<p>Policy 3.3E 7-2B Encourage tree planting and native, climate-resilient Require appropriate tree planting and landscaping throughout the Urban Center to create and protect systems of green infrastructure. with new development.</p>	<p>Explore tree and native planting strategies as part of City Center subarea plan completion process.</p>	<p>Staff</p>	<p>Short Term</p>
<p>Policy 3.3F Follow guidance from the City's Stormwater Management Program to preserve, protect, and improve water resources.</p>	<p>Implement stormwater management program.</p>	<p>Staff</p>	<p>Ongoing</p>
<p>Policy 3.3G Identify and mitigate environmental impacts for vulnerable populations by prioritizing investment in parts of the</p>	<p>Use the City Center subarea plan completion process to engage with historically marginalized populations and identify</p>	<p>Staff</p>	<p>Short Term</p>

Urban Center Element

POLICIES	IMPLEMENTATION STRATEGIES	PRIMARY RESPONSIBILITY	TIME FRAME
Urban Center with historical underinvestment in infrastructure.	appropriate environmental impacts and mitigation strategies.		
3.4 Environmentally Critical Areas, Parks, and Open Space			
Policy 3.4A Identify and minimize gaps in equitable access to parks and open space by providing parks within one-half to one-quarter mile walk of all Urban Center residents and as guided by the SeaTac Parks, Recreation, and Open Space (PROS) Plan and complete neighborhoods growth strategies.	Coordinate with Parks Department and upcoming PROS Plan update process to plan and implement improvements that address gaps in ¼ to ½ mile walkable access to parks and open space.	Staff, City Council	Short Term and Medium Term
Policy 7.20 3.4B Create-Develop public spaces within the Urban Center to create a greater sense of identity and establish places that can be enjoyed by residents, employees, and visitors.	Evaluate options for acquiring and developing a public space, including private sector partnerships.	Staff	Ongoing
	Organize-Explore organizing a design competition to ensure quality and innovation in the final design.	Staff	Short Term
	Establish a civic park or village squares identified within urban villages and other parks and open space improvements identified in the PROS Plan and a subarea plans and through the Capital Facilities Program.	Staff, City Council	Short Term
Policy 3.4C Work collaboratively with other agencies and environmental groups to increase the habitat value of SeaTac's natural resources, including Bow Lake and Angle Lake.	Identify potential external partners and next steps needed to work on understanding and enhancing Bow Lake and Angle Lake habitat as appropriate.	Staff	Short Term
Policy 3.4D 7.2R Incorporate-Recognize Bow Lake and Angle Lake as major elements in the image contributors to the development of SeaTac's Urban Center and City Center urban village, and work to further enhance their	Continue programming activities at Angle Lake and explore ways to make Bow Lake an accessible and appealing focal point for the community.	Staff, Planning Commission	Ongoing

Urban Center Element

POLICIES	IMPLEMENTATION STRATEGIES	PRIMARY RESPONSIBILITY	TIME FRAME
capacity for providing opportunities to the community.			
3.5 Land Use/Development Patterns			
Urban Center Growth Targets			
<p>Policy 3.5A 2.1A Focus most of SeaTac’s housing and job growth within the Urban Center Implement the City Center, South 154th Street Station Area, and Angle Lake District Station Area Plans to focus and direct the majority of the SeaTac’s commercial and residential growth and redevelopment into the City’s three distinct complete communities within SeaTac’s designated Urban Center designated urban villages to facilitate their development as community focal points and distinct, complete neighborhoods.</p>	<p>Complete the City Center Urban Village subarea plan and related code amendments and implement plan.</p> <p>Implement the S 154th and Angle Lake Station subarea plans, track progress, and reevaluate prioritization over time.</p> <p>Prioritize infrastructure investments, regulatory changes, and the use of other City resources that would serve growth in the Urban Center.</p>	<p>Staff, Planning Commission, City Council</p> <p>Staff, City Council</p> <p>Staff, City Council</p>	<p>Short Term, Medium Term</p> <p>Short Term, Medium Term</p> <p>Short Term, Medium Term</p>
<p>Policy 3.5B Create and plan to accommodate population, housing unit, and employment targets specific to the Urban Center in alignment with PSRC’s Vision 2050 and Regional Growth Strategy, and ensure the targets help implement PSRC’s goal of attracting 65% of regional population growth and 75% of employment growth within designated centers.</p>	<p>See strategies for Policy 3.5A.</p>		
<p>Policy 3.5C 2.1B Support the Urban Center as a primary location for growth by implementing development regulations, programs, and projects that encourage growth new jobs and housing in line with PSRC’s activity unit density goals for regional growth centers. Direct moderate and high-density residential development to the Urban Center,</p>	<p>See strategies for Policy 3.5A.</p>		

