



City of SeaTac

Council Study Session Agenda

March 11, 2014
4:00 PM

City Hall
Council Chambers

CALL TO ORDER:

PUBLIC COMMENTS (related to the agenda items listed below): (Speakers must sign up prior to the meeting. Public Comments shall be limited to a total of ten minutes with individual comments limited to three minutes and a representative speaking for a group of four or more persons in attendance shall be limited to ten minutes. However, the Mayor or designee may reduce equally the amount of time each speaker may comment so that the total public comment time does not exceed ten minutes. When recognized by the Mayor or his designee, walk to the podium, state and spell your name, and give your address [optional] for the record.)

1. Agenda Bill #3590; A Motion authorizing the City Manager to enter into a Park User Agreement with Spark Plug Promotions (Mountain Bike Group) for use of North SeaTac Park (total time: 15 minutes / presentation time: 5 minutes)

By: Assistant Parks and Recreation Director Lawrence Ellis / Spark Plug Promotions Representative Russell Stevenson

2. Agenda Bill #3579; A Motion authorizing final acceptance of the South 168th Street Sidewalk Improvements (total time: 10 minutes / presentation time: 5 minutes)

By: Civil Engineer I Eric Proctor

3. Agenda Bill #3582; A Motion authorizing final acceptance of the Council Chambers, Courtroom, and Executive Conference Room Audio/Visual modifications (total time: 10 minutes / presentation time: 5 minutes)

By: City Clerk Kristina Gregg / Facilities Manager Pat Patterson

4. Agenda Bill #3525; A Resolution authorizing the City Manager to execute an Interlocal Agreement with the cities of Des Moines and Tukwila for establishment of a Tourism Promotion Area (TPA) (total time: 30 minutes / presentation time: 15 minutes)

By: Economic Development Manager Jeff Robinson / Pacifica Law Group Deanna Gregory

5. PRESENTATIONS – INFORMATIONAL ONLY:

● **Review of Land Use Background Report Amendments (total time: 20 minutes / presentation time: 15 minutes)**

By: Planning Manager Steve Pilcher / Senior Planner Mike Scarey

● **Public Safety Statistics (total time: 10 minutes / presentation time: 5 minutes)**

By: Deputy Chief Brian Wiwel

ADJOURN:

THE COUNCIL CHAMBERS IS ACCESSIBLE TO PERSONS WITH DISABILITIES AND IS EQUIPPED WITH ASSISTIVE LISTENING DEVICES. PERSONS REQUIRING SPECIAL ACCOMMODATIONS SHOULD CONTACT THE CITY CLERK'S OFFICE BEFORE 5:00 PM THE FRIDAY PRECEDING THE COUNCIL MEETING.



City of SeaTac

Regular Council Meeting Agenda

March 11, 2014
6:30 PM

City Hall
Council Chambers

(Note: The agenda numbering is continued from the Council Study Session [CSS].)

CALL TO ORDER:

ROLL CALL:

FLAG SALUTE:

PUBLIC COMMENTS: (Speakers must sign up prior to the meeting. Individual comments shall be limited to three minutes. A representative speaking for a group of four or more persons in attendance shall be limited to ten minutes. When recognized by the Mayor or his designee, walk to the podium, state and spell your name, and give your address [optional] for the record.)

5. PRESENTATIONS – INFORMATIONAL ONLY (Continued):

- **Navos Ruth Dykeman** (*total time: 5 minutes / presentation time: 5 minutes*)

By: Program Director Roy Fisher

- **Regional Food Policy Council and Food Policy Blueprints** (*total time: 15 minutes / presentation time: 10 minutes*)

By: Puget Sound Regional Council (PSRC) Senior Planner Rebeccah Maskin and Associate Planner Liz Underwood-Bultmann

6. CONSENT AGENDA:

- **Approval of claims vouchers** (check no. 106532) in the amount of \$65.00 for the period ended March 3, 2014.
- **Approval of claims vouchers** (check nos. 106529 – 106531, 106533 - 106632) in the amount of \$296,677.40 for the period ended March 5, 2014.
- **Approval of payroll vouchers** (check nos. 52077 – 52099) in the amount of \$294,715.02 for the period ended February 28, 2014.
- **Approval of payroll electronic fund transfers** (check nos. 80432 - 80567) in the amount of \$243,000.58 for the period ended February 28, 2014.
- **Approval of payroll wire transfer** (Medicare and Federal Withholding Tax) in the amount of \$49,451.51 for the period ended February 28, 2014.
- **Pre-approval or final approval of City Council and City Manager travel related expenses** for the period ended March 5, 2014.

Approval of Council Meeting Minutes:

- **Council Study Session** held May 28, 2013
- **Council Study Session** held July 23, 2013
- **Council Study Session** held February 25, 2014

Agenda Items reviewed at the February 25, 2014 Council Study Session recommended for placement on this Consent Agenda:

Agenda Bill #3587; A Resolution waiving the competitive bidding requirement due to special market conditions and authorizing the purchase of fill material and expenditure for the Connecting 28th/24th Avenue South project

Agenda Bill #3584; A Motion authorizing the City Manager to execute an amendment to a Purchase and Sale Agreement for property located at 15201 – 15215 Military Road South

Agenda Bill #3588; A Resolution providing direction and clarification of the Personnel Policies and Procedures for employee classification and compensation as it relates to internal equity

PUBLIC COMMENTS (related to Action Items and Unfinished Business): (Individual comments shall be limited to one minute and group comments shall be limited to two minutes.)

ACTION ITEM:

UNFINISHED BUSINESS:

NEW BUSINESS:

CITY MANAGER'S COMMENTS:

COMMITTEE UPDATES:

COUNCIL COMMENTS:

EXECUTIVE SESSION:

ADJOURN:

SeaTac City Council
REQUEST FOR COUNCIL ACTION
 Department Prepared by: Parks and Recreation

Agenda Bill #: 3590

TITLE: A Motion authorizing the City Manager to enter into a Park User Agreement with Spark Plug Promotions (Mountain Bike Group) for use of North SeaTac Park.

February 27, 2014 ___ Ordinance ___ Resolution <u>X</u> Motion ___ Info. Only ___ Other
Date Council Action Requested: <u>3/25/2014</u>
Ord/Res Exhibits: _____
Review Dates: <u>3/11/2014 CSS</u>
Prepared By: <u>Lawrence Ellis, Assistant Parks and Recreation Director</u>
Director: <u><i>King</i></u>
City Attorney: <u><i>Mary Mirante Bartolo</i></u>
Finance: <u><i>SP for a action</i></u>
BARS #: <u>N/A</u>
City Manager: <u><i>John Cutler</i></u>
Applicable Fund Name: <u>N/A</u>

SUMMARY: The proposed Motion authorizes the City Manager to enter into a Park User Agreement with Spark Plug Promotions (Mountain Bike Group), hereinafter referred to as "Park User", for use of North SeaTac Park.

DISCUSSION / ANALYSIS / ISSUES:

From 1997 to 2010, mountain bike riding took place on Wednesday evenings in Des Moines Creek Park. Due to the development of the Score facility in the area, the races were discontinued. In January 2014, the City was approached by Spark Plug Promotions who were interested in reviving the Wednesday night rides at North SeaTac Park because there wasn't enough acreage in Des Moines Creek Park. On Wednesday, February 19, a Community Meeting was held at the SeaTac Community Center for park users to express their concerns on the return of organized bike events in North SeaTac Park. The concerns expressed by the park users were addressed by the City and the representative from Spark Plug Promotions.

This Park User Agreement is similar to the other Park User Agreements previously approved by Council for other North SeaTac Park user groups, such as North SeaTac BMX and Disc Golf.

This Agreement grants the Park User use of the specified portion of the park to conduct organized practice races. The portion of the park which will be used is identified as follows: South 136th Street South to South 141st Street between 18th Ave. South and 23rd Avenue South. For the purpose of this Agreement, practice races are scheduled on Wednesday evening's beginning at 5:30 P.M. from April 16 through September 17, 2014. The remainder of the time, the approved park area can be used by anyone. The Park User will be charged a \$100 fee for each event.

The term of this Agreement is for one year with an option to extend for additional 1 year terms if approved by the City. This Agreement may be terminated without cause upon 30 days written notice to the other party.

This Agreement does not obligate the City to contribute any money and/or resources for any of the races. City will also need approval from the Port of Seattle for the proposed use of this land. This is necessary based upon the fact that the City leases North SeaTac Park from the Port of Seattle.

RECOMMENDATION(S): It is recommended that the City Council carry this Motion.

FISCAL IMPACT: Anticipated revenue for the 2014 bike season will be \$2,300.

ALTERNATIVE(S): Do not accept the proposed Park User Agreement.

ATTACHMENTS: Mountain Bike Park User Agreement

CITY OF SEATAC PARK USER AGREEMENT

THIS AGREEMENT, is made and entered into this ____ day of _____, 2014, between the City of SeaTac, a municipal corporation of the State of Washington, hereinafter referred to as the “City”, and Spark Plug Promotions (Mountain Bike Racing Group), hereinafter referred to as “Park User”.

IT IS HEREBY AGREED AS FOLLOWS:

1. **CITY GRANTS PARK USER LICENSE TO USE THE PREMISES:** The City grants the Park User access and use of the Premises by license. Parties acknowledge and agree that this license is revocable by the City at any time so long as the City provides written notice to the Park User as provided within this Agreement.

2. **PREMISES/AREA OF PARK TO BE USED:** The portion/area of the park premises which shall be available for use by the Park User is identified in Exhibit B and generally bordered by South 136th Street to the north, 18th Ave. S. to the west, South 142nd Street to the south, and the SeaTac Community Center and Highline Botanical Garden to the east. In addition, no uses subject to this Agreement will occur within wetland areas.

3. **TERM OF PARK USE:** The Park User shall be entitled to use the above identified portion of the park for one (1) year term commencing on April 1, 2014. However, this Agreement may be terminated upon 30 days notice as described in Section 19 of this Agreement. This Agreement may be extended for additional one (1) year terms by a written request from the Park User if approved in writing by the Parks Director and/or designee.

4. **PURPOSE OF PARK USE:** The Park User shall be entitled to use the above identified area of the park for the following purposes, and subject to the following conditions, restrictions and/or limitations: to conduct organized Mountain Bike races as set forth in Exhibit A. The Park User shall not use said Premises for any purpose other than the purpose described above or for other than any regular, recognized park use, provided that all such use shall be at all times in conformity with the rules and regulations for park use. The Park User shall not operate any concession stand or business with regular hours and location, nor any other type of business of any kind, type or nature, except that the Park User may sell, subject to City approval, food

refreshments or goods that relate to the Park User's events or activities on a temporary basis limited to dates that the Park User conducts events or activities.

5. **PARK USER FEES & INVOICING:** The Park User shall pay a fee of \$100 per event. The City will bill the Park User on a monthly basis. Payment is due to the City within 30 days of invoice. If the Park User is "Past Due" with any financial obligations, the Park User must cease use of the Premises until such financial obligations are current in addition to any other remedies the City may pursue pursuant to law. The Park User will be assessed a \$25.00 NSF Fee for any returned checks.

6. **EXCLUSIVE OR NON-EXCLUSIVE USE:** The Park User shall be entitled to the non-exclusive use of the Premises during organized events. Organized event(s) shall mean only the events listed on the written schedule the Park User shall provide to the City by March 15 of each year preceding the start date to any event(s) upon the Premises.

7. **PAYMENT OF TAXES, FEES AND COSTS:** The Park User shall further be responsible for and be obligated to pay any and all taxes, licenses, fees and costs involved in or connected with the use of the Premises and/or this Agreement including but not limited to sales tax, leasehold tax, personal property tax, business license fees and any other taxes, fees or charges required by state, federal or local statute, ordinance or regulation.

8. **UTILITIES – SERVICES:** The Park User shall be responsible for and shall pay any and all services and utilities supplied to the above identified premises in connection with the Park User's use thereof. Installation of any utilities is subject to written approval of the City.

9. **RESPONSIBILITIES OF PARK USER:** In consideration and connection with the Park User's use of the above identified Premises, the Park User shall also be responsible for the following:

(A.) No alterations, improvements or changes to the Premises shall be made without the prior written consent of the City. Any alterations, improvements or changes to said Premises shall be in accordance with all applicable state and local codes, and the plans and specifications for any such alterations, improvements or changes as approved in advance by the City. Any such identified alterations, maintenance, improvements or changes to the premises, or to any buildings or structures (permanent or temporary), or to any vegetation, grounds, fixtures, appurtenances, facilities, equipment, furniture, furnishings, and appliances of the premises shall

be made, constructed, installed, maintained or provided in conformity with designs, plans, requirements and/or specifications of the City as approved by the City.

(B.) Provide the City with a written schedule of events (also referred to as sanctioned events) no later than March 15 of each year preceding the start date to event(s) upon the Premises;

(C.) Maintenance of the premises as a park including mowing, removal of litter, maintenance of structures and facilities on site in a safe, approved manner and management of facility use during events or as special use requests are made by the public.

(D.) Compliance with any and all limitations, restrictions or regulations applicable to the Park User's use of Premises, including but not limited to FAA regulations.

(E.) Provide proof of non-profit status on an annual basis.

(F.) Keep the park Premises in clean and sanitary condition, and maintain the park grounds and facilities in a neat and orderly condition;

(G.) Properly dispose of rubbish, garbage and waste in a clean and sanitary manner at reasonable and regular intervals and in proper garbage receptacles, with no garbage, trash or debris being allowed to accumulate on the park premises. Proper garbage receptacles shall be provided by the Park User for all events and uses of the park premises;

(H.) Not intentionally or negligently destroy, deface, damage impair or remove any part of the premises, and any of its vegetation, appurtenances, fixtures, facilities, equipment, furniture, furnishings, and appliances, nor to permit any family member, invitee, licensee or other person acting under the Park User's control, to do so;

(I.) Not permit a nuisance or common waste;

(J.) Park vehicles only in designated parking areas.

(K.) In the case of any intentional or negligent destruction, damage or other harm to the park premises caused by the Park User or by any family member, invitee, licensee or other person acting under the Park User's control, the Park User shall, within the time directed by the City, repair, replace or correct such destruction, damage or harm, or shall pay to the City the cost therefor. The Park User shall also be responsible for advising the appropriate City official or representative of any such destruction, damage or harm, with such advise being given as soon as practical after such destruction, damage or harm occurs or is known.

(L.) Not cause or allow any park Premises or property to be encumbered or subject of any liens, whether financial or legal or otherwise.

(M.) Courses may be marked with yellow caution tape to notify the public. The tape will come down after each event.

(N.) Park User will post "Rider Responsibility Code" on company web-site and at event registration.

(O.) Any signs, of any nature whatsoever, located on park property used by the Park User or connected to the Park User's use of the Premises shall be approved in advance by the City.

10. **ASSIGNMENT:** The Park User shall not be entitled to assign or transfer any rights or privileges to the use of the Premises, as provided by this Agreement, to any other person, group or organization without prior written consent to the City.

11. **ACCESS:** The City shall have, at all times, unlimited access to the Premises. Additionally, the City shall have the right to observe the Park User's use of the premises, and make inspections of the Premises to enforce any and all City Ordinances, and park rules and regulations, and to take any and all action consistent with its operation of the park, provided that the City shall conduct such inspections in a manner so as to reasonably avoid or minimize disruption to or interference with the Park User's use of the Premises.

12. **SURRENDER OF PREMISES:** In the event of default in any requirement hereof, and in any event at the expiration of the term of this Agreement, the Park User will quit, surrender and relinquish to the City any and all use, occupancy and possession of the Premises including any and all buildings, structures and permanent fixtures or other improvements.

13. **COSTS AND ATTORNEY'S FEES:** If, by reason of any default or breach on the part of either party hereto in the performance of any of the provisions of this Agreement, a legal action is instituted, the prevailing party shall be entitled to all reasonable costs, collection agency fees, and attorney's fees in connection therewith. It is agreed that the venue of any legal action brought under the terms of this agreement shall be in the King County Superior Court, Maleng Regional Justice Center, Kent, Washington.

14. **NON-DISCRIMINATION:** In all activities of the Park User on the premises hereof, the Park User shall not discriminate against any person by reason of age, gender, race, color, creed, national origin, marital status, or presence of any sensory, mental or physical

handicap. Any violation of this provision shall be considered a material violation of this agreement, and shall be grounds for cancellation, termination, or suspension, in whole or in part, of the agreement, and may result in ineligibility for further agreements. Additionally, it is the policy of the City of SeaTac that no person shall be discriminated against on the basis of gender in the operation, conduct or administration of community athletic programs or sports facilities, in compliance with the State of Washington's "Fair Play in Community Sports Act" (Chapter 467, 2009 Laws, effective July 26, 2009). Third parties who contract with or receive leases or permits from the City of SeaTac, for a community athletic programs or use of sports facilities are also prohibited from discriminating on the basis of gender. Any questions or comments about this policy or the City's compliance with this policy shall be directed to the City Parks and Recreation Director, 4800 South 188th Street, SeaTac, WA 98188, or 206.973.4670.

15. **INDEMNIFICATION:** Except for the sole negligence of the City, the Park User shall indemnify, defend, and hold the City and its agents, employees, volunteers, and/or officers, harmless from any and all claims, demands, suits of law or equity, actions, penalties, losses, damages, or costs, of whatsoever kind of nature, arising out of, in connection with, or incident to the performance or execution of this Agreement and/or the Park User's (or any invitee, licensee or permittee of the Park User) use of the Premises or any other park facilities in connection with the purpose described in Section 4 of this Agreement. IT IS FURTHER SPECIFICALLY AND EXPRESSLY UNDERSTOOD THAT THE INDEMNIFICATION PROVIDED HEREIN CONSTITUTES THE CONSULTANT'S WAIVER OF IMMUNITY UNDER INDUSTRIAL INSURANCE, TITLE 51 RCW, SOLELY FOR THE PURPOSES OF THIS INDEMNIFICATION. THE PARTIES FURTHER ACKNOWLEDGE THAT THEY HAVE MUTUALLY NEGOTIATED THIS WAIVER. The provisions of this Section survive the expiration or termination of this agreement.

16. **INSURANCE:** The Park User shall obtain and keep in force during the term of the Agreement Comprehensive General Liability with limits of not less than \$2,000,000 (two million dollars). The City (and their officers, employees, volunteers, or agents) shall be named as a primary, non-contributory, additional insured, and the policy or policies shall provide that the City shall be notified at least thirty (30) days in advance before the policy may be terminated, canceled or changed in any way. The Park User shall provide a certificate of insurance, which is subject to review and approval by the City's Risk Manager or City Attorney. The Park User

shall also obtain a separate Certificate of Insurance, with the same conditions and limits, naming the Port of Seattle as a primary, non-contributory, additional insured. The City may require additional insurance for special groups or activities which the City determines, in its sole judgment, that there is increased liability risk to the City. The Park User is not authorized to use the Premises at any time or for any reason unless the Park User is in full compliance with this Section.

17. **NOTIFICATION OF PARTIES:** In connection with this Agreement and any requirement that notice be given to either or both of the parties, notice shall be given as follows:

CITY OF SEATAC

SeaTac Parks Director
4800 S. 188th St.
SeaTac, WA 98188

PARK USER

Spark Plug Promotions
Russell Stevenson, President
2760 44th Ave. S.W.
Seattle, WA 98116

18. **TIME OF ESSENCE – WAIVE OR BREACH:** Time is of the essence with respect to all responsibilities and obligations of the Park User. Any waiver by the City of any breach or default shall not constitute a waiver or any other breach or default.

19. **EARLY TERMINATION:** This Agreement may be terminated by either party upon thirty (30) days prior written notice to the other party, given or mailed to the other party at the address for said party as identified and set forth above, or as otherwise directed in writing.

20. **ENTIRE AGREEMENT:** This document, along with attached Exhibits that are incorporated by reference, constitutes the entire Agreement between the parties and any changes or modifications to this Agreement must be by mutual consent and in writing.

21. **SEVERABILITY:** If any portion or part of this Agreement or its application to any persons, property or circumstances is deemed by a court of competent jurisdiction to be invalid, the rest and remainder of the agreement or its application to other persons, property or circumstances shall not be affected.

IN WITNESS WHEREOF, the Parties hereto have executed this Agreement as dated below.

CITY OF SEATAC

PARK USER

BY: _____

BY: _____

Title: _____

Title: _____

Date: _____

Date: _____

APPROVED AS TO FORM: _____

EXHIBIT A

Riders Responsibility Code

Mountain Bike Riding can be enjoyed in many ways, whether riding for fun or racing an event, it's important to always display courtesy to others when on the trail. There are elements of risk when mountain bike riding or racing. It's up to you to exercise common sense and personal awareness when in the company of others. Please observe the code list below and share with your fellow riders.

- Always ride in control and within your limits being able to stop or avoid people or objects safely.
- Be courteous to fellow park users. Always pass at a slower safe speed.
- People on the trail ahead of you have the right of way. It's your responsibility to avoid them.
- Make your presence known when approaching or passing people on the trail by yelling out, whistling or using a bell.
- Uphill riders or walkers have the right of way.
- When merging onto or into intersections, always look ahead for other users.
- Observe all posted signs and warnings. Keep out of closed areas.
- Familiarize yourself with the area trails. Know your ability and the surrounding area hazards prior to riding or racing.
- Make sure your equipment is working properly prior to riding.
- Respect the environment and wildlife.
- Helmets are required to race.



North
SeaTac
Park

22nd Ln S

S 135th Ln

S 134th Ln

22nd Ave S

S 136th St

36th St

S 136th St

BMX
Bike
Track

SeaTac
Community
Center

Pedestrian
Walkway

Sunset
Park

18th Ave S

24th Ave S

Highline
SeaTac
Botanical
Garden

S 13

S

24th Ave S

S

20th Ln S

S 142nd St

S 142nd St

S 142nd Pl

0 250 500 Feet

Date prepared 3/5/2014

Source: City of SeaTac
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

h St

pedestrian

EXHIBIT "B"

S 1

re S

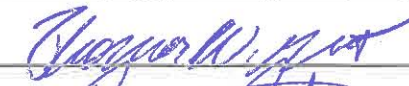



SeaTac City Council

REQUEST FOR COUNCIL ACTION

Department Prepared by: Public Works

Agenda Bill #: 3579

TITLE: A motion authorizing final acceptance of the South 168th Street Sidewalk Improvements.

February 28, 2014	
<input type="checkbox"/> Ordinance <input type="checkbox"/> Resolution <input checked="" type="checkbox"/> Motion <input type="checkbox"/> Info. Only <input type="checkbox"/> Other	
Date Council Action Requested:	<u>RCM 03/25/14</u>
Ord/Res Exhibits:	
Review Dates:	<u>CSS 03/11/14</u>
Prepared By:	<u>Eric Proctor, Civil Engineer I</u>
Director:	<u></u>
City Attorney:	<u></u>
Finance:	<u></u>
BARS #:	<u>307.000.11.595.61.63.185</u>
City Manager:	<u></u>
Applicable Fund Name:	<u>Transportation CIP</u>

37

SUMMARY: This Motion formally accepts the construction of the South 168th Street Sidewalk Improvements.