Urban Center Element

POLICIES	IMPLEMENTATION STRATEGIES	PRIMARY RESPONSIBILITY	TIME FRAME
<u>especially within the City Center and station areas.</u>			
Development Pattern			
<p>Policy 3.5D <u>Promote regional and local community and economic development by providing a mix of land uses and complete neighborhood infrastructure and services throughout the Urban Center including housing at a range of building types and affordability levels, commercial and retail spaces, community services, and other amenities integrated within safe, walkable neighborhoods.</u></p>	<p><u>Coordinate City plans, programs, and budgets to integrate and prioritize the provision of complete neighborhood infrastructure and services in alignment with current and future community needs.</u></p>	<p><u>Staff, Planning Commission, City Council</u></p>	<p><u>Ongoing, Short-Term</u></p>
<p>Policy 3.5E <u>Ensure the City’s plans and design standards promote a pedestrian-friendly and transit-supportive land use and development pattern for future private and public development projects.</u></p>	<p><u>Review and amend development codes as necessary to ensure pedestrian- and transit-supportive standards.</u></p>	<p><u>Staff</u></p>	<p><u>Ongoing</u></p>
<p>Policy 3.5F 7.2D <u>Partner with incentivize developers to catalyze produce high-quality, transit-oriented developments <u>housing, economic opportunities, and services</u> in the <u>Urban Center and urban villages through maximizing infill development and other new and redevelopment opportunities</u> station areas.</u></p>	<p><u>See strategies for Policy 3.5A and Policy 3.5E.</u></p>		
<p>Policy 3.5G 7.2A Implement the City Center and Station Area Plans to encourage the development of <u>urban villages as distinctive focal points (i.e., high activity neighborhood and commercial centers) within the Urban Center.</u></p>	<p><u>Complete the City Center Urban Village subarea plan and related code amendments and implement plan.</u></p> <p><u>Implement the S 154th and Angle Lake Station subarea plans’ action plans, track progress, and reevaluate prioritization over time.</u></p>	<p><u>Staff, Planning Commission, City Council</u></p> <p><u>Staff, City Council</u></p>	<p><u>Short-Term, Medium-Term</u></p> <p><u>Short-Term, Medium-Term</u></p>

Urban Center Element

POLICIES	IMPLEMENTATION STRATEGIES	PRIMARY RESPONSIBILITY	TIME FRAME
	Update the S 154th and Angle Lake Station subarea plans to incorporate Urban Center and Urban Village framework policies as needed.	Staff, City Council	Medium Term
	Prioritize infrastructure investments, regulatory changes, and the use of other City resources that would serve growth in the Urban Center.	Staff, City Council	Ongoing
3.6 Land Use and Connectivity			
Policy 2.1C Promote development that reduces block sizes in the Urban Center, particularly in the City Center and the station areas, and provides a network of connected local streets to facilitate pedestrian and bicycle circulation and transit accessibility.	Identify desirable linkages and secure access through purchase or easements.		
Policy 7.2E3.6C Require clear and reasonable connections, such as (e.g., station platforms and pedestrian paths), between new development and the light rail stations and improvements that support the creation of a more connected, local multimodal network.	Implement multimodal connectivity guidance within the: <ul style="list-style-type: none"> ▪ Transportation Master Plan ▪ S 154th Street Station Area Action Plan ▪ Angle Lake District Station Area Plan 	Staff, Planning Commission, City Council	Short Term, Medium Term
	Require new development to integrate with and provide comfortable, usable connections to light rail stations.	Staff, Planning Commission, City Council	Short Term
	Continue to work with Metro and Sound Transit to ensure that the needs of transit riders are met along the streetscape.	Staff	Ongoing
	Working with Sound Transit and Metro, ensure that all major transit areas are visible, accessible by sidewalks, well-lit, attractive, and offer cover from the elements	Staff	Ongoing

Urban Center Element

POLICIES	IMPLEMENTATION STRATEGIES	PRIMARY RESPONSIBILITY	TIME FRAME
	Complete City Center Urban Village subarea plan and implement multimodal implementation strategies as appropriate.	Staff, Planning Commission, City Council	Short Term, Medium Term
	Implement and update City’s development codes to clarify requirements and incentives for increasing the Urban Center’s multimodal network.	Staff, Planning Commission, City Council	Short Term, Medium Term
<p>Policy 3.6A7-2H Encourage accessible and multi-modal connections between the Urban Center and adjacent residential nearby neighborhoods.</p>	<p>Provide City Center and station area recommended pedestrian connections between the Urban Center and adjacent neighborhoods through zoning standards and the Capital Facilities Program. Obtain access easements as feasible.</p>	Staff, Planning Commission, City Council	<p>Short-Term</p>
<p>Policy 3.6D Encourage a walkable and transit friendly Urban Center through the application of design standards that prioritize the orientation of pedestrian- and transit-supportive land uses around transit.</p>	<p>See strategies for Policy 3.5E.</p>		
<p>3.7 Housing</p>			
<p>Policy 3.7A Ensure density standards and development regulations allow for a variety of housing types for all major household income categories.</p>	<p>Review multi-family housing standards and other housing codes, and complete updates as needed.</p>	Staff, Planning Commission, City Council	<p>Ongoing, Short-Term</p>
	<p>See housing implementation strategies in Housing & Human Services Element.</p>		

Urban Center Element

POLICIES	IMPLEMENTATION STRATEGIES	PRIMARY RESPONSIBILITY	TIME FRAME
<p>Policy 3.7B Continually undertake planning to assess housing needs, create affordable housing opportunities, track the provision of housing by type and affordability, and coordinate with community and regional approaches to funding and meeting the housing needs of current and future populations.</p>	<p>Regularly monitor housing development and production by building type, affordability, and geographic location and seek community feedback on housing needs.</p>	<p>Staff</p>	<p>Ongoing</p>
<p>Policy 3.7C Use a range of strategies to mitigate displacement of housing, especially low-income households, special needs individuals and households, and historically marginalized populations, that may result from planning, public investments, private development, and market pressure.</p>	<p>See Housing & Human Services Element, Policy 3.1E implementation strategies.</p>		
<p>Policy 3.7D Support the protection of existing, naturally affordable housing and encourage the equitable distribution of new affordable housing units.</p>	<p>See Housing & Human Services Element, implementation strategies.</p>		
<p>3.8 Economy</p>			
<p>Policy 3.8A Increase employment opportunities and diversify the economic environment to leverage access to the airport and regional market while promoting businesses that address the daily needs of residents, workers, and visitors.</p>	<p>See Economic Vitality Element implementation strategies.</p>		
<p>Policy 3.8B2-1D FocusEncourage retail and commercial development within the City-Urban Center and station areas urban villages to ensure access to services and healthy foods within</p>	<p>Encourage retail to remain or locate in existing buildings in the City Center and station areas through strategies such as business incubator programs, business support and development (e.g.,</p>	<p>Staff, Planning Commission, City Council</p>	<p>Short-Term</p>