DISCUSSION / ANALYSIS / ISSUES: The subject construction contract was awarded on July 2, 2013 to R.W. Scott Construction Company in the amount of \$1,366,202. Council approved a total construction budget authorization, including a 10% contingency, materials testing, and inspection overtime of \$1,512,822. Construction began on July 22, 2013 and was substantially complete on February 3, 2014. The project constructed .70 miles of new sidewalk, curb and gutter. The storm drain system was improved, signage near McMicken Elementary was updated, and the pavement was resurfaced from 34th Avenue South to Military Road South.

RECOMMENDATION(S): It is recommended that the Motion be carried.

FISCAL IMPACT: The actual expenditures total \$1,280,116 which is 15% under the authorized expenditures. Savings were realized due to good soil conditions, and closing the road during construction which reduced traffic control costs.

Expenditure

	<u>Authorized</u>	<u>Actual</u>
Construction Contract	\$1,366,202	\$1,274,365
Contingency (10%)	\$136,620	\$0
Materials Testing (King County)	\$5,000	\$3,054
Inspection Overtime	<u>\$5,000</u>	<u>\$2,697</u>
Total Expenditure	\$1,512,822	\$1,280,116

Funding

	<u>Budget</u>	<u>Actual</u>
Highline Water District Reimbursement	\$396,942	\$369,812
City Fund 307 (Transportation CIP)	<u>\$1,115,880</u>	<u>\$910,304</u>
Total revenue	\$1,512,822	\$1,280,116

ALTERNATIVE(S): Do not grant final acceptance to the project; however Washington State Law requires eventual acceptance.

ATTACHMENTS: None.

SeaTac City Council
REQUEST FOR COUNCIL ACTION

Department Prepared by: City Clerks

Agenda Bill #: **3582**

TITLE: A Motion authorizing final acceptance of the Council Chambers, Courtroom, and Executive Conference Room Audio/Visual modifications.

<i>March 6, 2014</i>	
__ Ordinance __ Resolution <u>X</u> Motion __ Info. Only __ Other	
Date Council Action Requested: <u>RCM 3/25/14</u>	
Ord/Res Exhibits: _____	
Review Dates: <u>CSS 3/11/14</u>	
Prepared By: <u>Kristina Gregg, City Clerk</u>	
Director: <u>Kristina Gregg</u>	City Attorney: <u>Mauro Miranda Bartolo</u>
Finance: <u>BR for Antonio</u>	BARS #: <u>301.000.04.594.11.64.097</u>
City Manager: <u>J. H. [Signature]</u>	Applicable Fund Name: <u>301 Municipal CIP Fund</u>

SUMMARY: This Motion will allow the closing out of the contract with Jaymarc AV for design and installation of the new audio visual equipment in the Council Chambers, Courtroom, and Executive Conference room.

DISCUSSION / ANALYSIS / ISSUES: The City entered into a contract in August of 2013 with Jaymarc AV to install new audio visual equipment in the Council Chambers, Courtroom, and Executive Conference room. That work is now complete per the contract. Approving this motion will allow for closeout of the project and release of the retainage.

RECOMMENDATION(S): It is recommended that the Council accept the work as complete.

FISCAL IMPACT: The total amount of the contract as approved by Council on 7/23/13 is \$100,740.00. There were no change orders.

ALTERNATIVE(S):

- 1) Do not do accept the work at this time.

ATTACHMENT(S):

None

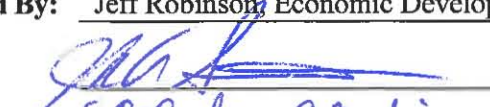
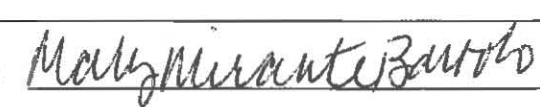

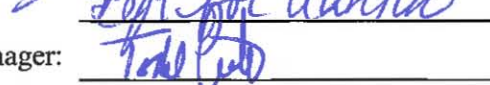
SeaTac City Council

REQUEST FOR COUNCIL ACTION

Department Prepared by: Community & Economic Development

Agenda Bill #: 3525

TITLE: A Resolution to execute an Interlocal Agreement with the cities of Des Moines and Tukwila for the establishment of a Tourism Promotion Area (TPA).

February 25, 2014	
<input type="checkbox"/> Ordinance <input checked="" type="checkbox"/> Resolution <input type="checkbox"/> Motion <input type="checkbox"/> Info. Only <input type="checkbox"/> Other	
Date Council Action Requested: <u>RCM 3-25-14</u>	
Ord/Res Exhibits: <u>Proposed Interlocal Agreement for the Joint Establishment of a TPA</u>	
Review Dates: <u>CSS 3-11-14; (A&F:10/11/11; H/M: 03/14/12; 04/11/12; 05/09/12; CSS: 06/12/12; RCM: 06/26/12)</u>	
Prepared By: <u>Jeff Robinson, Economic Development Manager</u>	
Director: 	City Attorney: 
Finance: 	BARS #: <u>N/A</u>
City Manager: 	Applicable Fund Name: <u>N/A</u>

SUMMARY: This Resolution authorizes the City Manager to execute an Interlocal Agreement for the establishment of a Tourism Promotion Area within the boundaries of the Cities of SeaTac, Des Moines and Tukwila.

DISCUSSION / ANALYSIS / ISSUES: Tourism Promotion Areas (“TPA”) were created by State statute (chapter 35.101 RCW) with the purpose of furthering additional positive impacts for tourism spending in local communities. The TPA statute allows the legislative authority of the TPA to impose a charge on certain lodging of up to \$2.00 per room, per night. The charge is not a tax on the sale of lodging - it is a self-imposed special assessment collected by certain lodging businesses from guests in hotels within the participating municipalities. In King County the establishment of a TPA requires the participation of two or more local governments through an Interlocal Agreement (“ILA”). The proposed TPA will be a joint effort between the cities of SeaTac, Des Moines, and Tukwila. TPA formation is initiated when the operators of lodging business in the proposed TPA who would pay 60% or more of the proposed self-assessments submit a formation petition to the designated legislative authority. The purpose of the ILA is (a) to appoint a legislative authority to accept the petition and fulfill the requirements set forth in the TPA statute, and (b) to memorialize the agreement among the participating cities with regard to the proposed TPA. The planning for the TPA was initiated in 2011 after requests to City staff by the Lodging Tax Advisory Committees of the participating cities.

Proposed Structure:

- Summary -- The proposed structure involves replacing the existing interlocal agreements that stipulate the investments of lodging taxes from the cities to Seattle Southside Visitor Services (SSVS) and the delivery of tourism promotion services. The new ILA among the cities of Tukwila, SeaTac, and Des Moines, forms a tourism promotion area, and begins the process of establishing a public development authority to receive the TPA-generated revenue and provide tourism related services currently provided by SSVS.
- The purpose of the new ILA is to:
 - Appoint the SeaTac City Council as the legislative authority of the proposed TPA for the purpose of accepting the petition and fulfilling the requirements under chapter 35.101 RCW.
 - Designate the jurisdictional boundaries of the proposed TPA to the incorporated boundaries of the participating cities.

- If the petition is submitted to the legislative authority and the TPA is formed under chapter 35.101 RCW, the legislative authority will impose an additional charge on the furnishing of lodging under RCW 35.101.050 in an amount not to exceed \$2.00 per night of stay.
- Require each participating city to direct and remit any TPA assessment revenue received by such city to the legislative authority or public development authority.
- Maintain Lodging Tax support for the new entity as provided for in the ILA and as approved by the individual City Councils after recommendation by the jurisdiction's Lodging Tax Committees and enter into service contracts with the public development authority.
- The City of SeaTac will charter a public development authority under chapter 35.21 RCW named the Seattle Southside Regional Tourism Authority (the "SSRTA"). The SSRTA will be a separate legal entity formed for the purpose of receiving and managing Lodging Tax and TPA assessment revenue and providing tourism promotion services currently provided by SSVS. Consideration and formation of the SSRTA will be by separate action of the SeaTac City Council at a later date.
- The SSRTA will be governed by a Board of Directors. Board Members will generally be representative of the hospitality industry and may be drawn from existing advisory committees.
- The ILA provides that each participating city shall defend, indemnify and hold one another harmless from any and all claims arising out of the performance of the ILA and the SSRTA, except to the extent that the harm complained of arises from the sole negligence of one of the participating cities. Any loss or liability resulting from the negligent acts errors or omissions of the Board of Directors, staff, or employees of the SSRTA, while acting within the scope of their authority shall be borne by the SSRTA exclusively.
- The interlocal agreements among the participating cities with respect to SSVS will terminate only upon the full operational capacity of the SSRTA.

Process for Implementation:

- Each City Council will consider the approval of the ILA. The ILA will become effective after approval and the ILA is either recorded or posted as required by chapter 39.34 RCW.
- After receiving an initiation petition calling for the creation of a TPA, the SeaTac City Council, as the designated legislative authority of the TPA, will consider a resolution of intention to establish the TPA, hold a public hearing and consider an ordinance establishing the TPA.
- The City Council for the City of SeaTac will also consider an ordinance chartering the SSRTA and approving a Charter and By-laws.

RECOMMENDATION(S): It is recommended that the Resolution be passed.

FISCAL IMPACT: Additional revenue of between \$2 - \$2.5 million would be generated annually for tourism promotion to augment and significantly expand the current services provided through SSVS. There will be minimal staff time needed for the administrative and fiscal oversight of the TPA and SSRTA.

ALTERNATIVE(S): Do not pass this Resolution.

ATTACHMENTS: None

RESOLUTION NO. _____

A RESOLUTION of the City Council of the City of SeaTac, Washington, authorizing the execution of an Interlocal Agreement for the Joint Establishment of a Tourism Promotion Area, and certain matters related thereto.

WHEREAS, the City of Tukwila, Washington (“Tukwila”) currently administers Seattle Southside Visitors Services (“SSVS”), a tourism promotion program funded by lodging taxes imposed and collected within Tukwila, the City of SeaTac (the “City”), and the City of Des Moines (“Des Moines”), and remitted to SSVS in exchange for tourism promotion services; and

WHEREAS, the tourism industry is a vital and substantial component of the region’s economy and tourism promotion increases the number of visitors to the region which in turn increases regional sales supporting the local economy; and

WHEREAS, the Legislature of the State of Washington has recognized the importance of tourism promotion in the State of Washington and in 2003 passed Engrossed Substitute Senate Bill No. 6026, codified as chapter 35.101 RCW (the “TPA Act”), authorizing counties with a population greater than forty thousand but less than one million, and any city or town within such a county, to establish a tourism promotion area for the purpose of imposing special assessments on the furnishing of lodging to be expended exclusively on tourism promotion; and

WHEREAS, in 2009 the Legislature amended the TPA Act to allow two or more cities located in a county with a population of one million or more acting jointly under chapter 39.34 RCW (the “Interlocal Cooperation Act”) to form a tourism promotion area for such purpose; and

WHEREAS, to form a tourism promotion area an initiation petition satisfying the terms of the TPA Act must first be presented to the legislative authority having jurisdiction of the area in which the proposed tourism promotion area is to be located; and

WHEREAS, the operators of lodging businesses located in southwest King County are preparing to initiate the formation of a tourism promotion area pursuant to the TPA Act within the jurisdictional boundaries of the City, Tukwila and Des Moines (the “Seattle Southside TPA”); and

WHEREAS, if formed, the Seattle Southside TPA is expected to provide needed resources to increase tourism, which will increase hotel occupancy among participating hotels within the defined area; and

WHEREAS, the promotion of the region to increase tourism will also provide economic benefit to retail, restaurant, entertainment and cultural industries that are closely connected to the hotel industry and critical to the health of the local economy; and

WHEREAS, the City now desires to enter into the Interlocal Agreement for the Joint Establishment of a Tourism Promotion Area, by and among the City, Tukwila, and Des Moines for the purpose of appointing a legislative authority to receive the initiation petition and otherwise carry out the terms of the TPA Act in order to help facilitate the formation and operation of the Seattle Southside TPA, as set forth therein;

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF SEATAC, WASHINGTON HEREBY RESOLVES, as follows:

Section 1. Approval of Interlocal Agreement for the Joint Establishment of a Tourism Promotion Area. The City Council hereby approves the Interlocal Agreement for the Joint Establishment of a Tourism Promotion Area, by and among the City, Tukwila and Des Moines, substantially in the form as attached hereto as Exhibit A and incorporated herein by this reference (the “Interlocal Agreement”). The City Manager is hereby authorized and directed to execute the Interlocal Agreement, substantially in the form attached hereto with only those

modifications as shall have been approved by him and legal counsel to the City. The City Manager and other appropriate officers of the City are authorized and directed to take any and all such additional actions as may be necessary or desirable to accomplish the terms of the Interlocal Agreement and the formation of the Seattle Southside TPA.

Section 2. Appointment of Legislative Authority. The City Council hereby accepts its appointment as the Legislative Authority of the Seattle Southside TPA for purposes of the Interlocal Agreement and the TPA Act.

PASSED this ____ day of _____, 2014 and signed in authentication thereof on this _____ day of _____, 2014.

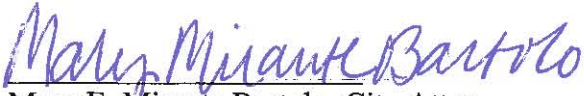
CITY OF SEATAC, WASHINGTON

Mia Gregerson, Mayor

ATTEST:

Kristina Gregg, City Clerk

APPROVED AS TO FORM:



Mary E. Mirante Bartolo, City Attorney

**INTERLOCAL AGREEMENT
FOR THE JOINT ESTABLISHMENT OF A
TOURISM PROMOTION AREA**

THIS INTERLOCAL AGREEMENT FOR THE JOINT ESTABLISHMENT OF A TOURISM PROMOTION AREA (this "Agreement") dated this ___ day of _____, 2013, is made and entered into by and among the CITY OF SEATAC ("SeaTac"), the CITY OF TUKWILA ("Tukwila"), and the CITY OF DES MOINES ("Des Moines"), each being a municipal corporation organized under the laws and statues of the State of Washington, for the purpose of establishing a joint tourism promotion area pursuant to chapter 35.101 of the Revised Code of Washington ("RCW").

RECITALS:

WHEREAS, Tukwila currently administers Seattle Southside Visitors Services ("SSVS"), a tourism promotion program funded by lodging taxes imposed and collected within Tukwila, SeaTac, and Des Moines, and remitted to SSVS in exchange for tourism promotion services; and

WHEREAS, the tourism industry is a vital and substantial component of the region's economy and tourism promotion increases the number of visitors to the region which in turn increases regional sales supporting the local economy; and

WHEREAS, the Legislature of the State of Washington has recognized the importance of tourism promotion in the State of Washington and in 2003 passed Engrossed Substitute Senate Bill No. 6026, codified as chapter 35.101 RCW (the "TPA Act"), authorizing counties with a population greater than forty thousand but less than one million, and any city or town within such a county, to establish a tourism promotion area for the purpose of imposing special assessments on the furnishing of lodging to be expended exclusively on tourism promotion; and

WHEREAS, in 2009 the Legislature amended the TPA Act to allow two or more cities located in a county with a population of one million or more acting jointly under chapter 39.34 RCW (the "Interlocal Cooperation Act") to form a tourism promotion area for such purpose; and

WHEREAS, other Washington counties and cities, including Pierce County, the Tri-Cities, Spokane County, and Clark County, have established tourism promotion areas and have dedicated such funds for tourism promotion; and

WHEREAS, the operators of lodging businesses located in southwest King County are preparing to initiate the formation of a tourism promotion area pursuant to the TPA Act within the jurisdictional boundaries of Tukwila, SeaTac and Des Moines (the "Seattle Southside TPA"); and

EXHIBIT A

WHEREAS, depending on the rates of the assessments, the proposed Seattle Southside TPA is projected to provide approximately \$2.5 million of additional revenue for tourism promotion each year; and

WHEREAS, the additional revenue stream is expected to help the tourism promotion program currently administered by SSVS remain competitive with other destination marketing organizations in the State of Washington, bring more visitors to the area, bolster hotel occupancy, protect current jobs, create new jobs, increase business at restaurants and retail stores, and increase patronage at arts, cultural and sporting venues in an ever increasingly competitive marketplace; and

WHEREAS, assessments received from the proposed Seattle Southside TPA will be remitted to a public development authority chartered by SeaTac pursuant to chapter 35.21 RCW; and

WHEREAS, if formed, the Seattle Southside TPA is expected to provide needed resources to increase tourism, which will increase hotel occupancy among participating hotels within the defined area; and

WHEREAS, the promotion of the region to increase tourism will also provide economic benefit to retail, restaurant, entertainment and cultural industries that are closely connected to the hotel industry and critical to the health of the local economy; and

WHEREAS, SeaTac, Tukwila, and Des Moines (referred to herein as the "Parties") currently fund certain basic operations and media expenses of SSVS with lodging tax revenues and desire to have that work continue. As set forth herein, the Parties intend to commit certain lodging tax revenues to fund regional tourism marketing by contracting with the public development authority, or successor entity, for such services; and

WHEREAS, it is paramount that SeaTac and Tukwila continue to operate SSVS in its current form until such time that the public development authority can assume all duties and obligations of SSVS; and

WHEREAS, to form a tourism promotion area an initiation petition satisfying the terms of the TPA Act must first be presented to the legislative authority having jurisdiction of the area in which the proposed tourism promotion area is to be located and a public hearing must be held after providing proper notice; and

WHEREAS, the Parties now desire to enter into this Agreement for the purpose of appointing a legislative authority to receive the initiation petition and otherwise carry out the terms of the TPA Act in order to help facilitate the formation and operation of the Seattle Southside TPA;

NOW THEREFORE, it is hereby agreed and covenanted among the undersigned as follows:

Section 1. Definitions. In addition to the terms defined in the Recitals above, the following terms shall have the meanings set forth below:

“Agreement” means this Interlocal Agreement for the Joint Establishment of a Tourism Promotion Area by and among SeaTac, Tukwila and Des Moines, entered into pursuant to the TPA Act and the Interlocal Cooperation Act, as it may be amended from time to time.

“Annual Budget” means the budget approved pursuant to Section 7 of this Agreement.

“Des Moines” means the City of Des Moines, a municipal corporation organized under the laws and statutes of the State.

“Interlocal Cooperation Act” means chapter 39.34 RCW as the same may be amended from time to time.

“Legislative Authority” means the legislative authority of the Seattle Southside TPA appointed pursuant to Section 2 of this Agreement, as the same shall be duly and regularly constituted from time to time.

“Lodging Business” means a business located within the Seattle Southside TPA that furnishes lodging taxable by the State under chapter 82.08 RCW that has 40 or more lodging units. Lodging facilities with fewer than 40 rooms are not considered “Lodging Businesses” for the purpose of this Agreement and are exempt from any fees imposed under chapter 35.101 RCW.

“Operating Agreement” means the agreement(s) for the operation and management of the Seattle Southside TPA.

“Operator” or “Operator of a Lodging Business” means an operator of a Lodging Business, whether in the capacity of owner, general manager, lessee, sublessee, mortgagee in possession, license or any other similar capacity.

“Petition” means the initiation petition delivered to the Legislative Authority pursuant to the TPA Act.

“SeaTac” means the City of SeaTac, a municipal corporation organized under the laws and statutes of the State.

“SeaTac City Council” means the City Council of SeaTac as the general legislative authority of SeaTac, as the same shall be duly and regularly constituted from time to time.

“Seattle Southside Tourism Promotion Area” means the geographic area identified in the Petition.

“Seattle Southside TPA” means the Seattle Southside Tourism Promotion Area.

“Special Assessment” means the levy (charge) imposed by the Legislative Authority on the Operators of Lodging Businesses within the Seattle Southside TPA and subsequently passed on to the guests of the Lodging Business, under the authority of the TPA Act, for the purpose of providing funding of tourism promotion in the boundaries of the Seattle Southside TPA.

“SSRTA” or “Seattle Southside Regional Tourism Authority” means the public development authority chartered by SeaTac pursuant to chapter 35.21 RCW.

“SSRTA Board of Directors” means the Board of Directors of SSRTA, as the general legislative authority of SSRTA, as the same shall be duly and regularly constituted from time to time.

“SSVS” means Seattle Southside Visitors Services, a tourism promotion program currently administered by Tukwila.

“State” means the State of Washington.

“Tourism Promotion” means domestic and international tourism promotion, advertising, sales and marketing activities intended to encourage tourism in the Seattle Southside TPA in order to increase area hotel occupancies. “Promotion, advertising, sales and marketing activities” include, but are not limited to, strategic planning, market research, creative development, media placement, sales activities, hosting tourism industry events relating to promotion and marketing, and administrative and management support for such services, and creating and maintaining a standing limited reserve, as such reserve may be specified in the Annual Budget, to fund any such activities.

“Transient Basis” means the rental of a room or rooms for dwelling, lodging, or sleeping purposes by the Operator of a Lodging Business for a period of 30 consecutive calendar days or less, counting a portion of a day as a full calendar day.

“Tukwila” means the City of Tukwila, a municipal corporation organized under the laws and statutes of the State.

“Zone” or “Zones” means the distinct geographic subarea or subareas within the Seattle Southside TPA as established by resolution of the Legislative Authority.

Section 2. Purpose of this Agreement; Appointment of Legislative Authority.

(a) *Purpose of this Agreement.* The purpose of this Agreement is (1) to promote tourism in the boundaries of the Seattle Southside TPA by appointing a legislative authority for the purpose of accepting an initiation Petition for the formation of the Seattle Southside TPA pursuant to the TPA Act in the jurisdictional boundaries of SeaTac, Tukwila and Des Moines, which when and if created, will permit collection of Special Assessments from Lodging Businesses to fund Tourism Promotion, and (2) to memorialize the agreement among the Parties hereto relating to the Seattle Southside TPA.

The Petition must describe the boundaries of the proposed tourism promotion area, the proposed uses and projects to which the proposed revenue from the charges shall be used and the total estimated costs, the estimated rate for the charge with a proposed breakdown by class of Lodging Businesses (if such classification is to be used), and the signatures of the persons who Operate Lodging Business in the proposed area who would pay sixty percent or more of the proposed charges.

(b) *Appointment of Legislative Authority.* The SeaTac City Council is hereby appointed as the Legislative Authority of the Seattle Southside TPA for purposes of this Agreement and the TPA Act. References to the “Legislative Authority” herein shall mean the SeaTac City Council serving in its capacity as the Legislative Authority of the Seattle Southside TPA.