Urban Center Element

POLICIES	IMPLEMENTATION STRATEGIES	PRIMARY RESPONSIBILITY	TIME FRAME
<p>at least one-half mile walking distance.</p>	<p>community lending, Community Development Corporations, small business assistance), and storefront and streetscape improvements.</p>		
	<p>Evaluate and implement options for promoting retail development in the station areas.</p>	<p>Staff, Planning Commission, City Council</p>	<p>Short-Term</p>
	<p>Streamline Explore streamlining development review for projects including retail in the City Center and station areas.</p>	<p>Staff</p>	<p>Short-Term</p>
<p>Policy 3.8C Reduce the displacement risk of neighborhood-based small business owners, local organizations, and commercial development.</p>	<p>See Economic Vitality implementation strategies.</p>		
<p>Policy 3.8D Allow for the adaptive reuse of single family homes to encourage work/live opportunities and neighborhood services, and as an anti-displacement strategy as the Urban Center transitions into a higher density community.</p>	<p>Study the potential for adaptive reuse of single family buildings as a cost-effective tool to promote work-live opportunities and to mitigate displacement of residents.</p>	<p>Staff</p>	<p>Short-Term</p>
<p>3.9 Transportation</p>			
<p>Policy 3.9A Plan for streets that serve all users, including pedestrians, bicyclists, transit users, vehicles, and – where appropriate – freight.</p>	<p>See strategies in Transportation Element and Transportation Master Plan.</p>		
<p>Policy 3.9B Support a connected transportation network that emphasize pedestrian and transit use, especially within the designated urban villages.</p>	<p>See strategies for Policy 3.1A.</p>		

Urban Center Element

POLICIES	IMPLEMENTATION STRATEGIES	PRIMARY RESPONSIBILITY	TIME FRAME
Pedestrian Environment			
<p>Policy 7-2F 3.9C Incorporate sidewalks and other pedestrian-oriented street furnishings design features along streets within the Urban Center.</p>	<p>Place station areas subarea plan recommended sidewalk construction, improvements, and pedestrian features in the Capital Improvements Program.</p>	<p>Staff, City Council</p>	<p>Short-Term</p>
	<p>Develop and apply design standards to new development to achieve high-quality street furnishings and amenities.</p>	<p>Staff, Planning Commission, City Council</p>	<p>Ongoing</p>
<p>Policy 7-2I 3.9D Provide safe methods such as signalized crossings, textured crosswalks, and pedestrian islands within the planted median for people to cross major streets at regular and convenient intervals.</p>	<p>See the Transportation Element and Transportation Master Plan for intersection, mid-block crossing, and pedestrian refuge improvements strategies.</p>		
3.10 Promote Non-Motorized Options			
<p>Policy 3.10A Identify strategies to achieve a mode-split goal that promotes less reliance on single-occupancy vehicles and advances more transit, and non-motorized trips.</p>	<p>See strategies in Transportation Element and Transportation Master Plan.</p>		
Transit			
<p>Policy 3.10B Coordinate with Sound Transit and King County Metro to ensure the provision of safe, efficient, and connected transit options.</p>	<p>See strategies in Transportation Element and Transportation Master Plan.</p>		
<p>Policy 3.10C Ensure safe and accessible access to Link light rail stations and stops along Metro’s RapidRide Bus Rapid Transit (BRT) line.</p>	<p>See strategies in Transportation Element and Transportation Master Plan.</p>		

Urban Center Element

POLICIES	IMPLEMENTATION STRATEGIES	PRIMARY RESPONSIBILITY	TIME FRAME
<u>Bicycle Parking</u>			
<p><u>Policy 3.10D</u> <u>Promote safe and convenient bicycle parking throughout the Urban Center in and near public spaces and private businesses.</u></p>	<p><u>Review and amend Urban Center bicycle parking development codes as necessary.</u></p>	<p><u>Staff</u></p>	<p><u>Ongoing</u></p>
<u>Vehicle Parking Management Strategy</u>			
<p><u>Policy 3.10.E</u> <u>Establish a parking management strategy that addresses supply of parking, on-street parking, and mitigating effects of parking.</u></p>	<p><u>Complete Parking Code Study and implement recommendations as appropriate.</u></p>	<p><u>Staff, Planning Commission, City Council</u></p>	<p><u>Short Term</u></p>
<p><u>Policy 3.10F</u> <u>Work with local businesses, property owners, developers and the Port of Seattle to ensure that parking facilities are built with the future in mind.</u></p>	<p><u>Continue engaging with the Port of Seattle and the business and development community on “right size” parking approaches.</u> <u>See strategy for Policy 3.9E.</u></p>	<p><u>Staff</u></p>	<p><u>Ongoing</u></p>
3.11 Public Services			
<p><u>Policy 3.11A</u> <u>Locate community facilities and services, including civic places like parks, schools, and other public spaces, in centers and near transit, with consideration for climate change, economic, social and health impacts.</u></p>	<p><u>See strategy in Policy 3.1A.</u></p>		
<p><u>Policy 3.11B</u> <u>Coordinate with SeaTac’s multiple utility and public service providers, including water, sewer, transportation, and other special purpose districts, to ensure adequate services available to support current and anticipated growth in the Urban Center.</u></p>	<p><u>Continue regular outreach to utility providers to ensure alignment between City’s and utility agencies’ programs capital plans.</u></p>	<p><u>Staff</u></p>	<p><u>Ongoing</u></p>
<p><u>Policy 3.11C</u> <u>Ensure availability of public services, including K-12 education, to meet</u></p>	<p><u>Continue regular outreach to Highline School District and other public agencies to ensure alignment</u></p>	<p><u>Staff</u></p>	<p><u>Ongoing</u></p>

Urban Center Element

POLICIES	IMPLEMENTATION STRATEGIES	PRIMARY RESPONSIBILITY	TIME FRAME
<u>the needs of current and projected businesses and residents.</u>	<u>between City’s and agencies’ programs and capital plans.</u>		
Policy 3.11D <u>Ensure the provision of public services and facilities are consistent in location and timing with adopted growth targets.</u>	<u>See strategies for policies 3.11A through C.</u>		
Policy 3.11E <u>Provide available infrastructure funding to projects within the Urban Center to achieve necessary density and intensity of development.</u>	<u>See strategy in Policy 3.1A.</u>		
Policy 3.11F <u>Support innovative stormwater management.</u>	<u>Implement stormwater master plan.</u>	<u>Staff</u>	<u>Ongoing</u>
3.12 Urban Village Framework Policies			
Policy 3.12A <u>Design urban villages to be the highest density, urban living and working experiences within the city, consisting of walkable, one-fourth to one-half mile access to diverse and affordable housing options, neighborhood-oriented services, healthy foods, transportation choices, and parks, open space, and amenities for local and regional residential, worker, and visitor communities.</u>	<u>Complete the City Center Urban Village Plan and incorporate new Envision SeaTac 2044 growth strategies.</u>	<u>Staff, Planning Commission, City Council</u>	<u>Short-Term</u>
	<u>Implement urban village subarea plans, by proactively coordinating City programs and budgets.</u>	<u>Staff, City Council</u>	<u>Ongoing</u>
	<u>Update plans periodically to better reflect changes in community goals and growth trends.</u>	<u>Staff, Planning Commission, City Council</u>	<u>Short and Medium Term</u>
Zoning			
Policy 3.12B <u>Provide zoning that supports mixed use, pedestrian environments and compact, higher and moderate density development; accessibility to high-capacity transit; multi-modal connectivity and access to parks and open space.</u>	<u>See strategies for Policy 3.1A.</u>		