(c) *Understanding of the Parties.* It is hereby understood and agreed by the Parties that the SeaTac City Council, serving in its capacity as the Legislative Authority, shall, after receiving the Petition, proceed with adopting a resolution of intent to establish the “Seattle Southside Tourism Promotion Area” designated to include the jurisdictional boundaries of SeaTac, Tukwila and Des Moines, and hold a public hearing after providing proper notice under the terms of the TPA Act.

It is understood and agreed to by the Parties hereto that the purpose of forming the Seattle Southside TPA is to provide an additional source of revenue to be used exclusively to fund Tourism Promotion within the boundaries of the Seattle Southside TPA which will benefit the tourism industry and the Operators of Lodging Businesses located in the boundaries of the Seattle Southside TPA and the Parties hereto.

(d) *Termination of Proceedings.* Notwithstanding anything herein to the contrary, if the Seattle Southside TPA is not formed by March 31, 2015, this Agreement shall terminate and shall no longer be in force and effect.

Section 3. Legislative Authority; Meetings; Powers.

(a) *Officers of the Legislative Authority.* The Chair of the SeaTac Lodging Tax Advisory Committee, or his or her designee, shall serve as Chair of the Legislative Authority. On matters decided by the Legislative Authority, the signature of the Chair alone is sufficient to bind the Legislative Authority.

(b) *Meetings of the Legislative Authority.* Regular meetings of the Legislative Authority shall be held at the times and locations set forth in a meeting schedule approved by the Legislative Body. There shall be at least one meeting of the Legislative Authority each year, and not less than fifteen days’ notice shall be given to all members of the Legislative Authority and the Parties hereto prior to any such meeting. Other meetings (including special meetings) may be held upon request of the Chair or any other members. All meetings shall be open to the public to the extent required by chapter 42.30 RCW. Each member of the Legislative Authority shall have an equal vote and voice in all decisions of the Legislative Authority. Unless otherwise provided, the City of SeaTac City Council Administrative Procedures and Robert’s Revised

Rules of Order (newly revised) shall govern all procedural matters relating to the business of the Legislative Authority.

(c) *Powers of the Legislative Authority.* The Parties hereto acknowledge and agree that the SeaTac City Council is being appointed solely to serve as the “legislative authority” for purposes of the TPA Act. The day to day operations of the Seattle Southside TPA, including but not limited to the management and expenditure of Special Assessments, shall be managed by SSRTA as manager and operator of the Seattle Southside TPA. The SeaTac City Council, when acting in its capacity as Legislative Authority, shall have the authority to:

1. Receive the Petition, adopt a resolution of intent to form the Seattle Southside TPA, hold a public hearing as required by the TPA Act, and otherwise carry out the terms of the TPA Act;

2. Form the Seattle Southside TPA, establish rates of Special Assessments and levy Special Assessments pursuant to the terms of this Agreement, the Petition, and the TPA Act;

3. Adopt an Annual Budget;

4. Conduct regular and special meetings as may be designated by the Legislative Authority;

5. Enter into agreements with third parties as necessary to fully implement the purposes of this Agreement;

6. Enter into Operating Agreements with SSRTA for the operation of the Seattle Southside TPA, the management and expenditure of Special Assessments and other revenues, and other services as determined to be necessary from time to time;

7. Enter into agreements with and receive funds from any federal, state or local agencies and to distribute such funds to SSRTA;

8. Receive and account for all funds allocated to the Seattle Southside TPA;
and

9. Engage in any and all other acts necessary to further the goals of this Agreement.

Section 4. Levy of Assessments on Lodging Businesses within the Seattle Southside TPA.

(a) The Legislative Authority will levy Special Assessments on the Operators of Lodging Businesses within the Seattle Southside TPA in accordance with the Zones and levels of Special Assessments as set forth in the Petition and resolution of the Legislative Authority. The Parties acknowledge that, unless otherwise provided for in the Petition, Special Assessments shall not be imposed on rooms (1) where the occupant has stayed 30 or more days and are not otherwise on a Transient Basis, (2) that are provided by an Operator of a Lodging Business to

guests without charge for promotional purposes, (3) available exclusively to members or guests of members of a private member-owned clubs or its reciprocal clubs, or (4) contracted with airline crews.

(b) The Legislative Authority shall contract with the State Department of Revenue for the administration and collection of the Special Assessments pursuant to RCW 35.101.090. Special Assessments shall be deposited into the local tourism promotion account created in the custody of the State Treasurer under RCW 35.101.100. It is understood and agreed that in accordance with RCW 35.101.100, the State Treasurer has the authority to distribute the revenue from the tourism promotion account allocable to the Seattle Southside TPA to the Legislative Authority, or directly to the SSRTA, on a monthly basis. SeaTac shall act as fiscal agent to the Seattle Southside TPA and shall be responsible for receiving Special Assessments from the State Treasurer and holding such funds in a segregated account(s) until remitted to SSRTA pursuant to Section 7 of this Agreement.

(c) Any change in the Special Assessment rates for any Zone as set in the resolution of the Legislative Authority shall be made only by amendment of the resolution by the Legislative Authority and only upon written request by the persons who Operate Lodging Business in the proposed area who would pay sixty percent or more of the proposed charges and with the approval and consent of the SSRTA Board of Directors. No increase in the Special Assessment rates for any Zone or the boundaries of any Zone shall be made by the Legislative Authority except after receipt of the written request of persons who Operating Lodging Businesses as identified in the preceding sentence and upon the affirmative approval of the SSRTA Board of Directors.

(d) It is understood and agreed by the Parties hereto that the Special Assessments imposed in the Seattle Southside TPA are not a tax on the "sale of lodging" for the purposes of chapter 82.14 RCW and are not applicable to temporary medical housing exempt under chapter 82.08 RCW.

(e) It is understood and agreed by the Parties that the Special Assessments imposed under this Agreement are in addition to the special assessments that may be levied under chapter 35.87A RCW.

Section 5. Use of Special Assessment Revenue. All of the revenues from Special Assessments collected by the State Department of Revenue from Lodging Businesses within the Seattle Southside TPA shall be remitted by the Legislative Authority to SSRTA and shall be used exclusively for Tourism Promotion as defined herein, and for no other purpose, in accordance with the Annual Budget. The revenue derived from the Special Assessments shall be used only for the following purposes:

(a) The general promotion of tourism within the Seattle Southside TPA as specified in the business plan of the SSRTA;

(b) The marketing of convention and trade shows that benefit local tourism and the Lodging Businesses in the Seattle Southside TPA;

(c) The marketing of the Seattle Southside TPA region to the travel industry in order to benefit local tourism and the lodging businesses in the Seattle Southside TPA;

(d) The marketing of the Seattle Southside TPA region to recruit sporting events in order to promote local tourism and to benefit the Lodging Businesses and tourism industry within the Seattle Southside TPA; and

(e) Direct administration, operation, formation, and start-up costs associated with the Seattle Southside TPA and the ongoing management and maintenance of the Seattle Southside TPA program, including but not limited to staff costs, public notice advertising, legal costs, accounting and auditing (including audits of the Parties and the SSRTA as they relate to this Agreement), as approved by the SSRTA Board of Directors, provided no funds will be used for costs not directly related to operation of the Seattle Southside TPA, this Agreement, or the SSRTA.

Section 6. Lodging Taxes. The Parties intend to commit lodging tax revenues to fund regional tourism marketing by contracting with the SSRTA, or successor entity. The Parties intend the minimum annual funding levels to be set according to the following table:

Annual Commitment of Lodging Tax to the SSRTA*			
Year	SeaTac	Tukwila	Des Moines
2014	\$835,000	\$712,000	100% of monthly lodging tax receipts
2015	\$460,000	\$405,000	100% of monthly lodging tax receipts
2016	\$383,333	\$337,500	100% of monthly lodging tax receipts
2017	\$306,666	\$270,000	100% of monthly lodging tax receipts
2018 and beyond	\$230,000	\$202,500	100% of monthly lodging tax receipts

* The exact amount of funding for 2014 will be pro-rated based upon the actual date of establishment of the SSRTA.

Notwithstanding the foregoing, the Parties acknowledge and agree that the final allocation, uses, and level of lodging tax revenue is subject to the provisions of chapter 67.28 RCW. Recognizing that RCW 67.28.1816 requires that the annual expenditures of the respective City's lodging tax be approved by the respective city council (based on a recommendation from its respective lodging tax advisory committee) this Agreement provides no guarantee that future city councils will approve future funding.

The Parties further recognize that Tukwila has financial obligations in place to operate SSVS. Tukwila may, at its sole discretion and absolute authority, reduce the annual payment to the SSRTA in order to meet obligations and liabilities associated with the operation of SSVS, including, but not limited to, labor, lease costs, payment of utilities, and other contracts executed in support of SSVS by Tukwila.

Section 7. Management of Seattle Southside TPA; Annual Budget; Reporting Requirements.

(a) The Legislative Authority shall contract with the SSRTA pursuant to one or more Operating Agreements for the management and operation of the Seattle Southside TPA.

(b) The Parties hereto acknowledge and agree that SeaTac is chartering the SSRTA for the purpose of serving as a separate legal entity formed to advise and make recommendations to the Legislative Authority on all matters related to the Seattle Southside TPA and to carry out its purposes as set forth in its formation documents. The Parties agree to execute agreements with the SSRTA for tourism promotion services and for the transfer of assets, equipment, and intellectual property (including the SSVS "brand") used by SSVS to accomplish the purposes of the SSRTA, as determined to be necessary by the SSRTA to accomplish its purposes. The Parties hereto agree to use best efforts to assist in the transition of such services, assets, equipment, and property at no cost to the SSRTA.

(c) SSRTA shall be responsible for administering the activities and programs of the Seattle Southside TPA and preparing an Annual Budget for the Seattle Southside TPA.

(d) The Legislative Authority shall approve an Annual Budget for the use of Special Assessments and shall provide a copy of the Annual Budget to the Parties hereto. The Annual Budget shall consist of:

1. A list of the Lodging Businesses subject to Special Assessments and an estimate of the revenue to be received from all such Lodging Businesses; and

2. A statement of the proposed budget for all Seattle Southside TPA activities and programs to be funded from Special Assessments during the ensuing fiscal year.

(e) SSRTA, as manager of the Seattle Southside TPA, shall agree to comply with all applicable provisions of state and federal law, including but not limited to, the TPA Act, and with all applicable county or city resolutions and ordinances, and with all regulations lawfully imposed by the State Auditor or other state agencies, and the applicable provisions of this Agreement.

(f) All Special Assessments received by SeaTac, as fiscal agent for the Seattle Southside TPA, from the State Department of Revenue and any interest thereon shall be deposited by SeaTac in a special account and thereafter transferred to SSRTA within thirty days following receipt. Provided, however, no Special Assessment shall be transferred in any fiscal year until after the adoption of that year's fiscal Annual Budget.

(g) Legislative Authority shall submit a statement of actual revenues and expenditures to the SSRTA Board of Directors and the Parties hereto.

(h) The Parties acknowledge and agree that revenue derived from the Special Assessments is intended to enhance, supplement, and extend existing tourism marketing efforts of the Parties.

Section 8. Initial Duration; Withdrawal and Termination.

(a) *Initial Term.* The initial duration of this Agreement shall be for a period of twenty years from its effective date.

(b) *Withdrawal from Agreement; Termination by the Parties.* Any Party to this Agreement may withdraw its participation in this Agreement and in the Seattle Southside TPA by providing written notice and serving that notice to the Legislative Authority as provided herein. No Party is permitted to withdraw until this Agreement has been in force at least four years from the effective date. Once this Agreement has been in force for four years, any Party may withdraw by providing at least one year notice of its intent to withdraw.

The Party giving notice of intent to withdraw may revoke its notice by giving written notice of revocation to the Legislative Authority. Within 90 days after receiving proper notice as provided in this section, the Legislative Authority shall adopt a resolution of intention (i) identifying the Party that has given notice of withdrawal, (ii) stating that Seattle Southside TPA may be modified or terminated, as applicable, (iii) describing the change or changes proposed, or indicate that it is the intention to revise the boundaries or disestablish the Seattle Southside TPA, and (iv) providing the time and place of a public hearing to be held by the Legislative Authority on the proposed action; provided, the public hearing shall be at least 15 days prior to consideration of the proposed action. The Legislative Authority may, by ordinance, revise the boundaries or disestablish the Seattle Southside TPA after conducting a hearing to receive public comment regarding the boundary revision or disestablishment of the Seattle Southside TPA. Unless the written notice of withdrawal has been revoked by the withdrawing Party and accepted by the Legislative Authority, the revision or disestablishment shall become effective on the date specified by the Legislative Authority.

(c) For the sake of clarity, it is the intention of the Parties hereto that this Section 8 provides for a method of withdrawal and/or termination of this Agreement that is initiated solely by a Party to this Agreement. This Section 8 is intended to be in addition to the method of modification and/or disestablishment of the Seattle Southside TPA as provided in Section 9 below.

Section 9. Modification or Disestablishment of the Seattle Southside TPA.

(a) The Legislative Authority may modify the provisions of the resolution or ordinance establishing the Seattle Southside TPA, revise the boundaries of the Seattle Southside TPA, or provide for the disestablishment of the Seattle Southside TPA, after adopting a resolution of intention to such effect. Such resolution of intention shall describe the change or changes proposed, or indicate that it is the intention to revise the boundaries or disestablish the Seattle Southside TPA, and shall state the time and place of a public hearing to be held by the

Legislative Authority to consider the proposed action; provided, the public hearing shall be at least 15 days prior to consideration of the proposed action.

(b) Additionally, upon receipt of a petition indicating a desire to revise the boundaries or disestablish the Seattle Southside TPA, with the signatures of the persons who Operate Lodging Businesses in the Seattle Southside TPA who pay 50% or more of the total Special Assessments, the Legislative Authority shall adopt a resolution of intention to revise the boundaries or disestablish the Seattle Southside TPA, and shall state the time and place of a public hearing to be held by the Legislative Authority to consider the proposed action; provided, the public hearing shall be at least 15 days prior to consideration of the proposed action.

(c) After conducting the public hearing to take public comment on the proposed action as required under Section 9(a) or (b), the Legislative Authority may, by ordinance, revise the boundaries or disestablish the Seattle Southside TPA. Notwithstanding the foregoing, if at a hearing held pursuant to Section 9(a) or (b) a petition objecting to the boundary revision or disestablishment is presented, with the signatures of the persons who Operate Lodging Businesses in the Seattle Southside TPA who pay 50% or more of the total Special Assessments, the Seattle Southside TPA shall not be altered or disestablished. If such petition objecting to the boundary revision or disestablishment is not presented at the hearing, the Legislative Authority shall proceed to revise the boundaries or disestablish the Seattle Southside TPA.

(d) Notwithstanding anything to the contrary in this Agreement, in no case shall the Parties hereto be obligated to satisfy the outstanding obligations of the Seattle Southside TPA or the SSRTA from such Party's moneys, funds, or other sources of revenue unless it otherwise agrees to in writing.

Section 10. Miscellaneous Provisions.

(a) *Waiver.* No officer, employee, or agent of SeaTac, Tukwila or Des Moines has the power, right, or authority to waive any of the conditions or provisions of this Agreement. No waiver of any breach of this Agreement by SeaTac, Tukwila or Des Moines shall be held to be a waiver of any other or subsequent breach. Failure of SeaTac, Tukwila or Des Moines to enforce any of the provisions of this Agreement or to require performance of any of the provisions herein, shall in no way be construed to be a waiver of such conditions, nor in any way effect the validity of this Agreement or any part hereof, or the right of SeaTac, Tukwila or Des Moines to hereafter enforce each and every such provision.

(b) *Records.* All records prepared, owned, used or retained by SSRTA in conjunction with operating or administering the activities and programs of the Seattle Southside TPA as provided for under the terms of this Agreement shall be made available by the SSRTA upon request to SeaTac, Tukwila or Des Moines.

(c) *Property and Equipment.* The SSRTA shall be the owner of all property and equipment purchased in furtherance of this Agreement from Special Assessment revenue. Provided, however, in the event of the termination of the Operating Agreement with the SSRTA, the SSRTA shall agree to make the property and/or equipment available to the successor

manager for its use in conjunction with providing similar services. Provided further, in the event of disestablishment of the Seattle Southside TPA, all property and equipment purchased by the SSRTA from Special Assessment revenue shall be retained by SeaTac and used for any lawful purpose.

(d) *Integration.* This Agreement contains all of the terms and conditions agreed upon by SeaTac, Tukwila or Des Moines concerning the establishment of the Seattle Southside TPA and the collection of Special Assessments from Operators of Lodging Businesses. No other understandings, oral or otherwise, regarding the subject matter of this Agreement shall be deemed to exist or to bind any of the Parties hereto. The Parties have read and understand all of this Agreement, and now state that no representation, promise, or agreement not expressed in this Agreement has been made to induce the officials of SeaTac, Tukwila or Des Moines to execute this Agreement.

(e) *Severability.* In the event any provision of this Agreement shall be declared by a Court of competent jurisdiction to be invalid, illegal, or unenforceable, the validity, legality and enforceability of the remaining provisions shall not, in any way, be effected or impaired thereby.

(f) *Hold Harmless; No Liability.* SeaTac shall indemnify and hold harmless Tukwila and Des Moines and their agents, employees, and/or officers, from any and all costs, claims, judgments, or awards of damages arising out of the acts or omissions of SeaTac, its officers, employees or agents and shall process and defend at its own expense any and all claims, demands, suits, at law or equity, actions, penalties, losses, damages, or costs, of whatsoever kind or nature, brought against Tukwila or Des Moines arising out of, in connection with, or incident to this Agreement and/or SeaTac's performance or failure to perform any aspect of this Agreement.

Tukwila shall indemnify and hold harmless SeaTac and Des Moines and their agents, employees, and/or officers, from any and all costs, claims, judgments, or awards of damages arising out of the acts or omissions of Tukwila, its officers, employees or agents and shall process and defend at its own expense any and all claims, demands, suits, at law or equity, actions, penalties, losses, damages, or costs, of whatsoever kind or nature, brought against SeaTac or Des Moines arising out of, in connection with, or incident to this Agreement and/or Tukwila's performance or failure to perform any aspect of this Agreement.

Des Moines shall indemnify and hold harmless Tukwila and SeaTac and their agents, employees, and/or officers, from any and all costs, claims, judgments, or awards of damages arising out of the acts or omissions of Des Moines, its officers, employees or agents and shall process and defend at its own expense any and all claims, demands, suits, at law or equity, actions, penalties, losses, damages, or costs, of whatsoever kind or nature, brought against Tukwila or SeaTac arising out of, in connection with, or incident to this Agreement and/or Des Moines' performance or failure to perform any aspect of this Agreement.

The SSRTA shall be an independent legal entity exclusively responsible for its own debts, obligations and liabilities. All liabilities incurred by the SSRTA shall be satisfied exclusively from the assets and credit of the SSRTA. No creditor or other person shall have any

recourse to the assets, credit, or services of the Parties hereto on account of any debts, obligations, liabilities, acts, or omissions of the SSRTA, unless otherwise agreed in writing by such Party.

(g) *Filing of Agreement.* This Agreement shall become effective immediately after it is duly adopted and executed by the City Council of SeaTac, the City Council of Tukwila, and the City Council of Des Moines and shall be filed and/or posted as required in the Interlocal Cooperation Act.

(h) *Notice.* Any formal notice or communication to be given among the Parties to this Agreement shall be deemed properly given, if delivered either in physical or electronic means, or if mailed postage prepaid and addressed to:

City of SeaTac
4800 S. 188th Street
SeaTac, WA 98188
Phone: 206.973.4800
Attn: City Manager

City of Tukwila
6200 Southcenter Blvd.
Tukwila, WA 98188
Phone: 206.433.1800
Attn: City Mayor

City of Des Moines
21630 11th Ave. S., Suite A
Des Moines, WA 98198
Phone: 206.878.4595
Attn: City Manager

(i) *Amendment.* This Agreement may be amended by the mutual consent of the Parties hereto. No additions to or alterations of the terms of this Agreement shall be valid unless made in writing, formally approved and executed by duly authorized agents of all Parties.

(j) *Operation of SSRTA.* Each Party hereto further authorizes SeaTac to operate the SSRTA within the corporate limits of such city to accomplish the purposes of and pursuant to the terms of this Agreement.

(k) *Counterparts.* This Agreement may be executed in any number of counterparts, each of whom shall be an original, but those counterparts will constitute one and the same instrument.

IN WITNESS WHEREOF, the Parties have executed this Agreement as of the day and year first written above.

[signature blocks to be added]

5. PRESENTATIONS – INFORMATIONAL ONLY:

- **Review of Land Use Background Report Amendments** (*total time: 20 minutes / presentation time: 15 minutes*)

By: Planning Manager Steve Pilcher / Senior Planner Mike Scarey

- **Public Safety Statistics** (*total time: 10 minutes / presentation time: 5 minutes*)

By: Deputy Chief Brian Wiwel

RCM PRESENTATIONS – INFORMATIONAL ONLY:

- **Navos Ruth Dykeman** (*total time: 5 minutes / presentation time: 5 minutes*)

By: Program Director Roy Fisher

- **Regional Food Policy Council and Food Policy Blueprints** (*total time: 15 minutes / presentation time: 10 minutes*)

By: Puget Sound Regional Council (PSRC) Senior Planner Rebeccah Maskin and Associate Planner Liz Underwood-Bultmann



MEMORANDUM

*Department of Community and Economic Development
Planning Division*

TO: Councilmembers
THROUGH: Joseph Scorcio, CED Director *JS*
FROM: Mike Scarey, Senior Planner *MS*
REGARDING: City Council Review of Land Use Background Report-
CSS March 11, 2014
DATE: March 7, 2014

The attached material is provided in advance of next Tuesday's Council Study Session. Staff's presentation at the study session will be **informational only; no Council action is requested.**

As part of the Planning staff's proposal to review sections of the Major Comprehensive Plan Update with the City Council each month, the Land Use Background Report is the subject of this study session presentation, and is attached for your review (Attachment 1).

Staff will focus the presentation on the Land Use Growth Targets, Capacity Estimates, and Growth Forecasts sections beginning on page A1-19 of the Land Use Background Report. These sections describe the City's capacity to meet the Growth Management Act's requirement to accommodate the forecast population growth. To facilitate your review we have provided a clean copy of these sections (Attachment 2). Although we will focus the presentation on these sections, we are prepared to respond to any questions you may have about any of the other material in the amended Land Use Background Report.

Feel free to contact me before next Tuesday if you have any questions: (206) 973-4841 direct.