Urban Center Element

POLICIES	IMPLEMENTATION STRATEGIES	PRIMARY RESPONSIBILITY	TIME FRAME
Mix of Uses			
<p><u>Policy 3.12C</u> Allow and promote a broad range of transit-supportive uses including housing types and commercial, retail, and public services to serve a local, citywide, or regional market, and mix of uses that aligns with the adopted vision of each urban village.</p>	<p>Review and update multi-family and mixed use development standards as needed.</p>	<p>Staff</p>	<p>Ongoing, Short-Term</p>
Development Pattern			
<p><u>Policy 3.12D</u> Promote mixed use pedestrian-oriented environments where public amenities and services can be conveniently, efficiently, and effectively provided.</p>	<p>See strategies for Policy 3.1A.</p>		
Urban Village Complete Neighborhood Policies			
<p>See citywide complete neighborhood implementation strategies in Land Use Element.</p>			
Access to Diverse, Affordable Housing			
<p><u>Policy 3.12E</u> Provide a range of higher and moderate density housing types, including mixed use options, for households of different family sizes and at all income levels.</p>	<p>Review multi-family, mixed use and other codes and incentives to better align with Urban Village implementation.</p>	<p>Staff</p>	<p>Ongoing, Short-Term</p>
	<p>See Housing and Human Services Element implementation strategies.</p>		
Access to Neighborhood Services			
<p><u>Policy 3.12F</u> Maintain and enhance retail commercial and other daily-use services, especially in areas most attractive to pedestrians and transit riders, and to support concentrations of residential and employment activity.</p>	<p>See citywide complete neighborhood implementation strategies in Land Use Element.</p>		
Access to Healthy Food			
<p><u>Policy 3.12G</u> Encourage the location of grocery stores, healthy food retail, farmers markets, and community food</p>	<p>See citywide complete neighborhood implementation strategies in Land Use Element.</p>		

Urban Center Element

POLICIES	IMPLEMENTATION STRATEGIES	PRIMARY RESPONSIBILITY	TIME FRAME
gardens to support access to healthful food for people living within and outside of urban villages.			
Access to Transportation Choices			
Policy 3.12H Facilitate direct and convenient access for all modes to local and regional transportation networks, especially high-capacity transit, all ages and abilities pedestrian and bicycle connections within and near villages.	See citywide complete neighborhood implementation strategies in Land Use Element.		
Policy 3.12I Promote the use of the Urban Center’s three-station local light rail system to facilitate the connectivity and development of the City’s three urban villages as central community resource hubs for neighborhoods throughout SeaTac and the region.	Coordinate within City departments to identify programs and projects to raise awareness of light rail stations and high capacity transit access and availability.	Staff	Ongoing
Access to Parks and Open Space			
Policy 3.12J Provide a variety of parks and open spaces to enhance the livability of urban villages, to help shape the overall development pattern, and to enrich the character of each village.	See citywide complete neighborhood implementation strategies in Land Use Element.		
Policy 3.12K Implement the SeaTac Parks, Recreation, and Open Space (PROS) Plan goal of providing Neighborhood or Community parks within one-quarter mile walking distance of urban village residents.	See strategies for Policy 3.4A.		
Policy 3.12L Promote the development of village squares and other community	Coordinate with the Parks Department and others to prioritize the development of village squares within City programs and budgets.	Staff	Ongoing