CHAPTER 1

LAND USE BACKGROUND REPORT

INTRODUCTION

The Land Use Background Report describes historical trends, major physical features, existing land uses, housing and employment forecasts, land use capacity estimates, three alternative options for future land use patterns that were analyzed for the City's Comprehensive Plan as originally adopted in 1994, and a ~~discussion note~~ about the City's Urban Growth Area potential annexation areas.

RELATIONSHIP TO THE GROWTH MANAGEMENT ACT, VISION 2040 AND THE COUNTYWIDE PLANNING POLICIES

The Land Use Element and Background Report have been developed in accordance with Section 36.70A.070 RCW of the Growth Management Act, with the Puget Sound Regional Council's Regional Growth Strategy, Vision 2040, the relevant procedural criteria and recommendations for meeting the requirements of the Land Use Element outlined in the WAC (365-195-305), and with the King County Countywide Planning Policies (Chapter II, page 13). ~~It~~ The Land Use element is the component of the community's plan for growth over the next ~~26~~ 20 years ~~that addresses land use provisions in the City of SeaTac.~~

Note:

This section describing GMA requirements for various elements will be moved from the Land use Background Report to an introductory or framework policy section of the Plan.

Attachment 1

The Land Use Element addresses the Growth Management Act's goal to "encourage development in urban areas where adequate public facilities and services exist or can be provided in an efficient manner" (RCW 36.70A.020(41)). A major component of the State, regional and County goals and policies is to reduce the conversion of undeveloped land into sprawling, low-density development. Under the GMA, the primary means to achieve this objective is through the designation of urban growth areas at the County level, within which growth shall be encouraged and outside of which growth can occur only if it is not urban in nature (RCW 36.70A.110). ~~The Washington Department of Community, Trade and Economic Development interpret "Urban Growth Areas" as one of several critical concepts which need to be addressed (WAC 365-195-060(5)).~~

Within these Urban Growth Areas, King County Countywide Planning Policies call for the designation of a limited number of "Urban Centers." King County has designated Urban Centers where a city's commitments will help ensure the success of that Center by adopting a map, housing and employment growth targets for that Center, and adopting policies to promote and maintain quality of life in the Center through which shall be characterized by the following policies:

- A. A broad mix of land uses that foster both daytime and nighttime activities and opportunities for social interaction~~Clearly defined geographic boundaries;~~
- B. A range of affordable and healthy housing choices~~Intensity/density of land uses sufficient to support effective rapid transit;~~
- C. Historic preservation and adaptive reuse of historic places~~Pedestrian emphasis;~~
- D. Parks and public open spaces that are accessible and beneficial to all residents in the Urban Center~~High quality urban design;~~
- E. Strategies to increase tree canopy within the Urban Center and incorporate low impact development measures to minimize stormwater runoff~~Limitations on single occupancy vehicle usage during peak hours;~~
- F. Facilities to meet human service needs~~Mixed land uses offering choices to residents and employees;~~
- G. Superior urban design which reflects the local community vision for compact urban development~~Sufficient open space provisions and recreational opportunities; and~~
- H. Pedestrian and bicycle mobility, transit use, and linkages between these modes~~Uses which provide both daytime and night time activities in the Center.~~
- I. Planning for complete streets to provide safe and inviting access to multiple travel modes, especially bicycle and pedestrian travel; and

J. Parking management and other strategies that minimize trips made by single-occupant vehicle, especially during peak commute periods.

The City of SeaTac has accordingly designated a section of its land area as an Urban Center. This Urban Center designation has been approved by the Growth Management Planning Council (GMPC) and the King County Council.

The Growth Management Act requires all comprehensive plans to include a land use element designating the proposed general distribution and general location and extent of the uses of land, including population densities, building intensities, and estimates of future population growth. It is also required to review drainage, flooding and stormwater runoff in the area and provide for the protection of the quality and quantity of public water supplies (RCW 36.70A.070(1)), which are addressed in the Capital Facilities Element/Background Report and Land Use Element, respectively. Under the GMA, the City is required to “identify lands for useful public purposes such as utility corridors, transportation corridors, landfills, sewage treatment facilities, stormwater management facilities, recreation, schools, and other public uses” (RCW 36.70A.150). This has been covered by several Elements/Background Reports. The City is also required to identify open space corridors to include lands useful for recreation, wildlife habitat and trails (RCW 36.70A.160). This is addressed by the Community Image and Parks, Recreation and Open Space Elements/Background Reports. RCW 36.70A.200 requires a process for identifying and siting essential public facilities, such as airports, State education facilities, State and local correctional facilities, solid waste facilities and State and regional transportation facilities (see also WAC 365-195-340). These are addressed in the Land Use Element. Detailed inventory information is included in this Land Use Background Report and the City of SeaTac Comprehensive Plan EIS ([August 26, 1994](#)).

HISTORY OF THE SEATAC AREA BEFORE INCORPORATION~~HISTORIC~~ ~~AL TRENDS IN THE~~ ~~SEATAC AREA~~

The area that is currently the City of SeaTac and its vicinity was settled in the mid to late 1800s primarily along Military Road. This road was constructed in the 1850s for the U.S. military by mandate of the territorial legislature, and followed a tribal trade route from the Duwamish River in south Seattle to Fort Steilacoom, south of Tacoma. Kelly Road (also called High Line Road, and later renamed Des Moines Memorial Drive) branched off of Military and continued west of the Duwamish to the Black River Crossing. It was constructed in 1873 as a route for settlers to take their produce to Seattle. In 1916 it was extended, paved with bricks, and became the first road to connect Seattle with Tacoma (Des Moines Highway).

Settlers primarily farmed and logged in the area between 1870 and 1915, and lived in small communities with limited road access to one another. These small communities included Riverton, Sunnydale, Lake Burien, Five Corners, Normandy Park, Manhattan, and Des Moines. Large homesteads included the Kelly tract which became Sunnydale neighborhood, and Reeploeg's Angle Lake Park directly across from the Angle Lake School.

Changes in land uses and economic activities have occurred, primarily due to increased access and ease of transportation in SeaTac and its vicinity. In 1928, Highway 99 was completed, dramatically changing the possible land uses and patterns of settlement in the area. The regional connection provided by this roadway facilitated growth that would ultimately transform the area into a suburban community.

In the 1940s, the Highline Area population tripled, accompanied by a boom in housing in the area. This dramatic growth is partially attributable to the growth in defense industry activity in the area, primarily the supply of WWII aircraft by the Boeing Airplane Company. Another related, large scale change in the area was the siting and building of Seattle-Tacoma International Airport which began full scale operation in 1949.

In the 1950s, regional and even national factors caused the Highline area population to double. Post-WWII housing, perhaps for veterans, is said to have been the original use of housing on the small lots in the western portion of the neighborhood currently known as McMicken Heights.

The completion of Interstate Highway 5 and expansion of the Seattle-Tacoma International Airport in the 1960s both contributed to accelerated economic activity and growth in the area.

In just over three decades, or a little more than one generation, access to what is currently the City of SeaTac and its surrounding area had gone from having only two major passable roadways and rough paths between isolated settlements, to having ~~being at an~~ International Airport and ~~being at the an~~-intersection of national and regional highways serving a major defense industry and the surrounding suburban area. In that same period, economic activities in SeaTac had gone from largely logging and farming to overwhelmingly transportation-related industry and business.

Throughout the late 1960s and early 1970s, the Airport expanded and modernized significantly. Its impacts on area residents increased, exemplifying the issues associated with increased intensity and variety of land uses. The Port's noise remedy program, including areas of residential acquisition, was initiated in 1973.

The 1970s saw population decline slightly, due in part to major layoffs in the aircraft industry, and declining family size in general. Commercial development increased in the SeaTac area during the 1980s.

In November 1989, SeaTac voters elected to incorporate as a city. The City's incorporation became effective in February of 1990.

PHYSICAL FEATURES

The City of SeaTac is located in South King County between the Duwamish/Green River and Puget Sound, separated from the Sound by Burien, Normandy Park, and Des Moines to the West. Bordering cities to the East include Kent and Tukwila, and to the North a section of unincorporated King County called Boulevard Park.

GEOGRAPHIC FEATURES

Topography

Elevation in the City ranges between 25 and 155 meters mean sea level (MSL). Significant topographic features are the hills at

McMicken Heights and Riverton Heights, forming a steep slope down to the Green River Valley along the eastern City boundary. A ravine with moderately sloping banks carries Des Moines Creek to Puget Sound in the south of the City, and at the western boundary a moderate slope extends down to the West from the edge of the Airport.

MAP A1.1 TOPOGRAPHY

The section of the City to the North of SR 518, including Riverton Heights, slopes gently ranging between 90 and 140 meters MSL. Near the eastern City boundary at Military Road, the terrain slopes upward toward the West, and a ridge runs parallel to Military Rd.

The eastern portion of the City, including McMicken Heights and Bow Lake neighborhoods, peaks at 155 meters MSL and is generally gentle in slope. Along the eastern City boundary however, it drops from 100 to 50 meters MSL rather rapidly.

The Angle Lake neighborhood and the southern portion of the City ranges between 70 meters MSL at Des Moines Creek and 140 meters MSL near S. 216th Street. Small hills of 120 and 130 meters MSL are found west of International Boulevard and south of the Airport.

Sea-Tac International Airport and West SeaTac make up the remainder of City land. This area is primarily flat at 125 meters MSL, with a slope at the western perimeter from 100 down to 70 meters MSL at the center of the Miller Creek ravine.

Soils

The soil in the City is predominantly Alderwood gravelly sandy loam (Ag). There is an area of shallow Rifle Peat (no current equivalent) surrounding Bow Lake, and patches of the following additional soil types also occur within the City: Arents-Alderwood material, Indianola loam fine sandy, Alderwood and Kitsap soils, Everett gravelly sandy loam, Norma sandy loam, Tukwila muck and Bellingham silt loam.

High Erosion or Landslide Potential

~~The entire Puget Sound Region is considered seismically active, and is characterized by a history of major earthquake frequency. Class III seismic hazards are those areas within this region that are subject to the most severe level of earthquake response due to slope of the land and soil density.~~

Areas of erosion hazard and Class III landslide hazard in the City lie primarily along the southeastern border. Erosion hazard occurs on the slope east of Interstate-5 between S. 176th St. and S. 188th St. and

from S. 204th St. to the southern boundary of the City. Two additional small areas of erosion hazard are located in the southwestern corner of the City, near S. 208th Street and Des Moines Memorial Drive. The City has only Class III landslide hazards. Affected areas include two narrow strips extending into the City from the eastern border between S. 172nd Pl. and S. 176th St. Under I-5 east of Angle Lake, and east of Military Road between S. 200th St. and S. 221st St. are two additional landslide hazard areas of this level.

Seismic “Hazard” Areas

The entire Puget Sound Region is considered seismically active, and is characterized by a history of major earthquake frequency. Class III seismic hazards are those areas within this region that are subject to the most severe level of earthquake response due to slope of the land and soil density.

Class III seismic hazard areas surround Bow Lake, Tub Lake and exist extensively around Lora Lake and Lake Reba (stretching from the City’s boundary to 24th Avenue S. in the East and beyond). A belt of seismic hazard extends along the eastern perimeter of the City south of S. 176th St. Several smaller areas of seismic hazard are scattered throughout the City, with primary patches on the western border north of S. 192nd and of S. 176th Streets. Another linear Class III seismic hazard area lies near S. 161st St. at the City boundary, in the North.

WATER RESOURCES

(See Map 8.1 for locations of streams, lakes and wetlands)

Drainage Basins

The City of SeaTac is comprised of three primary drainage basins: Des Moines Creek Basin, Miller/Walker Creek Basin, Green/Duwamish River Basin. While the Des Moines Creek and Miller/Walker Creek drainage basins discharge directly to Puget Sound, the Green/Duwamish basin drains east to the Green River, discharging to Elliott Bay. Five lakes and two major creeks (Des Moines and Miller) are located within the City limits. These drainage basins and water bodies are summarized below:

- Des Moines Creek Drainage Basin:

- Des Moines Creek

- Bow Lake

- Miller/Walker Creek Drainage Basin:

- Lora Lake

- Lake Reba
- Miller Creek
- Walker Creek
- Tub Lake

- **Green/Duwamish River Drainage Basin:**

- Angle Lake

Des Moines Creek Drainage Basin

The Des Moines Creek drainage basin occupies a total of 3,936 acres within the City of SeaTac and the City of Des Moines, 75 percent of which (2,942 acres) lies within the City of SeaTac. The basin drains highly urbanized areas of SeaTac and Des Moines (including Sea-Tac Airport); approximately 40 percent of the total basin area is composed of impervious surfaces (EarthTech 1997). Most of the basin was developed before the City implemented stormwater management and detention requirements. Two main tributaries to Des Moines Creek drain three subbasins within the Des Moines Creek drainage basin: Plateau, Ravine, and Lower subbasins.

- **Des Moines Creek**

Des Moines Creek flows for 3.8 miles from Bow Lake, located east of Sea-Tac Airport, to Des Moines Beach Park located on Puget Sound. The creek is a Class II salmonid bearing stream, and drains a highly urbanized basin located in the Cities of SeaTac and Des Moines. Two main branches of the creek, known as the East Fork and the West Fork run southwest and southeast and converge at a golf course south of Sea-Tac Airport before heading southwest to Puget Sound. Drainage from Bow Lake is piped into the East Fork through a 60-inch storm drain (EarthTech 1997). Airport-related drainage is conveyed separately to the East Fork after detention and treatment. The East Fork and west fork then converge just north of South 200th Street then flows through Tyee Pond prior to converging with the West Fork. The West Fork of the creek originates near the western edge of the Tyee Golf Course at the Northwest Ponds complex. Tyee Pond is a regional flood control facility that was built by King County in 1988 and has been owned and operated by the Port of Seattle since 1997.

- **Bow Lake**

Located in the north portion of the Des Moines Creek Basin, Bow Lake is a 15.5-acre lake that feeds East Fork of Des

Moines Creek. The 36-inch concrete outlet of Bow Lake discharges to a 60-inch storm drain at International Boulevard (EarthTech 1997). Bow Lake drains approximately 525 acres of primarily residential area in the City of SeaTac. The shoreline of the lake is surrounded primarily by private commercial development and parking, and the lake itself is inaccessible to the public.

Miller/Walker Creek Drainage Basin

Miller/Walker Creek drainage basin occupies a total of 5,622 acres, 20 percent of which (1,265 acres) lies within the City of SeaTac. Approximately 22 percent of the total drainage basin area is impervious surface (King County 2006). Bound on the north and east by the Green/Duwamish River drainage basin, the Miller/Walker Creek drainage basin includes area within the cities of Burien, Normandy Park, and SeaTac. Although Walker Creek originates in the City of SeaTac, most of Walker Creek lies outside the City limits. A large portion of Miller Creek flows inside the City limits, and Lake Reba, Lora Lake and Tub Lake lie completely within the City limits.

• Miller Creek

Miller Creek runs for 6 miles through Burien and SeaTac, entering the City at S 138th Street and Des Moines Memorial Drive as a Class III stream, and flowing south through Tub Lake. It converges with the western tributary near the intersection of Des Moines Memorial Drive and SR 518. From here, the main stem of the creek gathers flow from a number of tributaries and winds southward through Lake Reba and Lora Lake, becoming a Class II, salmonid bearing stream. Miller Creek then turns to the west and flows through the cities of Burien and Normandy Park before it discharges into Puget Sound.

• Walker Creek

Walker Creek originates in a wetland just east of Des Moines Memorial Drive near S 171st Street and S 176th Street. While the creek originates in the City, it flows west into Burien almost immediately, eventually merging with Miller Creek and discharging to Puget Sound.

• Lora Lake

Lora Lake is a small 2.84-acre lake located just north of Sea-Tac Airport and west of Lake Reba. Lora Lake drains an area of 317 acres within the City dominated by forest and grass and discharges to Miller Creek.

- **Lake Reba**

Lake Reba is a small 1.18-acre lake located just north of Sea-Tac Airport. Miller Creek Regional Detention Facility is located adjacent to Lake Reba. Lake Reba drains 179 acres within the City.

- **Tub Lake**

Tub Lake is a small 1.82-acre lake surrounded by North SeaTac Park property, and is not currently accessible to the public. Tub Lake drains 188 acres within the City.

Green/Duwamish River Drainage Basin

The Lower Green River drainage basin occupies a total of 9,720 acres, approximately 22 percent of which (2,139 acres) lies within the City. The majority of the basin discharges east under Interstate 5; however, approximately 536 acres in the City discharges north in the direction of SR 518 to Gilliam Creek in the City of Tukwila.

- **Angle Lake**

Angle Lake, known for its distinct L-shape and exceptional water quality, drains 336 acres within the City. Located in the center of the City, Angle Lake has a surface area of 102 acres and maximum depth of 52 feet. Angle Lake discharges under Interstate 5 through an 18-inch stormwater pipe. Angle Lake is the only water body in the City that falls under the Shoreline Management regulations.

The area within the City that discharges north to the Duwamish River Basin is 364 acres. A portion of the basin discharges to the stream behind the former Glacier High School and is routed to a 36-inch stormwater drainage pipe in 20th Avenue S, while the other portion of the basin discharges through a series of natural drainages to a depression adjacent to S 128th Street before crossing under the street to the north (EarthTech 1997). No other water bodies lie within the Duwamish River drainage basin within the City limits.

~~Five major basins drain what is now the City of SeaTac, with 15 sub-basins. The five major basins are Des Moines Creek, Miller Creek, the Lower Green River, the Duwamish River and Lower Puget Sound.~~

Other Streams

~~The City has two Class II streams (with salmonids; 100-foot buffer); Des Moines Creek in the South and Miller Creek in the North. A Class III stream (intermittent; 25-foot buffer) flows from Tub Lake in North SeaTac Park into Miller Creek near Lora Lake. Another feeds Miller Creek to the South near the boundary of the City at S. 166th Street.~~ One unclassified buried stream leads into Bow Lake from the North, emerging as a Class III intermittent stream flowing out between S. 188th and S. 192nd Streets and on to feed Des Moines Creek as the East Fork. Two ~~Class III~~ streams, one Class II and one Class III, flow out of the City toward the Green River near the eastern border between S. 172nd and S. 178th Streets. Small portions of a Class II salmonid bearing stream ~~(Perennial; salmonid use undetermined; 50-foot buffer)~~ and ~~two Class III streams~~ fall just inside the City boundaries in the East at S. 204th St. and Two Class III streams fall just inside the City boundaries in the West at S. 206th St.

Lakes

Angle Lake, Bow Lake, Lake Reba, Lora Lake, and Tub Lake lie within the City.

Wetlands

Wetlands are classified on a descending scale of sensitivity. Class I wetlands are classified as unique/outstanding, and require a 100-foot buffer. Classes II and III are designated significant (requiring a 50-foot buffer) and of lesser concern (requiring a 25-foot buffer) respectively.

A Class I wetland (called Miller Creek 3) surrounds Tub Lake in the North of the City. It is on the grounds of North SeaTac Park, and its preservation in this context is planned.

The Wetlands surrounding Lora Lake (Miller Creek 4), and Lake Reba (Miller Creek 10) near Miller Creek in the North are Class II, as is the one at the head of Des Moines Creek (Des Moines Creek 4), and the wetland surrounding Bow Lake (Des Moines 1). ~~The Class II wetland surrounding Angle Lake is called Lower Green River 2.~~

There is a 6-acre Class I wetland between 8th Avenue South and Des Moines Memorial Drive, north of South 192nd Street.

In the areas between South 204th and South 216th Streets and west of Orillia Road/42nd Avenue South there are three Class I wetlands, two Class II wetlands, and five small Class III wetlands.

~~Four-Three~~ additional Class II Wetlands (Des Moines 5 and 7, Lower Green River 5) lie between S. 204th and S. 212th St. east of International Boulevard. ~~The wetland surrounding Bow Lake is also Class II (called Des Moines 1).~~

Extending to the east of Miller Creek at its southernmost point in the City there are several small Class II and one Class III wetlands. ~~There are several small Class III wetlands associated with the East Fork of and Des Moines Creek (Des Moines Creek 3) at their mid points are two Class III wetlands. Bow Lake, and the head of Des Moines Creek (Des Moines 6) also have associated Class III wetlands extending out with open water at their centers.~~

Aquifers Used for Public Drinking Water

The Highline Water District ~~continuously uses one~~ operates two supplemental wells within the City, located near S. 209th St. and 30th Avenue S. (Angle Lake Well) and in the vicinity of 3700 164th St. (McMicken Heights well). Another well, is located near S. 208th St. and 12th Avenue S. just outside the City, in Des Moines is currently closed for the construction of a treatment plant (manganese filter). The project is currently in the design phase, and is likely to prevent the use of this well for another year to year and a half. Highline Water District operates a third well located on the Tye golf course on the north side of S 200th St. This well is only used for supplementing the flow of Des Moines Creek in times of low creek flow.

Seattle Water District operates three wells within the City. Two are located at S 146th St. and 24th Ave. S, and one at S 128th St. and 20th Ave. S

Land use issues related to this type of aquifer are addressed in the Environmental Management Policies.

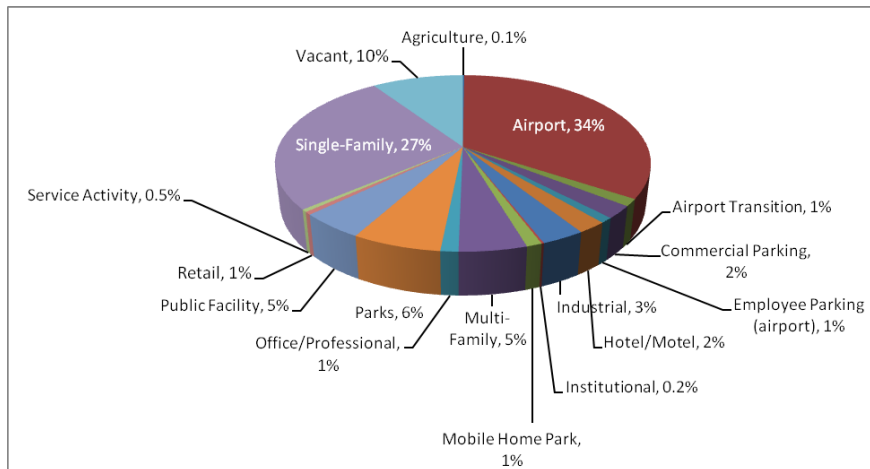
~~None of the other three water districts serving the City use wells located within the area.~~ The primary source of water for all four of the water districts serving the City districts is the Seattle Water Department.

EXISTING LAND USE PATTERNS

Land uses in SeaTac reflect the general range of land uses that are found in an urban environment, such as residential, commercial and industrial development. Several prominent features of the [City study area](#) include Sea-Tac International Airport, Angle and Bow Lakes and the several highways and major arterials that intersect SeaTac.

The City of SeaTac currently contains 8,072 acres, or 12.6 square miles, of land within its borders (this includes all streets, roads, highways, and other rights-of-way not shown in Figures A1.1 and A1.2). As shown in Figures A1.1 and A1.2 below, this land acreage consists primarily of Airport-related, single family residential, and commercial/retail land uses. The percentages cited below are based on a SeaTac acreage subtotal (5,492 acres) that excludes rights-of-way from the total amount. If included into the percentage breakdowns, rights-of-way would be among the single largest land use category with 2,580 acres (32 percent of the total land area). Map 1.4 illustrates the existing land use distribution in the City.

Figure A1.1
Land Use Summary Chart



**Figure A1.2
Land Use Summary Table**

The existing land use categories are described below.

Land Use	Square Feet	Acres	Percent of Total
Agriculture	351,530	8	0.1%
Airport	80,873,455	1,857	34%
Airport Transition	3,091,908	71	1%
Commercial Parking/Auto Rental/Sales	5,363,200	123	2%
Employee Parking (airport)	2,261,600	52	1%
Hotel/Motel	5,067,280	116	2%
Industrial	7,488,869	172	3%
Institutional	414,200	10	0.2%
Mobile Home Park	2,671,132	61	1%
Multi-Family	11,875,533	273	5%
Office/Professional	3,043,837	70	1%
Open Space/Park/Recreation	15,381,745	353	6%
Public/Quasi-Public Facility	11,895,952	273	5%
Retail	1,230,189	28	1%
Service Activity	1,080,461	25	0.5%
Single-Family	63,611,881	1,460	27%
Vacant	23,530,243	540	10%
Total	239,233,015	5,492	100%

RESIDENTIAL LAND USES

A majority (53 percent) of SeaTac’s residential units are **single family** homes (2012 Washington Office of Financial Management). In fact, 27 percent (1,460 acres) of the City’s acreage is single family residential.

This situation represents the area’s historic development trend, which initially was focused primarily on residential and agricultural land uses. It wasn’t until the construction of SR 99 and, later, Seattle-Tacoma International Airport that significant commercial development started to appear within the community.

Much of the newer residential development in SeaTac has been **multi-family** in nature, although single family residential development continues through short platting and individual home construction. Recent multi-family developments include the 55-unit Sunset Station, 3351 S 176th St., completed in 2007, and the 90-unit Viewpoint Apartments, 21428 International Boulevard, completed in 2011. While there are pockets of multiple family housing in numerous sections of the City, two areas of major concentration are located in the vicinity of:

- A. S. 176th and S. 180th Streets between 32nd and 38th Avenues South; and
- B. S. 204th and S. 211th Streets between International Boulevard and I-5.

Multi-family development consumes less land per housing unit than single family housing. For example, multi-family residential units make up 41 percent of the total residential units in SeaTac, but only consume five percent of the City’s area and 15 percent of the residentially used land.

SeaTac has a relatively large number of **mobile homes** (544 units), which make up five percent of the City’s housing units. Most of the mobile homes are located in mobile home parks, which include the following (data are from the City’s 2012 OFM Housing Unit and Population Estimate Report):

- Bow Lake Mobile Home Park 408 Units
18030 32nd Avenue South
- Firs Mobile Home Park 73 Units
20440 International Boulevard
- Angle Lake Mobile Home Park 63 Units
2916 S. 200th Street

The last of the mobile home parks west of International Boulevard ~~were~~ was closed in January of 2010. The three mobile home parks listed above are located east of International Boulevard and are outside of the 65+ Ldn noise impact contour areas, and therefore are not subject to FAA noise insulation requirements.

COMMERCIAL LAND USES

Due to the presence of Seattle-Tacoma International Airport, the City has a substantial number of **hotels, motels and restaurants**. There are 32 hotels with more than 5,500 hotel rooms. The type of establishment ranges from high end, national hotel chains like Hilton and Marriott to lower cost chains like Days Inn and Motel 6. Most of the City's hotels and motels are located along International Boulevard, with a concentration near the Airport, between S. 176th and S. 188th Streets. Many of the hotels have one or more restaurants located on their premises. There are also other restaurants in SeaTac, serving both ends of the market, ranging from sit-down restaurants to fast-food establishments.

The City's major **office** facility is the SeaTac Office Center, with two 13-story buildings and one four-story office/structured parking building. A four-building office complex is located just south of Angle Lake Park, and the SeaTac City Hall and other tenants presently occupy a three-story office building at 4800 S. 188th Street. Alaska Airlines has a large amount of office space within SeaTac, including its corporate headquarters building, a telephone reservations facility, a training facility, and an office building for its subsidiary business, Horizon Airlines. ~~Washington Mutual Bank's national corporate training center is located in SeaTac at 18501 36th Avenue S. This facility features conference and meeting space as well as lodging facilities and an internal trail system.~~

Most of SeaTac's **retail** establishments are relatively small in scale, especially when compared to the regional retail businesses located in Tukwila's Southcenter Mall area. As a result, the retailers within SeaTac are oriented primarily to residents of the City and adjacent neighborhoods.

The demand for **parking and rental cars** generated by Sea-Tac International Airport has resulted in a proliferation of such establishments in SeaTac. In many instances, a parcel of land will have both types of activities taking place on it.

The Airport itself has a major parking structure, with direct access to the terminal building and a total capacity of 9,000 vehicles ~~(of which 8,000 stalls are for public use and 1,000 are used by car rental agencies)~~. It also has several surface parking lots that are primarily used for Airport-related employee parking. The Airport's high parking fees have created a demand for less expensive, off-site parking spaces. These private "park 'n fly" parking lots are located mainly along International Boulevard.

Most visitors interested in renting a car can pick up their leased vehicle at a dedicated section of the Airport's parking garage. Since this space can contain only a small number of rental cars, the car rental agencies use off-

site parking lots for vehicle storage. Some of the car rental agencies also use some of the off-site land for the sale of older rental cars.

In most cases, the park 'n fly parking and rental car land uses do not require the construction of major buildings. This situation allows the property owners to derive income from their land with a minimal investment, while reserving the ability to more intensively develop their property in the future.

AIRPORT/AIRPORT-RELATED

One of the most significant land uses in SeaTac is ~~the Seattle-Tacoma International Airport~~. ~~An estimated 24.3-33.2 million passengers were served by the Airport in 2012. 1996, 70 percent were Puget Sound residents or visitors (with the remaining 30 percent being “pass-through” travelers).~~ ~~In 2003 there were approximately 33,000 jobs on the airport site, with 16,000 of those directly employed by the airport (Final Seattle-Tacoma International Airport Comprehensive Development Plan Environmental Review/NEPA Environmental Assessment, August 2007, pg. 5-44)~~ ~~The direct impact of the facility is estimated at \$2 billion a year, with direct jobs numbering some 15,000.~~ Figure A1.3 summarizes the ~~trends growth that has occurring occurred~~ between ~~1980-2002~~ and ~~2000-2012~~, in total passengers served (domestic and international), total operations (air carrier, ~~commuter air taxi~~, general aviation, and military), and total air cargo (domestic and international air freight, as well as air mail).

Figure A1.3
Seattle-Tacoma International Airport ~~20-10~~-Year Air Travel Trends

	1980 <u>2002</u>	1990 <u>2007</u>	2000 <u>2012</u>	1980-2005 - 2000 <u>2012</u> % Increase
Passengers (Millions)	26.7 <u>29.2</u>	31.2 <u>46.2</u>	33.2 <u>27.4</u>	24.3 <u>197.8</u> %
Operations (Thousands)	364.7 <u>212.7</u>	347.0 <u>355.0</u>	309.5 <u>409.0</u>	-15.1 <u>92.3</u> %
Air Cargo (Thousand Metric Tons)	351.4 <u>211.2</u>	319.0 <u>343.5</u>	283.5 <u>510.0</u>	-19.3 <u>141.5</u> %

Source: ~~2012 Seattle-Tacoma International Airport Activity Report~~ ~~Sea-Tac International Airport, Planning Department, 1997.~~

The Airport's Comprehensive Development Plan (CDP) ~~was adopted in 2007. The CDP plans for airport growth to accommodate up to 42.45 million annual passengers (MAP) and 517,000 aircraft operations by 2020. was adopted in 2007.~~

INDUSTRIAL LAND USES

The City of SeaTac does not have a large amount of **industrial and manufacturing** activity at the present time. Instead, most of the City's industrially zoned land, other than the Airport, is used for warehousing and distribution. One example of SeaTac's warehousing and distribution is the Boeing Spares Distribution Facility, located at 2301 S. 144th Street. This large facility was sited in order to take advantage of the proximity to the Airport. Its highly automated systems capitalize on its location, focusing on rapid and efficient turnaround of replacement part orders.

PARK/RECREATION LAND AND OPEN SPACE

The City of SeaTac contains several **parks**. They range in scale from small neighborhood parks, like Bow Lake Park, to a regional park, like North SeaTac Park. More information on parks may be found in the Parks, Recreation and Open Space Background Report, and the Capital Facilities Background Report.

PUBLIC FACILITY/INSTITUTION

There are several buildings that are used for City of SeaTac purposes, including three fire stations, two community centers, City Hall, and a maintenance facility. The City of SeaTac contains several elementary schools, one middle school, and one high school. Several additional school structures are either being used for non-educational purposes or are vacant. The City also contains several churches, sewer and water district properties, and other public facility/institutional land uses.

LAND USE GROWTH TARGETS

The growth targets used for planning by the City are allocations of regional and subregional growth estimates. The growth targets are not growth quotas (commitments to produce population and jobs) but are estimates of potential future growth for which the City must plan to accommodate, and are provided to demonstrate SeaTac's ability to accommodate its allocation of the regional growth estimates. This section describes the sources of SeaTac's future growth targets, and analyzes the City's ability to accommodate that growth.

The horizon year for SeaTac's Comprehensive Plan is 2035, representing 20 years from the Plan's 2015 amendment. Both the employment and household growth targets are consistent with the regional growth forecast used in the Puget Sound Regional Council's (PSRC) Vision 2040 and Transportation 2040 plans; and are consistent with the King County Growth Management Planning Council's (GMPC) adopted growth targets for 2031. (SeaTac's 2031 Targets were extended to 2035 by the straight line method-annualizing the 2006 to 2031 growth target, and adding 4 years of that growth to the 2031 target.)

EMPLOYMENT: EXISTING AND TARGET

The City of SeaTac employment target was developed from data prepared by the ~~Puget Sound Regional Council (PSRC)~~ at the ~~FAZ (subregional)~~ level, and allocated to cities through a collaborative process of City and County staff working as the ~~Growth Management Planning Council's (GMPC)'s~~ Buildable Lands and Targets subcommittee. SeaTac's employment growth target is 29,348 additional jobs in the City by 2035, more than doubling the 2012 (covered) jobs estimate of 27,010. Total employment in SeaTac in 2000 was approximately 31,800 (with a population of 25,380). When SeaTac's growth target is added to the year 2000 baseline, the total employment is estimated to be 41,088 by the year 2022, if SeaTac experiences the growth represented by the target.

HOUSEHOLDS: EXISTING AND TARGET

The City of SeaTac household target was developed from the Washington Office of Financial Management's growth projection for King County as a whole at the County level, and ~~distributed~~ allocated to cities through a collaborative process of City and County staff working as the GMPC's Buildable Lands and Targets subcommittee. SeaTac's household growth target is 6,153 additional households, which, when added to the 2012 household baseline of 9,680 would bring SeaTac's total households to an

~~estimated 15,833 by 2035. The total number of households in SeaTac in 2000 was 9,708. When SeaTac's growth target is added to the year 2000 baseline, the total number of households is estimated to be 14,186 by the year 2022, if SeaTac experiences the growth represented by the target.~~

~~YEAR 2022 EMPLOYMENT AND HOUSEHOLD TARGETS~~

~~The planning horizon for the City of SeaTac's Comprehensive Plan is the year 2022, consistent with the GMPC adopted growth targets for King County cities.~~

Figure A1.4 below shows the employment and household growth targets for the year ~~2022-2035~~ in the context of the ~~2000-2012 employment and household estimates, baselines and the estimated future totals for employment and housing.~~

Figure A1.4
Net New Growth for the Year ~~2022~~2035

	2000 2012*	2022 +2035	Growth Target+
Employment	27,010 31,800	56,358 41,088	29,348 9,288
Households	9,680 9,708	15,833 14,186	6,153 4,478

* Sources: Employment Baseline: PSRC figures derived from analysis of geocoded Washington Employment Security Department (ESD) ~~2012~~ data. Washington ESD only reports "covered" employment. Covered employment refers to the employees covered under the State's unemployment insurance program, and excludes self-employed workers, proprietors, CEOs, ~~ete.~~, and other non-insured workers. Total employment in SeaTac is estimated to be ~~as high as 28,350-35,900.~~

Households Baseline: Washington Office of Financial Management (OFM) estimate, based on U.S. Census of Population and Housing, 2010 ~~2000~~ and annual surveys of City building permit data for 2011 and 2012.

+ Sources: Employment and Household Growth Targets: The King County GMPC used Countywide projections of population (from Washington OFM) and forecasts of employment (from PSRC) and ~~distributed-allocated~~ these to cities through a collaborative process. Distribution of growth targets to cities was based partly on an estimate of land capacity that each City ~~produced-developed as part of the King County through the~~ Buildable Lands Analysis Report.

LAND USE CAPACITY ESTIMATES

~~In support of the 2014 King County Buildable Lands Report, The City staff of SeaTac has researched the number of available acres that are zoned for development but are currently vacant. Additionally, the City's land capacity analysis identified parcels considered to as having redevelopment potential.~~

~~Opportunities for commercial redevelopment were assumed for those parcels where the existing density was less than 25% of the intensity assumed for the applicable zone (using floor area ratio (FAR) as the measure). That is, where redevelopment on the site would be 4 times more intense than the existing development. assessed value of improvements is less than 50 percent of the assessed land value.~~

The single family redevelopment potential figure includes those parcels that are underutilized based on the minimum lot size allowed by zoning.

Potential for multi-family redevelopment was estimated by examining the gap between existing densities of development and the maximum densities allowed under current zoning. For each parcel a ratio of existing density to maximum allowed density was calculated. Parcels were considered redevelopable when that ratio fell below 0.5. That is, where redevelopment on the site would be 2 times the density of the existing development.

Publicly owned parcels (Federal, State, County, City, school district, utility district) that were not considered to have any potential to accommodate future household or employment growth; ~~and~~ were removed from the analysis. Some city-owned parcels that are not used for City operations were assumed to be available for development and were included in the analysis, as were Port-owned parcels designated for Aviation Commercial uses.

Parcels suitable for development or redevelopment were analyzed for sensitive areas using GIS data. Deductions were made for the ~~approximate~~ area of each parcel occupied by steep slopes, wetlands, water bodies, habitat areas, and buffers associated with these sensitive areas. Further deductions were made for rights-of-way and public purpose lands, as a percentage of the gross acreage. A portion of the resulting net acreage was deducted to account for land unavailable due to market factors and other unknown property owner considerations, yielding the amount of land available for further development.

The process used is consistent with the King County Buildable Lands Report methodology, was developed by staff from King County and cities within King County, and is used by the ~~other King~~ County and those cities to estimate the land capacity for the 2014 Buildable lands Report, ~~and the County itself~~.

When SeaTac’s development capacity is translated into jobs and household numbers and compared with the ~~2022-2035~~ employment and household targets, it is clear that there is more than enough land capacity to accommodate the City’s residential (Figure A1.6) and employment (Figure A1.7) growth targets through ~~2022 2035~~.

The City’s ~~2006-2014~~ Buildable Lands analysis showed a residential capacity surplus of 810 units and an employment capacity surplus of 8,314 jobs relative to the City’s growth targets.

Figures A1.6 and A1.7 below illustrate the household and employment capacity represented by the vacant and redevelopable land in SeaTac, and show the City’s capacity to accommodate the household and employment growth targets forecast for the year 2022, which is the SeaTac Comprehensive Plan’s time horizon.

Figure A1.6
New Residential Growth Capacity Estimates – Year ~~2022~~ 2035

Land Use	Within Urban Center		Outside Urban Center		Total Capacity
	Land Available	Capacity in Households	Land Available	Capacity in Households	
Single Family Residential	0 acres	0	310 acres	815	815 households
Multi-Family Residential	85 acres	3,103	43 acres	975	4,078 households
Mixed Use (Residential)*	178 acres	1,507	10 acres	117	1,624 households
Total Residential Capacity	4,610		1,907		6,517 households
Household Growth Target					6,153
Surplus/Deficit					364

* These estimates represent total acreage for parcels designated for mixed use. The number of units represents the residential component of future mixed use projects.

Figure A1.6
New Residential Growth Capacity Estimates—Year 2022

Land Use	Total Land Available to Accommodate 2022 Forecast (Acres)	Capacity of Land in Total Households
Single Family Residential	349	940
Multi Family Residential	139	3,472
Mixed Use (Residential)*	137	876
Total Residential Capacity*:		5,288
Household Growth Target:		4,478
	Surplus/Deficit:	810

Figure A1.7
New Employment Growth Capacity Estimates – Year ~~2022~~ 2035

<u>Land Use</u>	<u>Within Urban Center</u>		<u>Outside Urban Center</u>		<u>Total Capacity</u>
	<u>Land Available</u>	<u>Capacity in Jobs</u>	<u>Land Available</u>	<u>Capacity in Jobs</u>	
<u>Commercial</u>	<u>0 acres</u>	<u>0</u>	<u>2 acres</u>	<u>126</u>	<u>126 jobs</u>
<u>Industrial</u>	<u>26 acres</u>	<u>779</u>	<u>134 acres</u>	<u>3,512</u>	<u>4,291 jobs</u>
<u>Mixed Use (Jobs)*</u>	<u>178 acres</u>	<u>26,363</u>	<u>10 acres</u>	<u>1,955</u>	<u>28,318 jobs</u>
<u>Total Employment Capacity</u>	<u>27,142 jobs</u>		<u>5,593 jobs</u>		<u>32,735</u>
<u>Employment Growth Target</u>					<u>29,348</u>
<u>Surplus/Deficit</u>					<u>3,387</u>

* These estimates represent total acreage for parcels designated for mixed use. The number of ~~units-employees~~ represents the commercial ~~capacity component~~ of future mixed use projects.

Source for A1.6 and A1.7: City of SeaTac Department of ~~Planning and~~ Community ~~and Economic~~ Development, ~~2006-2014~~ Buildable Lands Report.

**Figure A1.7
New Employment Growth Capacity Estimates—Year 2022**

Land Use	Total Land Available To Accommodate 2022 Forecast (Acres)	Capacity of Land in Total Employees
Commercial	2	128
Industrial	165	3,145
Mixed Use (Commercial)*	137	14,329
Total Employment Capacity:		17,602
Employment Growth Target:		9,288
	Surplus/Deficit:	8,314

ASSUMED FUTURE DENSITIES

As explained above, City staff identified land that was vacant or likely to redevelop during the 20-year planning time frame. Depending on the zoning of the vacant or redevelopable land, estimates of the number of dwelling units or jobs (the “land capacity”) represented by that land. The assumed future densities are based on recent development in this city or in similar areas of other local cities.

For residential uses and the residential components of mixed-use areas, the densities are given in dwelling units per acre (DU/Ac.)

For commercial uses or the commercial components of mixed use areas, and for industrial areas the square footage of buildings is estimated for each vacant or redevelopable parcel using a floor area ratio (FAR). FAR is a measure of how intensely a piece of land is developed. For example, if a building covered an entire site at one story, the FAR would be 1. If a building covered ½ of a site at one story, the FAR would be 0.5. A building that covered half of a site at 4 stories would have an FAR of 2. When an assumed FAR is applied to a site where the size of the site is known, the result represents an estimated size of the future building. In the case of mixed use areas, assumptions are also made regarding the

proportions of the site that will be in residential and non-residential uses.

SeaTac used local examples of existing development to determine existing densities and FARs. Where there weren't local examples of some expected future development types, staff referred to existing examples in neighboring cities for those types of developments. Recommended examples were compiled by King County staff and others.

Table xxx below shows the assumptions that were used for the City's estimates of land capacity to accommodate the growth targets.

Table xxx

<u>ZONE</u>	<u>ASSUMED DU/Ac</u>	<u>ASSUMED FAR</u>	<u>ASSUMED RESIDENTIAL/NON-RESIDENTIAL SPLIT</u>	<u>RESIDENTIAL</u>
<u>UL-5000</u>	<u>6.86</u>	<u>N/A</u>	<u>100% Res.</u>	
<u>UL-7200</u>	<u>4.77</u>	<u>N/A</u>	<u>100% Res.</u>	
<u>UL-9600</u>	<u>4.04</u>	<u>N/A</u>	<u>100% Res.</u>	
<u>UL-15000</u>	<u>2.15</u>	<u>N/A</u>	<u>100% Res.</u>	
<u>UM-3600</u>	<u>13.29</u>	<u>N/A</u>	<u>100% Res.</u>	
<u>UM-2400</u>	<u>15</u>	<u>N/A</u>	<u>100% Res.</u>	
<u>UH-1800</u>	<u>26</u>	<u>N/A</u>	<u>100% Res.</u>	
<u>UH-900</u>	<u>55</u>	<u>N/A</u>	<u>100% Res.</u>	
<u>UH-UCR</u>	<u>70</u>	<u>N/A</u>	<u>100% Res.</u>	
<u>Townhouse (in Urban Center)</u>	<u>22</u>	<u>N/A</u>	<u>100% Res.</u>	
<u>Townhouse (outside Urban Center)</u>	<u>15</u>	<u>N/A</u>	<u>100% Res.</u>	
<u>O/C/MU</u>	<u>30</u>	<u>0.6</u>	<u>66% Res./34% Non-res.</u>	
<u>O/CM</u>	<u>45</u>	<u>0.6</u>	<u>66% Res./34% Non-res.</u>	
<u>CB</u>	<u>100</u>	<u>3.0</u>	<u>10% Res./90% Non-res.</u>	
<u>ABC (North of SR 509 ext.)</u>	<u>75</u>	<u>2.5</u>	<u>20% Res./80% Non-res.</u>	

<u>ZONE</u>	<u>ASSUMED DU/Ac</u>	<u>ASSUMED FAR</u>	<u>ASSUMED RESIDENTIAL/NON-RESIDENTIAL SPLIT</u>
<u>ABC (South of SR 509 ext.</u>	<u>0</u>	<u>0.4</u>	<u>100% Non-res.</u>
<u>Ind</u>	<u>0</u>	<u>0.35</u>	<u>100% Non-res.</u>
<u>BP</u>	<u>0</u>	<u>0.33</u>	<u>100% Non-res.</u>
<u>AVC (outside Urban Center)</u>	<u>0</u>	<u>0.35</u>	<u>100% Non-res.</u>
<u>AVC (in Urban Center)</u>	<u>0</u>	<u>0.45</u>	<u>100% Non-res.</u>

LAND USE GROWTH FORECASTS

The preceding sections address the King County GMPC growth targets and the City’s ability to accommodate them. The level of residential growth that SeaTac has actually experienced is much less than the growth represented by the growth target, though. If the residential growth target is annualized, it would represent an increases of ~~307~~ 224 households dwelling units each year for the next 20 years; SeaTac has actually grown by only an average of ~~62~~ 22 housing units per year since ~~1992~~ 1993. Based on this, the City does not expect the growth represented by the growth target to occur.