Urban Center Element

POLICIES	IMPLEMENTATION STRATEGIES	PRIMARY RESPONSIBILITY	TIME FRAME
gathering spaces in each urban village.	Ensure implementation of village squares and other urban village gathering spaces are addressed in future updates to SeaTac’s Parks, Recreation, and Open Space (PROS) Plan.	Staff, City Council	Short Term
Policy 3.12M Encourage flexibility of use for village squares, public open space, and other community gathering spaces, including the ability to accommodate food trucks, pop-ups, festivals, farmers markets, and other community events.	Review development codes and city programs and revise as appropriate to ensure desired community events and activities are allowed within village squares and other gathering places.	Staff	Ongoing
3.13 Community Design Within the Urban Center			
Policy 3.13A Design the Urban Center to increase access to opportunity, including employment, housing, services, and education opportunities and improved neighborhood quality of life.	See strategies in Policy 3.1A.		
Policy 3.13B Identify the types of projects, programs, and services that would help achieve cleanliness and safety goals for the Urban Center.	Identify strategies to improve cleanliness and safety of Urban Center through City Center urban village subarea planning process and implement those strategies throughout the Urban Center, as appropriate..	Staff, City Council	Short-Term
Community Image and Building Design			
Policy 7-24 3.13C Encourage developments to include design featuresPromote the incorporation of design elements that unify SeaTac’s Urban Center character identity, while allowing for distinctive and balanced with individual, creative architectural designs in developments.	Determine and require a selection of physical characteristics to be incorporated into development projects, for example, seasonal plantings, public spaces, canopies and other weather protecting devices, roof forms, ground level articulation of building facades,	City Council, Planning Commission, Staff	Short-Term

Urban Center Element

POLICIES	IMPLEMENTATION STRATEGIES	PRIMARY RESPONSIBILITY	TIME FRAME
	terraced building forms, or combinations of these elements.		
<p>Policy 7.2K 3.13D Maintain the City Center’s and Station Areas Plans’-Ensure development standards for the Urban Center and urban villages require high quality, pedestrian- and transit-oriented building, streetscape, and street design and orientation to ensure that buildings are designed to accommodate that create a comfortable and pleasant human experience on the street and are that is visually pleasing above.</p>	<p>Apply and/or enforce design standards to achieve people-oriented architectural and site design (see features listed under Policy 7.2J).</p>	<p>Planning Commission, City Council</p>	<p>Short-Term</p>
<p>Policy 7.2M 3.13E Provide-Encourage and provide a variety of public spaces, art, and amenities throughout the Urban Center, especially within urban villages.</p>	<p>Update zoning provisions for the Urban Center to include a list of desirable public amenities, some mandatory and others encouraged with incentives (in the form of additional development).</p>	<p>Staff, Planning Commission, City Council</p>	<p>Short-Term</p>
<p>Policy 7.2C 3.13F Encourage attractive and well-scaled signage along International Boulevard.</p>	<p>Review and update development codes as appropriate.</p>	<p>Staff, City Council</p>	<p>Ongoing</p>
<p>Policy 7.2N 3.13G Encourage flexibility in the Zoning Code and urban design standards which balances the community’s desire to create a well-designed urban center with the preservation and maintenance of viable commercial and residential developments.</p>	<p>Work with business and property owners and other community members in suggesting configurations and improvements that support Urban Center principles.</p>	<p>Staff</p>	<p>Ongoing</p>
	<p>Prioritize the kinds of improvements to be required during remodeling or renovation. These could include pedestrian access and circulation, signage, and landscaping.</p>	<p>Staff</p>	<p>Short-Term</p>
<p>Civic Facilities</p>			

Urban Center Element

POLICIES	IMPLEMENTATION STRATEGIES	PRIMARY RESPONSIBILITY	TIME FRAME
<p>Policy 7.2G 3.13H Enhance the livability and functionality of the Urban Center by prioritizing the creation and maintenance of diverse public spaces. Establish a variety of spaces throughout the Urban Center.</p>	Evaluate options for acquiring and developing a public space, including private sector partnerships.		
	Organize a design competition to ensure quality and innovation in the final design.		
	Establish a civic park or square identified in a subarea plan through the Capital Facilities Program.		
<p>Policy 7.2P 3.13I Encourage the development of buildings and structures in the Urban Center which provide civic functions.</p>	Establish one or more civic structures within the Urban Center		
	Encourage public-private projects to provide civic functions.		
<p>Policy 7.2Q 3.13J Include art with public improvements.</p>	Include artists on design teams for public projects.		
	Update the Zoning Code to include incentives for the provision of public art in private developments.		
	Establish a threshold above which public improvements will be required to include public art.		
	See strategies in SeaTac Arts and Culture Master Plan.		