This section ~~to~~ addresses SeaTac’s need for locally relevant growth forecasts, City staff has developed forecasts using PRSC draft forecasts of households and employment, informed by land capacity estimates developed as part of the 2000-2014 Buildable Lands work, and local knowledge of development trends and conditions. SeaTac’s forecast for households and employment is shown in Figure A1.8, below.

Figure A1.8
2000—2020 Forecasts of Households and Employment Growth Through 2035

<u>LAND USE</u>	<u>IN URBAN CENTER</u>	<u>OUTSIDE URBAN CENTER</u>	<u>TOTAL GROWTH</u>
<u>Housing</u>			
<u>Single Family</u>	<u>0</u>	<u>404</u>	<u>404</u>
<u>Multi-family</u>	<u>1,642</u>	<u>310</u>	<u>1,952</u>
<u>Mixed Use</u>	<u>621</u>	<u>16</u>	<u>637</u>
<u>Housing Growth</u>	<u>2,262</u>	<u>731</u>	<u>2,993</u>
<u>Employment</u>			
<u>Commercial</u>	<u>0</u>	<u>12</u>	<u>12</u>
<u>Industrial</u>	<u>438</u>	<u>1,398</u>	<u>1,836</u>
<u>Mixed Use</u>	<u>9,678</u>	<u>72</u>	<u>9,750</u>
<u>Employment Growth</u>	<u>10,116</u>	<u>1,481</u>	<u>11,597</u>

**Figure A1.8
2000—2020 Forecasts of Households and Employment**

	2000	2010	2020
Retail	2,574	2,852	3,437
FIRES*	6,604	10,575	12,028
Government	1,963	2,235	2,303
Education	401	753	821
WCTU**	19,004	20,064	23,693
Manufacturing	759	514	490
Employment Totals***	31,800	36,993	42,772
Single-Family Households	5,383	6,193	6,839
Multi-Family Households	4,325	4,657	5,918
Total Households	9,708	10,850	12,757

*—FIRES is an acronym representing the Finance, Insurance, Real Estate and Services employment sectors.

**—WCTU is an acronym representing the Wholesale, Communications, Transportation and Utilities employment sectors.

***—The 2000 employment total includes 495 construction jobs. Construction employment is not used in the PSRC forecasts, so is not listed among the sectors in this table to facilitate comparison of growth to the forecast years in each employment sector.

According to these forecasts, SeaTac expects 31 percent household growth and ~~35~~ 43 percent employment growth by the year ~~2035~~2020.

DESCRIPTION OF LAND USE ALTERNATIVES

An Environmental Impact Statement (EIS) was prepared for this Comprehensive Plan [in 1994](#), in accordance with the requirements of the State Environmental Policy Act (SEPA). As part of the EIS process, different growth alternatives for SeaTac were developed, and their impacts analyzed. The three land use alternatives were:

- “Current Plan,” or No Action, Alternative
- “City Center” Alternative
- “Urban Villages” Alternative

In addition, a fourth option that briefly considered, but then rejected as an alternative, the “Dispersed Growth” Alternative.

Detailed descriptions and analyses of the three major land use alternatives may be found in the Comprehensive Plan’s Environmental Impact Statement.

The adopted Comprehensive Plan is based on a refinement of the Urban Villages alternative.

~~FUTURE~~ LAND USE PLAN

The comprehensive planning process provides the opportunity to identify an overall vision for future community development that encompasses all major facets of City life including land use, transportation, housing, and capital facilities, to name just a few.

The assumed forecast year for SeaTac’s Comprehensive Plan is [2020-2035](#), consistent with the regional Vision [2020-2040](#) plan (prepared by the Puget Sound Regional Council), the Regional Transit System Plan and other major project planning (for example, the SR 509 Extension project) in the SeaTac area. Thus, a forecast period of 20 years is provided. This two-decade period allows a wide range of changes to occur in the physical character of the City. Whether the changes incorporated in the plan actually occur in a given year is not as important as establishing a clear direction for the City of SeaTac to achieve its agreed-upon goals and objectives.

The future land use plan for the City of SeaTac is depicted on the Land Use Plan Map, Map 1.5 of this Comprehensive Plan. SeaTac’s future land

use along International Boulevard would be characterized by three clusters, or “nodes,” of intensive development, each serving the needs of adjacent mixed use development as well as nearby residential neighborhoods. Sound Transit’s ~~Airport~~-Link light rail project ~~will~~ connects the ~~three nodes, each of which is served by a light rail transit station: Tukwila International Boulevard Station (South 154th Street and International Boulevard), and SeaTac/Airport Station (South 176th Street and International Boulevard); and Angle Lake Station (South 200th Street and International Boulevard, scheduled to open in 2016)~~. ~~A future extension will connect the light rail system to a station located at South 200th Street and International Boulevard.~~ The three centers ~~will~~ ~~would be~~ ~~focused on multi-modal transportation centers, but~~ each ~~with~~ ~~have~~ a different emphasis:

- **Tukwila International Boulevard Station:** Located north of SR 518/east of International Boulevard in Tukwila with one-quarter mile TOD area extending into SeaTac. An auto-oriented activity area which would provide easy access from SR 518 and International Boulevard. Parking ~~is~~ ~~would be~~ provided to accommodate HCT users at ~~the station~~ ~~reasonable cost.~~ ~~SeaTac adopted the South 154th Street Station Area Action Plan in 2006 to plan for the portion of the one-quarter mile TOD area located within SeaTac. The Plan provides that~~ ~~Although parking might be a major land use,~~ street frontages with transit access should accommodate office, commercial and multi-family land uses. Convenience retail ~~would~~ ~~will~~ also be available. The station area ~~within SeaTac~~ is defined as lying between South 150th Street to the north and South 154th Street to the south with 30th Avenue South as the western boundary and portions of Military Road and International Boulevard acting as the eastern border.
- **SeaTac/Airport Station:** A gateway center ~~would~~ ~~will~~ be developed with high density, high rise (12 to 16 stories approximately), mixed use office commercial, support retail, entertainment, and multi-family residential land uses within SeaTac’s designated City Center. This area will develop around the light rail transit station, which ~~will be~~ ~~is~~ located on Port property west of the intersection of South 176th Street and International Boulevard ~~and is connected to the City by:~~ ~~A~~ pedestrian bridge ~~will connect the station~~ to the northeast corner of the intersection ~~where:~~ Sound Transit ~~will~~ ~~has~~ constructed a public plaza with vertical circulation to the pedestrian bridge. The City is encouraging the development of a significant mixed use project on the site.

- ~~**Angle Lake Station International Boulevard/South 200th Street:** The City is developing a Station Area Plan for the area around the Angle Lake Station. The station is expected to be open in 2016, while the Plan is expected to be completed in the Fall of 2014. An Airport use oriented business center would develop, attracting regional offices for international corporations, regional business services and local office headquarters. Multi-family residential uses would also occur, along with hotels and Airport related traveler services. This area may also include a Phase Two LRT terminal station, serving as the south County's access point to the regional LRT system.~~

~~Outside the three subareas above, International Boulevard would continue to attract land uses such as parking, distribution and services, some of which might be displaced from the four centers. Much of the southwestern area of the City would transition from existing low density residential to industrial/business park development, while other existing neighborhoods would be preserved and enhanced.~~

~~FUTURE~~ LAND USE DESIGNATIONS

The land use plan is depicted on the City of SeaTac's Land Use Plan Map (see Map 1.5 in the Land Use Element). There are several different land use designations on the Future Land Use Map, which fall into one of the following broad categories:

- Residential
- Commercial
- Business Park/Industrial/Airport Industrial
- Park/Other

Note:

These descriptions of the land use designations will serve as policy statements to guide the Zone descriptions, and will be moved from the Land use Background Report to an introductory or framework policy section of the Plan.

RESIDENTIAL LAND USE DESIGNATIONS

Residential – Low Density (Single Family)

Land within the Residential – Low Density areas is, and will continue to be, primarily single family in nature. The ~~intent purpose~~ of this designation is to stabilize and protect existing single family residential neighborhoods, and foster an environment that provides high quality housing, diversity and affordability.

Accessory units (sometimes called “mother-in-law units”) will be allowed in single family designations in order to provide additional housing opportunities and income sources for homeowners.

Single family areas will be served by bus and a growing network of sidewalks and bicycle paths. Open space will be provided within subdivisions, in neighborhood and community parks, and through shared use of at-school playfields. ~~s and neighborhood parks, with larger facilities located within North SeaTac and Angle Lake Parks.~~

The single family designations will be buffered from higher intensity uses by landscaping/buffering and “transitional” residential uses, including townhouses and small scale, residentially oriented, mixed use development. This will promote the stabilization and enhancement of single family neighborhoods.

Townhouse

Townhouse designated areas are residential areas creating a buffer between adjacent Residential – Low Density areas and more intensely developed higher density residential or commercial/mixed use areas. These areas will be residential in character, with design features intended to help foster a sense of community: a good relationship to the street, unobtrusive parking arrangements, requirements for open space to be used by residents, attention to detail in building design, and minimum site size requirements to minimize neighborhood fragmentation. Heights will be limited to three stories. These development characteristics are intended to result in a building type that has single-family characteristics at densities that support transit ridership and nearby commercial activities.

Residential – Medium Density

Residential – Medium Density areas are residential areas with a higher density than single family areas while maintaining a desirable family environment. Ideally, they provide a transition between lower density and higher density areas. ~~to be located between higher density uses and single family residences, or townhouses in some cases. These areas will be primarily residential in character, with some supporting residentially oriented commercial uses.~~ Building heights will be limited to four or five stories, with possible height bonuses through a conditional use ~~process~~ or ~~special~~ administrative/staff review process, or incentive program. Examples of the types of uses that would be found in this designation are two- to four-story apartments and townhouses. ~~Some mixed use residential commercial buildings containing services like dry cleaning, doctor’s offices, hair salons, coffee shops and video stores will also be allowed at specific sites. Careful attention will be given to the amount and type of commercial uses to ensure project feasibility and maximize the~~

~~positive impacts of these business uses in residential areas.~~ In Residential – Medium Density areas, a range of different types of open space will be provided, from decks and balconies to small yards and pocket parks. Parking will be integrated into the site plan to reduce its visual impact. Where possible, alleys should be used to separate service access and parking from the street frontage.

Residential – High Density

Residential – High Density areas are residential areas that provide a higher density living option that may include some residentially oriented commercial uses. Ideally Residential – High Density areas provide a transition between lower density and higher density areas. to be located between Residential High – Mixed Use areas and Residential Medium Density areas. In some cases Residential – High Density uses may be located adjacent to Residential – Low Density areas, but in these cases additional buffering, building setbacks or upper story setbacks may be required. ~~These areas will be primarily residential in character, with some supporting residentially oriented commercial uses.~~ Building heights will be limited to four or five stories, with possible height bonuses through a conditional use ~~process, or special~~ administrative/~~staff~~ review process, or an incentive program. Examples of the types of uses that would be found in this designation are two- to four-story apartments and townhouses. Some mixed-use residential-commercial buildings containing services like dry cleaning, doctor's offices, hair salons, coffee shops and video stores ~~will~~may also be allowed at specific sites. Careful attention will be given to the amount and type of commercial uses to ensure project feasibility and maximize the positive impacts of these business uses in residential areas. In Residential – High Density areas, a range of different types of open space will be provided, from decks and balconies, to small yards and pocket parks. Parking will be integrated into the site plan to reduce its visual impact. Where possible, alleys should be used to separate service access and parking from the street frontage.

Residential High – Mixed Use

The intent of the Residential High – Mixed Use designation is to promote the development of a high density residential area that complements the bordering high density commercial area. Together, these areas will form the core of SeaTac's Urban Center.

Heights will be limited only by FAA requirements, and building setbacks on the ground floors will be minimal. Public open space will be provided in neighborhood pocket parks and plazas. Private open space will be provided through terraces, courtyards, and private balconies. In this designation, commercial uses will be allowed on the first floors

of buildings. Such commercial activities will be primarily oriented toward serving the needs of the residents.

COMMERCIAL LAND USE DESIGNATIONS

Commercial ~~Mixed Use~~—Low ~~Intensity~~ ~~Density~~

~~Commercial Low Density areas are generally located outside the Urban Center and provide convenient daily shopping and some services for a limited service area. They are intended to enhance low to medium density residential neighborhoods by locating goods and services within a convenient distance for residents. Commercial low Density areas may also serve as a neighborhood hub for bus or other transit facilities. Some areas along International Boulevard will be outside the one quarter to one half mile radius from the planned light rail station location and will not be within easy walking distance of the station. Consequently, these areas would not benefit from high intensity, transit supportive land uses. These areas could, however, potentially be served by the personal rapid transit (PRT, or similar system providing a similar function) system if feasible. The areas designated as Commercial Mixed Use—Low Intensity will provide opportunities to retain many of the necessarily auto-oriented, small scale uses that make up the present character of International Boulevard. Examples of this type of development include nurseries, hardware and home supply stores, car sales, automotive repair garages, and department stores. Guidelines for businesses in these areas will be directed at improving their function and visual appearance. It is expected that there will be minimal housing in these designated areas. Transit service would consist of bus service and possible PRT (or similar system providing a similar function).~~

Office/Commercial/Mixed Use

The Office/Commercial/Mixed Use designation anticipates a mixed use medium density type of development that is more residential in character than the Commercial Medium Density designation. Most retail and commercial uses should be allowed only in the mixed use context, with lower building height limits being applied in this designation.

Commercial ~~Mixed Use~~—Medium ~~Intensity~~ ~~Density~~

The Commercial ~~Mixed Use~~—Medium ~~Intensity~~ ~~Density~~ designation anticipates a lower intensity of development than the High Intensity designation. Building heights will be around five to seven stories with additional stories (~~up to 12~~) allowed through a bonus system. Typical activities will include dense corporate parks(?), individual office buildings, smaller hotels and restaurants, and relatively dense retail developments. Developers will be encouraged to mix uses, either

within an individual building or within different buildings on a multiple building development site. Mid-rise apartments (4-5 stories) or mixed, residential/commercial developments could be built within this area. Structured parking will also be encouraged in this area, ~~but may not be as feasible due to the lower intensity of development.~~ As with the high intensity designation, developers will be encouraged to locate surface parking in a way that allows for redevelopment as structured parking becomes feasible.

Commercial ~~Mixed Use~~—High ~~Intensity~~ Density

The Commercial ~~Mixed Use~~—High ~~Intensity~~ Density designation allows the highest concentration of development. The building heights in this area will be limited only by FAA height limits. Activities within this designation will include hotels, office towers and high density housing. Retail and service-oriented businesses will be encouraged to locate within the first floors of large scale, multi-story developments. Some of these commercial activities would be oriented toward employees, providing them with convenience shopping, eating establishments and places to complete daily errands without having to drive. Other commercial activities such as specialty shops, restaurants, and movie theaters could be oriented to serve City residents and travelers staying at hotels. Some opportunities may also exist for convention center activities which this designation would support. The SeaTac Office Center and the Red Lion Hotel are ~~some~~ examples of the types of development that are envisioned for the Commercial ~~Mixed Use~~—High ~~Intensity~~ Density designation. Structured parking will be encouraged as land values make this feasible. In the interim, while surface parking is still necessary, developers will be encouraged to orient their site plans to allow for redeveloping the surface parking at a later date. Developers will be encouraged to provide open spaces, eating and sitting areas within their projects. The City will also work to encourage the provision of small pocket parks. The SeaTac/Airport Station area will include bus and paratransit service at the plaza ~~“kiss and ride”~~ to provide a high level of convenient multi-modal transit service. The Personal Rapid Transit (PRT, or similar system providing a similar function) system could eventually link development within these areas to the Airport and other large developments. Sound Transit’s two stations will provide an efficient transit link to the rest of the region.

Aviation Business Center

The Aviation Business Center (ABC) land use designation ~~reflects the existing/potential ABC zoning and related development standards. One purpose of the designation is to promote will support~~ a major center ~~supporting with~~ high concentrations of customers, visitors, employees, and pedestrian activity to create a quality development area in which people can work, shop and access child care. This area

~~will also. A second related purpose is to encourage create a development area with a businesses orientation~~ to the Airport and compatible with Airport operations. This designation will encourage flexible development programs to improve the design, character, and quality of new development, facilitate the provision of streets and utilities, and preserve natural and scenic features. ~~The ABC area also establishes minimum lot sizes to encourage projects of sufficient scale to increase the viability of high capacity transit and PRT (or similar system providing a similar function) in this area. With the coming of the Angle lake Light rail Station in 2016, the northern part of the ABC area (north of the SR 509 Extension right-of-way) will focus on a pedestrian orientation and Transit Oriented Development.~~

BUSINESS PARK/INDUSTRIAL LAND USE DESIGNATIONS

Business Park

The Business Park designation would allow non-polluting business, such as biotechnology, non-polluting light manufacturing, electronics, computer technology or communications equipment establishments. Land uses with significant impacts, ~~such as truck terminals,~~ would be expressly prohibited.

Land uses with the following impacts or effects will be prohibited from Business Park areas:

- Emit significant quantities of dust, dirt, cinders, smoke, gases, fumes, odors or vapors into the atmosphere;
- Emit any liquid or solid wastes or other matter into any stream, river, or other waterway;
- Emit radiation or discharges glare or heat, or emits electromagnetic, microwave, ultrasonic, laser or other radiation levels over what is considered safe by the FCC;
- Emit radiation or discharges glare or heat, or emits electromagnetic, microwave, ultrasonic, laser or other radiation levels that would adversely impact electronic equipment of residences or businesses outside of the boundaries of the property the business is located;
- Heavy trucking as a principal use such as truck terminals;

- Produce excessive noise or ground vibration perceptible without instruments at any point exterior to any lot; and
- Utilize open storage.

Design and lot coverage standards for Business Park areas will be implemented to foster high quality development and to minimize the impacts of such development.

Airport

This designated area provides for the Seattle-Tacoma International Airport and high intensity Airport-related facilities and activities. The Land Use Plan Map utilizes a single designation (“Airport”) for all properties owned or to be owned by the Port of Seattle under the Airport Master Plan, as ~~updated—amended August 1, 1996.~~ Development of the Airport shall be in accordance with the [Interlocal Agreement between the City and the Port of Seattle \(ILA\)](#), which shall resolve any conflicts with other provisions of this Comprehensive Plan. To the extent the ILA establishes development standards as defined in RCW 36.70B.170 et seq., the ILA also constitutes a “development agreement.” The Airport designation provides for Airport-related facilities and activities associated with Seattle-Tacoma International Airport that are related to either “Aviation Operations” or “Aviation Commercial” uses.

Aviation Operations shall include only those uses listed in Attachment A-2 to the ILA. The Aviation Operations zone (AVO) is designated for development of the range of facilities that provide for safe and efficient commercial operations and support, together with security, access, the needs and convenience of the traveling public, and handling of air cargo.

Aviation Commercial shall include those uses listed in Attachment A-2 to the ILA. The Aviation Commercial zone (AVC) is designated for development that provides support to operations of the Airport, the traveling public, and air cargo, and for other development that provides economic benefit to the Airport and community while maintaining compatibility with Airport operations and activities.

Industrial

The purpose of this designation is to provide for the location and grouping of industrial enterprises and activities involving manufacturing, assembly, fabrication, processing, bulk handling, storage, warehousing and heavy trucking. ~~These areas could be served by both automobiles.~~

PARK/OTHER LAND USE DESIGNATIONS

Park

This designation identifies park and open space areas to be used for outdoor passive and active recreation uses, conservation and protection of municipal watersheds, wildlife corridors and habitats.

HCT (High Capacity Transit) District

HCT Districts include the South 154th Street and the Angle Lake Station Areas, and the areas within a one-quarter-mile radius around the SeaTac/Airport Station. ~~two-planned-and-one-proposed-Sound Transit-light-rail-stations.~~ These HCT Districts are intended to encourage transit-supportive, mixed use development and to discourage inappropriate uses and development patterns. Public infrastructure financing and regulatory incentives will be directed to the HCT Districts in the station areas.

RELATIONSHIP BETWEEN THE LAND USE PLAN MAP AND THE ZONING MAP

The designations on the Land Use Plan Map depict both existing and future land uses within the City of SeaTac. In some cases, such as with “Residential – Low Density,” “Residential – Medium Density” and “Residential – High Density,” the Comprehensive Plan’s land use designations are general categories that encompass more than one zoning classification on the City’s Zoning Map. For example, the “Residential – Medium Density” designation includes several Urban Medium zoning classifications, as well as the Mobile Home Park zone. In such cases, it is the Official Zoning Map that will determine the actual “potential zone” classification that emanates from a parcel’s Land Use Plan Map designation. The following chart lists the zoning classifications that correspond to the Comprehensive Plan designations.

Comprehensive Plan Designations	Zoning Classifications
Residential Low Density:	UL-15,000
	UL-9,600
	UL-7,200
	UL-5,000 Floating Overlay
Townhouse:	Townhouse

Comprehensive Plan Designations	Zoning Classifications
Residential Medium Density:	UM-3,600
	UM-2,400
	MHP
Residential High Density:	UH-1,800
	UH-900
Residential High – Mixed Use:	UH-UCR
Commercial Low Density:	NB (Neighborhood Business)
Office/Commercial/Mixed Use:	O/C/MU (Office/Commercial/Mixed Use)
Commercial Medium Density:	OCM (Office/Commercial Medium)
Commercial High Density:	CB (Community Business) and CB-C (Community Business in the Urban Center)
Aviation Business Center:	Aviation Business Center (ABC)
Business Park:	BP
Industrial (I):	Industrial (I)
Airport:	AVC (Aviation Commercial)
	AVO (Aviation Operations)
Park:	Park

ESSENTIAL PUBLIC FACILITIES

The Washington Growth Management Act (GMA) requires that city local comprehensive plans include a process for identifying and siting “essential public facilities.”

An initial list of essential public facilities for SeaTac includes, but is not limited to, airports; State and local correction facilities; State educational facilities; State and regional transportation facilities; landfills; solid waste handling facilities; sewage treatment facilities; major communication facilities and antennas (excluding wireless telecommunications facilities); and in-patient facilities, such as group homes (excluding those facilities covered by the Washington Housing Policy Act), mental health facilities, secure community transition facilities (SCTFs), and substance abuse facilities.

Specific essential public facilities that already exist or are under development in SeaTac include Seattle-Tacoma International Airport, Interstate 5, SR 509, SR 518, the King County solid waste transfer station (off South 188th Street) and the Federal Detention Center.

The City shall examine the proposed facility under the following criteria:

1. Analysis of Proposed Site and Review of Alternatives.

The applicant shall provide an explanation of the need and suitability for the proposed facility in the proposed location and an analysis of alternative sites considered for the proposed facility, including a description of the process used to identify and evaluate the alternative sites.

2. Financial and Infrastructure Analysis.

The City shall review the proposal in order to discern if any disproportionate financial burden may fall on its jurisdiction resulting from a facility of a Statewide or regional nature locating within the City. In such a case, an interjurisdictional agreement shall be sought to mitigate or avoid this expense.

3. Analysis of Physical Characteristics.

Given the difficulty in siting some essential public facilities, design and development standards shall address the following:

- The potential adverse impacts, such as noise, odor, traffic and pollution.
- The availability and physical constraints of land.

- The capability of the site to meet basic infrastructure needs, such as vehicular access, and the availability of necessary utilities and services.
- Compatibility with adjacent and nearby land uses.
- State criteria (risk factors) for siting secure community transition facilities.

The applicant shall be required to mitigate significant adverse impacts as the City may deem appropriate.

With respect to the review process, an ad-hoc review committee may be established by the City Council, as needed, in response to a request to site an essential public facility in SeaTac.

In addition, any entity proposing to site an essential public facility in SeaTac shall be required to follow established procedures, including but not limited to the following:

- 1. Public Notice and Participation:** The applicant shall be required to give substantial public notice about the proposed development. The intent of this requirement is to ensure public knowledge of any proposed facilities and allow time for the public to comment on it; and
- 2. Conditional Use Permits/Special District Overlay Zones:** A particular “essential public facility” will be subject to the conditional use permit (CUP) process (see Figure A1.9 and the City of SeaTac Zoning Code). In addition, the impacts generated by an essential public facility may necessitate the creation of a special district overlay zone for the affected area, in order to address specific impacts caused by the proposed facility. If a proposed essential public facility is not specifically listed in Figure A1.9 or otherwise addressed by the City’s Zoning Code, then the City Council shall need to identify the appropriate standards for the proposed type of facility. Secure community transition facilities are allowed as conditional uses in all zones; all other in-patient facilities are conditionally allowed only in commercial zones.

The City of SeaTac has several existing essential public facilities located within its limits, including (but not limited to) Seattle-Tacoma International Airport (Sea-Tac Airport), the Federal Detention Center, SR 509, and Interstate 5.

Due to issues regarding proposed expansion of Sea-Tac Airport, the City of SeaTac has come to an understanding of land use jurisdiction in regard to Sea-Tac Airport as follows:

The Port of Seattle is a Washington municipal corporation that owns and operates Seattle-Tacoma International Airport, which is located primarily within the City limits. The Port of Seattle adopted the Master Plan Update on August 1, 1996, by Resolution 3212 (as amended) (“Port Master Plan”). In addition, the third runway has been incorporated into the Metropolitan Transportation Plan adopted by the Puget Sound Regional Council. The City’s Comprehensive Plan recognizes Seattle-Tacoma International Airport as an Essential Public Facility, and its importance for the City as well as the region. The ILA ~~dated September 4, 1997, and adopted by the Port and City~~ comprises appropriate mitigation and operating conditions for the Port Master Plan consistent with RCW 36.70A.200.

The City recognizes that the current planned development at Seattle-Tacoma International Airport has undergone a thorough regional planning review before the Puget Sound Regional Council, including a review of alternative sites and interjurisdictional analysis. Similarly, the specific planned development in the Airport’s Master Plan Update has been the subject of intensive public review and comment in the joint

project review by the Port of Seattle and the Federal Aviation Administration, including the joint SEPA/NEPA environmental review process. That analysis included examination of each of the City’s essential public facilities siting criteria including analysis of proposed sites and review of alternatives, interjurisdictional analysis, financial and infrastructure analysis, analysis of physical characteristics, public notice and participation, and conditional use permits/special district overlay zones. Therefore, the City’s essential public facility siting process is deemed to have been completed regarding those projects listed in ILA Attachment A-1, “List of Port Master Plan Projects.”

**Figure A1.9
Summary of Regulatory Approaches to
Certain Essential Public Facilities⁽¹⁾**

	General Zoning Classification				
General Type of Facility	Single Family	Multi-Family	Commercial	Industrial	Airport
Airports	—	—	—	—	Permitted (if consistent with provisions of the ILA)
Correction Facilities	—	—	Conditional Use	Conditional Use	Conditional Use
Landfill; Solid Waste Handling Facilities; Sewage Treatment Facilities	—	—	—	Conditional Use	Conditional Use
Educational Facilities	Conditional Use	Conditional Use	Conditional Use	—	—
Major State and Regional Transportation Facilities	Conditional Use	Conditional Use	Conditional Use	Conditional Use	Conditional Use
In-Patient Facilities	SCTF: Conditional Use Other in-patient facility: —	SCTF: Conditional Use Other in-patient facility: —	Conditional Use	SCTF: Conditional Use Other in-patient facility: —	SCTF: Conditional Use Other in-patient facility: —

(1) Appropriate mitigation measures to be determined by the City of SeaTac.

~~URBAN GROWTH AREA/POTENTIAL~~ ~~ANNEXATION AREAS~~

All counties planning under the Growth Management Act (GMA) must designate an Urban Growth Area in agreement with cities (RCW 36.70A.110). Land within the Urban Growth Area will accommodate projected 20-year growth. Development will be phased in order to coordinate infrastructure with development and to promote efficient use of land. Cities are required to designate “urban growth boundaries” if there is adjacent unincorporated land which a city would like to annex. SeaTac has no Potential annexation Areas. The land within SeaTac’s current corporate boundary constitutes the City’s Urban Growth Area. A city can only annex land identified as its potential annexation areas. In addition, annexations should only occur when a city is able to provide a full range of urban services to an area.

~~The Countywide Planning Policies (CPPs) specify that potential annexation areas shall not overlap with any other city and must be specific to one city. Once a potential annexation area is designated, a city will then develop annexation criteria that conform with the CPPs and also provide a schedule for providing urban services and facilities (CPP Policy LU-31).~~

~~Development of a city’s potential annexation areas should occur according to that city’s and King County’s growth phasing plans. Once a potential annexation area is established and if an annexation will not occur immediately, then interlocal agreements between a city and the County shall be created to specify minimum applicable zoning and development standards (CPP Policy LU-33).~~

~~In 2002, SeaTac formally removed all land designated as a “Potential Annexation Area” from the City’s Urban Growth Area map. In 2007, the City adopted a potential annexation area, a portion of Boulevard Park in the North Highline Unincorporated Area. In 2008, this PAA was also removed. Accordingly, SeaTac’s Urban Growth Area now consists of all land within the City’s corporate boundaries with no PAA.~~

LAND USE GROWTH TARGETS

The growth targets used for planning by the City are allocations of regional and subregional growth estimates. The growth targets are not growth quotas (commitments to produce population and jobs) but are estimates of potential future growth for which the City must plan to accommodate. This section describes the sources of SeaTac's future growth targets, and analyzes the City's ability to accommodate that growth.

The horizon year for SeaTac's Comprehensive Plan is 2035, representing 20 years from the Plan's 2015 amendment. Both the employment and household growth targets are consistent with the regional growth forecast used in the Puget Sound Regional Council's (PSRC) Vision 2040 and Transportation 2040 plans; and are consistent with the King County Growth Management Planning Council's (GMPC) adopted growth targets for 2031. (SeaTac's 2031 Targets were extended to 2035 by the straight line method-annualizing the 2006 to 2031 growth target, and adding 4 years of that growth to the 2031 target.)

EMPLOYMENT: EXISTING AND TARGET

The City of SeaTac employment target was developed from data prepared by the PSRC at the subregional level, and allocated to cities through a collaborative process of City and County staff working as the GMPC's Buildable Lands and Targets subcommittee. SeaTac's employment growth target is 29,348 additional jobs in the City by 2035, more than doubling the 2012 (covered) jobs estimate of 27,010.

HOUSEHOLDS: EXISTING AND TARGET

The City of SeaTac household target was developed from the Washington Office of Financial Management's growth projection for King County as a whole, and allocated to cities through a collaborative process of City and County staff working as the GMPC's Buildable Lands and Targets subcommittee. SeaTac's household growth target is 6,153 additional households, which, when added to the 2012 household baseline of 9,680 would bring SeaTac's total households to an estimated 15,833 by 2035.

Figure A1.4 below shows the employment and household growth targets for the year 2035 in the context of the 2012 employment and household estimates.

**Figure A1.4
Net New Growth for the Year 2035**

	2012*	+2035	Growth Target+
Employment	27,010	56,358	29,348
Households	9,680	15,833	6,153

* Sources: Employment Baseline: PSRC figures derived from analysis of geocoded Washington Employment Security Department (ESD) 2012 data. Washington ESD only reports “covered” employment. Covered employment refers to the employees covered under the State’s unemployment insurance program, and excludes self-employed workers, proprietors, CEOs, and other non-insured workers. Total employment in SeaTac is estimated to be 28,350.
 Households Baseline: Washington Office of Financial Management (OFM) estimate, based on U.S. Census of Population and Housing, 2010 and annual surveys of City building permit data for 2011 and 2012.

+ Sources: Employment and Household Growth Targets: The King County GMPC used Countywide projections of population (from Washington OFM) and forecasts of employment (from PSRC) and allocated these to cities through a collaborative process. Distribution of growth targets to cities was based partly on an estimate of land capacity that each City developed as part of the King County Buildable Lands Report.

LAND USE CAPACITY ESTIMATES

In support of the 2014 King County Buildable Lands Report, City staff has researched the number of available acres that are zoned for development but are currently vacant. Additionally, the City's land capacity analysis identified parcels considered to have redevelopment potential.

Opportunities for commercial redevelopment were assumed for those parcels where the existing density was less than 25% of the intensity assumed for the applicable zone (using floor area ratio (FAR) as the measure). That is, where redevelopment on the site would be 4 times more intense than the existing development.

The single family redevelopment potential figure includes those parcels that are underutilized based on the minimum lot size allowed by zoning.

Potential for multi-family redevelopment was estimated by examining the gap between existing densities of development and the maximum densities allowed under current zoning. For each parcel a ratio of existing density to maximum allowed density was calculated. Parcels were considered redevelopable when that ratio fell below 0.5. That is, where redevelopment on the site would be 2 times the density of the existing development.

Publicly owned parcels (Federal, State, County, City, school district, utility district) that were not considered to have any potential to accommodate future household or employment growth were removed from the analysis. Some city-owned parcels that are not used for City operations were assumed to be available for development and were included in the analysis, as were Port-owned parcels designated for Aviation Commercial uses.

Parcels suitable for development or redevelopment were analyzed for sensitive areas using GIS data. Deductions were made for the area of each parcel occupied by steep slopes, wetlands, water bodies, habitat areas, and buffers associated with these sensitive areas. Further deductions were made for rights-of-way and public purpose lands, as a percentage of the gross acreage. A portion of the resulting net acreage was deducted to account for land unavailable due to market factors and other unknown property owner considerations, yielding the amount of land available for further development.

The process used is consistent with the King County Buildable Lands Report methodology, was developed by staff from King County and cities within King County, and is used by the County and those cities to estimate the land capacity for the 2014 Buildable lands Report.

When SeaTac’s development capacity is translated into jobs and household numbers and compared with the 2035 employment and household targets, it is clear that there is more than enough land capacity to accommodate the City’s residential (Figure A1.6) and employment (Figure A1.7) growth targets through 2035.

The City’s 2014 Buildable Lands analysis showed a residential capacity surplus of 810 units and an employment capacity surplus of 8,314 jobs relative to the City’s growth targets.

Figures A1.6 and A1.7 below illustrate the household and employment capacity represented by the vacant and redevelopable land in SeaTac, and show the City’s capacity to accommodate the household and employment growth targets forecast for the year 2022, which is the SeaTac Comprehensive Plan’s time horizon.

**Figure A1.6
New Residential Growth Capacity Estimates – Year 2035**

Land Use	Within Urban Center		Outside Urban Center		Total Capacity
	Land Available	Capacity in Households	Land Available	Capacity in Households	
Single Family Residential	0 acres	0	310 acres	815	815 households
Multi-Family Residential	85 acres	3,103	43 acres	975	4,078 households
Mixed Use (Residential)*	178 acres	1,507	10 acres	117	1,624 households
Total Residential Capacity	4,610		1,907		6,517 households
Household Growth Target					6,153
Surplus/Deficit					364

* These estimates represent total acreage for parcels designated for mixed use. The number of units represents the residential component of future mixed use projects.

**Figure A1.7
New Employment Growth Capacity Estimates – Year 2035**

Land Use	Within Urban Center		Outside Urban Center		Total Capacity
	Land Available	Capacity in Jobs	Land Available	Capacity in Jobs	
Commercial	0 acres	0	2 acres	126	126 jobs
Industrial	26 acres	779	134 acres	3,512	4,291 jobs
Mixed Use (Jobs)*	178 acres	26,363	10 acres	1,955	28,318 jobs
Total Employment Capacity	27,142 jobs		5,593 jobs		32,735
Employment Growth Target					29,348
Surplus/Deficit					3,387

* These estimates represent total acreage for parcels designated for mixed use. The number of employees represents the commercial capacity of future mixed use projects.

Source for A1.6 and A1.7: City of SeaTac Department of Community and Economic Development, 2014 Buildable Lands Report.

ASSUMED FUTURE DENSITIES

As explained above, City staff identified land that was vacant or likely to redevelop during the 20-year planning time frame. Depending on the zoning of the vacant or redevelopable land, estimates of the number of dwelling units or jobs (the “land capacity”) represented by that land. The assumed future densities are based on recent development in this city or in similar areas of other local cities.

For residential uses and the residential components of mixed-use areas, the densities are given in dwelling units per acre (DU/Ac.)

For commercial uses or the commercial components of mixed use areas, and for industrial areas the square footage of buildings is estimated for each vacant or redevelopable parcel using a floor area ratio (FAR). FAR is a measure of how intensely a piece of land is developed. For example, if a building covered an entire site at one story, the FAR would be 1. If a building covered ½ of a site at one story, the FAR would be 0.5. A building that covered half of a site at 4 stories would have an FAR of 2. When an assumed FAR is applied to a site where the size of the site is known, the result represents an estimated size of the future building. In the case of mixed use areas, assumptions are also made regarding the proportions of the site that will be in residential and non-residential uses.

SeaTac used local examples of existing development to determine existing densities and FARs. Where there weren’t local examples of some expected future development types, staff referred to existing examples in neighboring cities for those types of developments. Recommended examples were compiled by King County staff and others.

Table xxx below shows the assumptions that were used for the City’s estimates of land capacity to accommodate the growth targets.

[New] Table xxx

ZONE	ASSUMED DU/Ac	ASSUMED FAR	ASSUMED RESIDENTIAL/NON-RESIDENTIAL SPLIT
UL-5000	6.86	N/A	100% Res.
UL-7200	4.77	N/A	100% Res.
UL-9600	4.04	N/A	100% Res.
UL-15000	2.15	N/A	100% Res.
UM-3600	13.29	N/A	100% Res.
UM-2400	15	N/A	100% Res.
UH-1800	26	N/A	100% Res.
UH-900	55	N/A	100% Res.
UH-UCR	70	N/A	100% Res.
Townhouse (in Urban Center)	22	N/A	100% Res.
Townhouse (outside Urban Center)	15	N/A	100% Res.
O/C/MU	30	0.6	66% Res./34% Non-res.
O/CM	45	0.6	66% Res./34% Non-res.
CB	100	3.0	10% Res./90% Non-res.
ABC (North of SR 509 ext.	75	2.5	20% Res./80% Non-res.
ABC (South of SR 509 ext.	0	0.4	100% Non-res.
Ind	0	0.35	100% Non-res.
BP	0	0.33	100% Non-res.
AVC (outside Urban Center)	0	0.35	100% Non-res.
AVC (in Urban Center)	0	0.45	100% Non-res.

LAND USE GROWTH FORECASTS

The preceding sections address the King County GMPC growth targets and the City’s ability to accommodate them. The level of residential growth that SeaTac has actually experienced is much less than the growth represented by the growth target, though. If the residential growth target is annualized, it would represent an increase of 307 dwelling units each year for the next 20 years; SeaTac has actually grown by only an average of 62 housing units per year since 1992. Based on this, the City does not expect the growth represented by the growth target to occur.

This section addresses SeaTac’s need for locally relevant growth forecasts, City staff has developed forecasts using land capacity estimates developed as part of the 2014 Buildable Lands work, and local knowledge of development trends and conditions. SeaTac’s forecast for households and employment is shown in Figure A1.8, below.

**Figure A1.8
Forecasts of Households and Employment Growth Through 2035**

LAND USE	IN URBAN CENTER	OUTSIDE URBAN CENTER	TOTAL GROWTH
Housing			
Single Family	0	404	404
Multi-family	1,642	310	1,952
Mixed Use	621	16	637
Housing Growth	2,262	731	2,993
Employment			
Commercial	0	12	12
Industrial	438	1,398	1,836
Mixed Use	9,678	72	9,750
Employment Growth	10,116	1,481	11,597

According to these forecasts, SeaTac expects 31 percent household growth and 43 percent employment growth by the year 2035.

**PAYROLL/CLAIMS VOUCHERS WERE SENT
ELECTRONICALLY TO THE CITY COUNCIL**

**A HARD COPY OF THE VOUCHERS
CAN BE VIEWED IN THE CITY CLERK'S OFFICE**

**PAYROLL/CLAIMS VOUCHERS ARE ALSO
AVAILABLE ON OUR CITY WEBSITE**

www.ci.seatac.wa.us

**Pre-approval or final approval of City Council and
City Manager travel related expenses.**

Consent Agenda Date: March 11, 2014

**Approval of Travel-related Expenses:
AWC Action Days, Olympia**

Name: Kathryn Campbell	Personal Reimbursement
Lodging	
Meals	
Transportation (mileage riemb.)	54.88
Registration	
Total	54.88

City of SeaTac

Council Study Session Minutes Synopsis

May 28, 2013
4:00 PM

City Hall
Council Chambers

CALL TO ORDER: The SeaTac City Council Study Session (CSS) was called to order by Mayor Tony Anderson at 4:00 p.m.

COUNCIL PRESENT: Mayor Anthony (Tony) Anderson, Deputy Mayor (DM) Mia Gregerson (*arrived during the Executive Session*), Councilmembers (CMs) Barry Ladenburg (*arrived during the Executive Session*), Rick Forschler, Dave Bush, and Pam Fernald. Absent: CM Terry Anderson.

STAFF PRESENT: City Manager Todd Cutts, City Attorney Mary Mirante Bartolo, City Clerk Kristina Gregg, Assistant City Manager (ACM) Gwen Voelpel, City Engineer Susan Sanderson, Assistant City Engineer Florendo Cabudol, Police Chief Lisa Mulligan, Community and Economic Development (CED) Director Joe Scorcio, Building Services Manager Gary Schenk, and Fire Marshal Jon Napier.

PUBLIC COMMENTS (related to the agenda items listed below): There were no public comments.

Agenda Bill #3519; A Motion authorizing the City Manager to enter into a Construction Agreement with Puget Sound Energy (PSE) for the Military Road South Improvements

Summary: The proposed scope of improvements to Military Road South, from South 176th to 166th Streets, includes relocating the existing aerial utilities underground. PSE currently owns and operates both transmission and distribution electric lines within the Military Road South Right-of-Way (ROW). It is not feasible to relocate the transmission lines, and they will remain overhead. On May 22, 2012, Council authorized the City Manager to execute a Schedule 74 Project Design Agreement with PSE. PSE has completed the design of the conversion and has prepared the proposed Schedule 74 Construction Agreement. The scope of work includes replacing PSE's existing overhead electrical distribution system with an underground system. The construction agreement is in the form that was negotiated by the cities and approved by the Washington Utilities and Transportation Commission.

The total cost of the underground electric conversion including design, easements, construction, and inspection are shared in accordance with the terms of Schedule 74 of Electric Tariff G. The City's share is 40% and PSE's share is 60% for furnishing and installation of materials related to the underground conversion. The City's share of the undergrounding costs is estimated to be \$873,500. Payment for the undergrounding will likely begin in 2013 and continue through the project. In addition, the City is responsible for all costs associated with the trenching, backfilling, and surface restoration for this work. Those costs would be included in the construction contract for the Military Road South Improvements, which will be presented to the Council for approval later this year.

Assistant City Engineer Cabudol reviewed the agenda bill summary and Council discussion ensued regarding the project.

Council consensus: Refer this to the 06/11/13 RCM Consent Agenda

CM Fernald left the room at this point in the meeting.

Agenda Bill #3512; A Resolution adopting the Ten-Year Transportation Improvement Program (TIP) for 2014-2023

Summary: The City is required by state law to review its TIP annually. This review is to include a public hearing (PH) and formal adoption of the program by the City Council. State law requires the City to adopt a minimum Six Year TIP, prior to July 1 each year. The Growth Management Act (GMA) requires the City to adopt a Comprehensive Plan (CP) transportation element, including a ten-year forecast of system and capacity needs. At this time, the funding distribution and scheduling of projects beyond the first two years is tentative.

Adoption of the TIP does not obligate the City to expend any money. There are a number of sources for financing TIP projects, including local tax and mitigation fees, state gas tax, and state and federal grants. Staff will make the appropriate applications for state and federal grant funding for the projects included in the TIP.

City Engineer Sanderson reviewed the agenda bill summary and the TIP list.

CM Fernald returned to the room at this point in the meeting.

Ms. Sanderson reviewed the next steps: June 4 - Planning Commission (PC), June 25 – Regular Council Meeting (RCM) for a public hearing (PH) and Council action, and submit the TIP to the State Secretary of Transportation.

Council consensus: Refer this to the 06/25/13 RCM and PH

Agenda Bill #3518; A Motion accepting Sound Transit's offer to purchase an Access Easement and authorizing the City Manager to execute the easement document

Summary: Sound Transit is currently in the process of acquiring operating rights, where necessary, for the Link Light Rail extension to South 200th Street. Sound Transit has identified a need to acquire approximately 65 square feet of access easement on the parcel owned by the City at 19232 28th Avenue South (King County Tax Parcel Number 042204-9183). The parcel was acquired by the City approximately 12 years ago. A portion of the parcel was dedicated as additional ROW for the City's 28th Avenue South Project. The remainder of the parcel is currently vacant.

On November 13, 2012, Council carried a motion to accept an offer from Sound Transit for an approximately 10-foot wide guideway easement and an additional 8-foot width of temporary construction easement on this parcel. As Sound Transit's design has progressed, an additional easement was identified. One of the guideway columns will be constructed at the northwest corner of the subject parcel. This column will partially obstruct an existing 15-foot wide access easement (Easement Recording Number 4603834) granted to the adjacent property owned by Sheen Trust. The easement currently allows ingress/egress over and across the City Property via an existing curb-cut from 28th Avenue S to the Sheen Trust property to the east. The location of the easement is crucial to the larger parcel owned by Sheen Trust due to its alignment with the parcels to the west and for topographic advantages (other access points would be confronted with more severe topographic issues).

Sound Transit has reached a settlement with the Sheen Trust. The settlement is, however, contingent on Sound Transit being able to deliver replacement easement rights. The replacement easement rights sought from the City are needed in order to provide the property owner with equivalent access rights in the after as they have in the before condition and in order to effect a settlement with the property owner. The current offer is based on an appraisal obtained by Sound Transit in March of 2013. The results of that appraisal were essentially the same as the appraisal done in 2012 for the previous offer. The 2012 appraisal was reviewed for the City by The Granger Company and found to be appropriate. The review appraisal concluded that Sound Transit's appraisal results are reasonable and fit the market evidence.

The total amount of the offer is \$1,600. The compensation would be received into the Street Fund (102) since the lot was originally purchased with transportation funds.

City Engineer Sanderson reviewed the agenda bill summary.

Council consensus: Refer this to the 06/11/13 RCM Consent Agenda

Agenda Bill #3521; A Resolution authorizing a Local Agency Agreement with Washington State Department of Transportation (WSDOT) for federal aid funding of the South 188th Street Overlay Project and any subsequent documents related to the agreement

Summary: The City has been awarded \$585,000 in federal Surface Transportation Program (STP) funds through the Puget Sound Regional Council (PSRC) competitive selection process. These federal funds are administered by WSDOT on behalf of the Federal Highway Administration. A Local Agency Agreement is an agreement between a local agency and the WSDOT with the purpose of ensuring that the federal funds are spent in accordance with all applicable state and federal laws and regulations. The agreement also specifies the procedure for payment and reimbursement on the project. The City must also adhere to the grant program rules and regulations regarding contract documentation and administration. Based on staff qualifications and experience, the City is certified by WSDOT to administer federal aid projects.

The amount of the federal grant is \$585,000. Other funding for the \$985,000 project includes \$400,000 from the Street Fund (102).

City Engineer Sanderson reviewed the agenda bill summary.

Council discussion ensued regarding the project.

Council consensus: Refer this to the 06/11/13 RCM Consent Agenda

Agenda Bill #3517; An Ordinance amending the SeaTac Municipal Code (SMC) related to Buildings and Construction

Summary: Effective July 1, 2013, all jurisdictions in the state need to adopt and enforce the following construction code editions as adopted and amended by the State of Washington: 2012 International Building Code (IBC), 2012 International Residential Code (IRC), 2012 International Mechanical Code (IMC), 2012 International Fire Code (IFC), 2012 Uniform Plumbing Code (UPC), and 2012 International Energy and Conservation Code (IECC), Commercial and Residential Editions.

Adoption of this Ordinance will update certain sections of SMC Title 13, Buildings and Construction, as mandated by the state. It will also repeal the Washington State Energy Code as those provisions have been replaced with the IECC, Commercial and Residential Editions, per Washington Administrative Code (WAC) 51-11, 51-11C, and 51-11R.

Every three years, the IBC, the UPC, and the Washington State Energy Code are updated by the State to the most current versions. Cities must adopt these codes as mandated in the state statutes with as few local modifications as possible. The proposed changes are mostly to correct some numerical identification and insert the most recent versions of the publications. The new versions of the state codes must be enforced by all cities and counties pursuant to state law and shall become effective July 1, 2013.

This Ordinance will also revise Title 13 to include other codes adopted by the City and to reflect housekeeping changes related to the reorganization of CED. The Grading Code chapter is renamed the Clearing and Grading Code and its definitions are modified to provide consistency within the chapter. Also, the exceptions are improved for clarity and a section covering soil amendments is added for consistency with the National Pollution Discharge Elimination System (NPDES) requirements. The International Existing Building Code (IEBC) and the International Property Maintenance Code (IPMC) are also being updated to the 2012 versions.

The proposed local amendments to the IFC focus on streamlining the code, standardizing requirements to help streamline reporting and inspections, clarifying access and water supply requirements, and creating additional flexibility in development regulations in the area of fire protection systems and fire lane requirements.

Building Services Manager Schenk stated that Council direction at the May 14 CSS was to have staff take this to the PC for review. Staff met with the PC Chair and with the PC to review any concerns. The only recommended changes are to the fire code.

Fire Marshal Napier stated that the main areas of concern were around water supply, access, and fire protection systems. Staff and the PC came to consensus on all issues. The Ordinance provided to Council has the changes.

Council consensus: Refer this to the 06/11/13 RCM Consent Agenda

PRESENTATIONS:

● **Public Safety Statistics**

Police Chief Mulligan presented the statistics for April, pointing out the decrease in commercial burglaries, and increase in residential burglaries.

She also provided an update on the 2013 Distracted Driving Campaign. The program may be expanded in the future.

RECESSED: Mayor A. Anderson recessed the meeting to an Executive Session to review the performance of a public employee at 4:54 p.m.

EXECUTIVE SESSION: Review the Performance of a Public Employee (20 minutes) (RCW 42.30.110 [1] [g])

City Clerk Gregg announced that Council requested an additional 15 minutes at 5:15 p.m., 5 minutes at 5:30 p.m., 5 minutes at 5:35 p.m., and 2 minutes at 5:40 p.m.

RECONVENED: Mayor A. Anderson reconvened the meeting at 5:44 p.m.

ADJOURNED: Mayor A. Anderson adjourned the CSS at 5:44 p.m.

City of SeaTac

Council Study Session Minutes Synopsis

July 23, 2013
4:00 PM

City Hall
Council Chambers

CALL TO ORDER: The SeaTac City Council Study Session (CSS) was called to order by Mayor Tony Anderson at 4:00 p.m.

COUNCIL PRESENT: Mayor Anthony (Tony) Anderson, Deputy Mayor (DM) Mia Gregerson, Councilmembers (CMs) Barry Ladenburg (*arrived at 4:04 p.m.*), Rick Forschler, Terry Anderson, Dave Bush, and Pam Fernald (*arrived at 4:05 p.m.*).

STAFF PRESENT: City Manager Todd Cutts, City Attorney Mary Mirante Bartolo, City Clerk Kristina Gregg, Assistant City Manager (ACM) Gwen Voelpel, Assistant City Engineer Florendo Cabudol, Facilities Manager Pat Patterson, Finance & Systems Director Aaron Antin, Community & Economic Development (CED) Director Joe Scorcio, Human Resources (HR) Director Anh Hoang, Police Captain Annette Louie, and Police Chief Lisa Mulligan.

PUBLIC COMMENTS (related to the agenda items listed below): There were no public comments.

Agenda Bill #3534; A Motion authorizing the City Manager to execute a Memorandum of Understanding (MOU) with the Washington State Department of Transportation (WSDOT) for the Connecting 28th/24th Avenue South project

Summary: The City and WSDOT have been coordinating the Connecting 28th/24th Avenue South with the State Route (SR) 509 Corridor Completion project. Through these efforts, City staff and WSDOT staff have reached a mutual understanding on issues that involve both projects. The issues are summarized below:

1. There are benefits to constructing the Connecting 28th/24th Avenue South project now. The benefits include: improving access and circulation for the Sound Transit Angle Lake Station; builds a parallel principal arterial road that will improve mobility and help relieve congestion on International Boulevard (IB); and promotes the regional need to fund the completion of the SR 509 Corridor project.
2. The City agrees to construct the Connecting 28th/24th Avenue South project based on the selected alternative as described in the 2003 Record of Decision for the SR 509 Corridor Completion project. This agreement acknowledges the following: that the project will be forward compatible with SR 509; will not create a new impact to the SR 509 project; that the project connects to logical termini with rational end points for the 28th/24th Avenue South roadway; and that the proposed roadway has independent utility and able to function on its own without further construction of an adjoining segment.
3. The City understands that traffic operations on the 28th/24th Avenue South roadway will be disrupted when construction of SR 509 occurs through the road embankment section.
4. WSDOT will remove the road embankment section through the SR 509 corridor and construct a structure to carry 28th/24th Avenue South traffic over SR 509 at no cost to the City.

This MOU is necessary to memorialize the City and WSDOT positions on these issues and will be part of the environmental documentation review for the project. The project is following federal environmental documentation standards to be eligible for future federal funding.

There is no fiscal impact from executing the MOU.

Assistant City Engineer Cabudol reviewed the project, the agenda bill summary, and the MOU.

CMs Ladenburg and Fernald arrived at this point in the meeting.

Council discussion ensued regarding the project.

Council consensus: Refer this to the 08/13/13 RCM Consent Agenda

Agenda Bill #3532; A Motion authorizing the City Manager to enter into a contract with Jaymarc A/V for Council Chambers, Courtroom, and Executive Conference Room Audio/Visual (A/V) modifications

Summary: The majority of the A/V equipment in use in the Council, Court, and Executive Conference rooms is the original equipment from 12 years ago. It is worn, outdated, and in need of repair and replacement. The City solicited proposals under Revised Code of Washington (RCW) 9.04.270 which allows for competitive negotiations with contractors for design and installation of electronic equipment. The City received two proposals. These two contractors, Jaymarc A/V and AVI-SPL, were asked to present to a four member interview panel. After extensive review, Jaymarc A/V was selected as the more desirable contractor. The contractor will provide a complete and

Agenda Bill #3532 (Continued): operable system including but not limited to: equipment changing the entire system from analog to digital format, new microphones at both the dais and the lower floor area, additional ceiling speakers integrated into a system that allows for higher volume with no feedback, new wide screen format projectors and screens for all three rooms, and equipment that allows for easy remote Council meeting participation by CM. This contract also provides for maintenance on the entire system for 2 years.

The base price for the modifications is \$92,000. With sales tax, the total amount of the bid is \$100,740. The budget appropriation for this project is \$100,000. The remaining \$740 can be taken from the budgeted Capital Facilities Fund #301 ending fund balance.

City Clerk Gregg reviewed the agenda bill summary.

Council discussion ensued regarding the A/V modifications.

Facilities Manager Patterson responded to questions posed by Council.

Council consensus: Refer this to the 08/13/13 RCM Consent Agenda

PRESENTATIONS:

●City's Align and Improve Efforts

City Manager Cutts stated that this presentation is to provide a brief update on the City's Align and Improve efforts. The City has a contract with Integris that was approved in November 2012 by the Council. The employees have been working hard since then to move the City forward in a strategic manner. He thanked the Council for committing resources to this effort.

Mr. Cutts and ACM Voelpel reviewed the purpose and outcomes as originally presented to the Council, work done to date, including mission, values, goals, and initiatives, and the work planned through the end of the year.

Council discussion ensued regarding align and improve efforts.

●Public Safety Statistics

Police Chief Mulligan reviewed May to June 2013 statistics stating that the numbers stayed pretty consistent. She explained that at her next presentation the statistics will be presented in a different format showing a trend instead of just one month.

She commented on the following: (1) 4th of July police activity. No infractions were given, just warnings and some fireworks were removed; (2) July 26 – noon, dog adoption event during Camp Compassion at the Valley Ridge Community Center; and (3) King County (KC) Sheriff's Office is training police recruits again with some SeaTac Officers training the new recruits.

RECESSED: Mayor A. Anderson recessed the meeting to an Executive Session to review the performance of a public employee at 5:20 p.m.

EXECUTIVE SESSION: Review the Performance of a Public Employee (20 minutes) (RCW 42.30.110 [1] [g])

At 5:40 p.m., City Clerk Gregg stated that Council requested an additional 15 minutes.

RECONVENED: Mayor A. Anderson reconvened the meeting at 5:48 p.m.

ADJOURNED: Mayor A. Anderson adjourned the CSS at 5:48 p.m.

City of SeaTac

Council Study Session Minutes Synopsis

February 25, 2014
4:00 PM

City Hall
Council Chambers

CALL TO ORDER: The SeaTac City Council Study Session (CSS) was called to order by Mayor Mia Gregerson at 4:00 p.m.

COUNCIL PRESENT: Mayor Mia Gregerson, Deputy Mayor (DM) Anthony (Tony) Anderson (*participated by phone*), Councilmembers (CMs) Barry Ladenburg (*arrived at 4:26 p.m.*), Kathryn Campbell, Terry Anderson, Dave Bush, and Pam Fernald.

STAFF PRESENT: City Manager Todd Cutts, Senior Assistant City Attorney Mark Johnsen, City Clerk Kristina Gregg, Assistant City Manager (ACM) Gwen Voelpel, Community & Economic Development (CED) Director Joe Scorcio, Economic Development (ED) Manager Jeff Robinson, Public Works (PW) Director Tom Gut, City Engineer Susan Sanderson, Assistant City Engineer Florendo Cabudol, Human Resources (HR) Director Anh Hoang, Police Chief Lisa Mulligan, and Executive Assistant Karen Spencer.

PUBLIC COMMENTS (related to the agenda items listed below): There were no public comments.

Agenda Bill #3587; A Resolution waiving the competitive bidding requirement due to special market conditions and authorizing the purchase of fill material and expenditure for the Connecting 28th/24th Avenue South project

Summary: A significant volume of fill is necessary to build the Connecting 28th/24th Avenue South project. Construction on a non-City project located within 2.5 miles is scheduled to start within a month. This project will require a significant amount of soil excavation and is expected to generate approximately two-thirds of the material needed for the Connecting 28th/24th Avenue South project. A review of the borings and soils analysis from the excavation site indicates that the material would be suitable for the Connecting 28th/24th Avenue South project as long as its moisture content is controlled and it is compacted in place.

The City is able to acquire this excavated material for \$1.50 per cubic yard, which includes delivery to the site and the necessary compaction so the material can be stored until the project is constructed. Since this material is being excavated close to the location of the Connecting 28th/24th Avenue South project, the City is able to purchase the material at a significant savings. This significant savings (approximately \$2.7 million) creates a special market condition. SeaTac Municipal Code (SMC) 3.31.120 (B)(2) and Revised Code of Washington (RCW) 39.04.280 (1)(B) allows the City to waive the competitive bidding requirements in this situation. Additionally, acquiring the fill material now reduces the construction time of the project, therefore saving additional costs during construction.

The total cost of the material is anticipated to be \$330,000. Additionally, in order to ensure quality control, the City will need to ensure that the material is delivered properly and appropriate erosion control methods are utilized. Therefore, the Resolution includes authorization to expend up to \$590,000, which includes the material cost and consultant services for quality control, from the amount already budgeted for the project. No new budget appropriation is being requested for this action. The City Manager is authorized to enter into the agreements necessary to receive and store the material, including any quality and erosion control.

The material will be stored on property that the City plans to acquire to construct the Connecting 28th/24th Avenue South project, but is currently owned by the Port of Seattle (POS). Any costs associated with the storage of the material pending City acquisition of the property will be incorporated in the City's right-of-way (ROW) acquisition costs authorized by Agenda Bill #3580.

Assistant City Engineer Cabudol reviewed the agenda bill summary.

Council discussion ensued regarding this purchase.

Council consensus: Refer this to the 03/11/14 RCM Consent Agenda

Agenda Bill #3584; A Motion authorizing the City Manager to execute an amendment to a Purchase and Sale Agreement (PSA) for property located at 15201 – 15215 Military Road South

Summary: This amendment to the original PSA will extend the option period to December 31, 2014 and allow the City to complete additional due diligence prior to determining whether to complete the acquisition of the subject property. The costs for the additional for due diligence will be paid with expenditures from the recently executed \$200,000 Integrated Planning Grant (IPG) from the Washington State Department of Ecology (DOE).

ED Manager Robinson reviewed the agenda bill summary.

Agenda Bill #3584 (Continued): Mr. Robinson responded to questions posed by the Council related to the PSA.

Council consensus: Refer this to the 03/11/14 RCM Consent Agenda

Agenda Bill #3588; A Resolution providing direction and clarification of the Personnel Policies and Procedures for employee classification and compensation as it relates to internal equity

Summary: This Resolution is prepared in accordance with Council's direction for implementation of the recommendations of the Job Audit process improvement team. This Resolution allows the City to use and/or consider internal equity, as defined by the City of SeaTac, for employee compensation when there are insufficient matches found within the City's comparable cities and the expanded comparable cities.

During the February 11, 2014 CSS, staff provided an update regarding recent efforts within the City to align and improve work processes, specifically the job audit process. The job audit process improvement team asked the Council for direction regarding the use of internal equity factor in determination of employee compensation, as defined by the job audit team for allocation of salary for City positions when there are no matches or insufficient matches in the comparable or extended market. In addition, when the salary of a subordinate position is significantly compressed against the subject position's salary, internal equity may trigger a compensation review for the subject position.

Council's direction was, "Yes," the City should use internal equity within these defined parameters.

HR Director Hoang reviewed the agenda bill summary.

Ms. Hoang responded to questions posed by the Council.

Council consensus: Refer this to the 03/11/14 RCM Consent Agenda

PRESENTATIONS – INFORMATIONAL ONLY:

● **Public Safety Statistics**

Police Chief Mulligan presented the Statistics for February 2013 – January 2014 and December 2013 – January 2014.

CM Ladenburg arrived at this point in the meeting.

Upon a question posed by Council, Ms. Mulligan detailed police staffing.

Chief Mulligan addressed mail theft. She encouraged people to call the police when they see suspicious people walking around mailboxes.

Council discussion ensued regarding mail theft in the City.

Chief Mulligan also commented on the following: (1) March 12 – June 4, spring police academy. There are still openings; and (2) police explorers competed in a challenge where they put realistic patrol skills into practice. They won 1st place.

ADJOURNED: Mayor Gregerson adjourned the CSS at 4:41 p.m.

SeaTac City Council

REQUEST FOR COUNCIL ACTION

Department Prepared by: Public Works

Agenda Bill #: **3587**

TITLE: A Resolution waiving the competitive bidding requirement due to special market conditions and authorizing the purchase of fill material and expenditure for the Connecting 28th/24th Avenue South project.

February 21, 2014	
<input type="checkbox"/> Ordinance <input checked="" type="checkbox"/> Resolution <input type="checkbox"/> Motion <input type="checkbox"/> Info. Only <input type="checkbox"/> Other	
Date Council Action Requested:	RCM 03/11/2014
Ord/Res Exhibits:	
Review Dates:	CSS 02/25/2014
Prepared By:	Tom Gut, Public Works Director
Director:	<i>Thomas W. Gut</i> City Attorney: <i>Mary M. Barredo</i>
Finance:	<i>Alan Adams</i> BARS #: 307.000.11.595.30.63.057
City Manager:	<i>Tom Gut</i> Applicable Fund Name: Transportation CIP (307)

77
180

SUMMARY: This Resolution waives the competitive bidding requirement consistent with RCW 39.04.280 and authorizes the purchase of fill material and expenditure for quality control for the Connecting 28th/24th Avenue South project.

DISCUSSION / ANALYSIS / ISSUES: A significant volume of fill is necessary to build the Connecting 28th/24th Avenue South project. Construction on a non-City project located within 2.5 miles is scheduled to start within month. This project will require a significant amount of soil excavation and is expected to generate approximately two-thirds of the material needed for the Connecting 28th/24th Avenue South project. A review of the borings and soils analysis from the excavation site indicates that the material would be suitable for the Connecting 28th/24th Avenue South project as long as its moisture content is controlled and it is compacted in place.

The City is able to acquire this excavated material for \$1.50 per cubic yard, which includes delivery to the site and the necessary compaction so the material can be stored until the project is constructed. Since this material is being excavated close to location of the Connecting 28th/24th Avenue South project, the City is able to purchase the material at a significant cost savings. This significant cost savings (approximately \$2.7 million) creates a special market condition, and SMC 3.31.120 (B)(2) and RCW 39.04.280 (1)(B) allows the City to waive the competitive bidding requirements in this situation. Additionally, acquiring the fill material now will reduce the construction time of the project, therefore saving additional costs during construction.

The total cost of the material is anticipated to be \$330,000. Additionally, in order to ensure quality control, the City will need to ensure that the material is delivered properly and appropriate erosion control methods are utilized. Therefore, the Resolution includes authorization to expend up to \$590,000, which includes the material cost and consultant services for quality control, from the amount already budgeted for the project. No new budget appropriation is being requested for this action. The City Manager is authorized to enter into the agreements necessary to receive and store the material, including any quality and erosion control.

The material will be stored on property that the City plans to acquire to construct the Connecting 28th/24th Avenue South project, but is currently owned by the Port of Seattle. Any costs associated with the storage of the material pending City acquisition of the property will be incorporated in the City's right-of-way acquisition costs authorized by Agenda Bill #3580.

RECOMMENDATION(S): It is recommended that the Resolution be passed.

FISCAL IMPACT: The Resolution authorizes the expenditure of \$590,000 from the BARS account identified above. The net cost savings is estimated to be approximately \$2.7 million compared to the current Engineer's Estimate for the material.

ALTERNATIVE(S): Do not pass Resolution. This would prevent a significant opportunity to save construction costs on this project.

ATTACHMENTS: None.

RESOLUTION NO. _____

A RESOLUTION of the City Council of the City of SeaTac, Washington waiving the competitive bidding requirement due to special market conditions and authorizing the purchase of fill material and expenditure for the Connecting 28th/24th Avenue South project.

WHEREAS, a significant volume of fill is necessary to build the Connecting 28th/24th Avenue South project; and

WHEREAS, construction on a non-City project located within 2.5 miles is scheduled to start within month. This project will require a significant amount of soil excavation and is expected to generate approximately two-thirds of the material needed for the Connecting 28th/24th Avenue South project; and

WHEREAS, a review of the borings and soils analysis from the excavation site indicates that the material would be suitable for the Connecting 28th/24th Avenue South project as long as its moisture content is controlled and it is compacted in place; and

WHEREAS, the City is able to acquire this excavated material for \$1.50 per cubic yard, which includes delivery to the site and the necessary compaction so the material can be stored until the project is constructed; and

WHEREAS, since this material is being excavated close to location of the Connecting 28th/24th Avenue South project, the City is able to purchase the material at a significant cost savings. This significant cost savings (approximately \$2.7 million) creates a special market condition, and SMC 3.31.120 (B)(2) and RCW 39.04.280 (1)(B) allows the City to waive the competitive bidding requirements in this situation; and

WHEREAS, the City Council finds that based upon extensive analysis by the Public Works Department, the purchase of suitable fill material is appropriate due to the substantial savings (approximately \$2.7 million); and

WHEREAS, the City Council finds a special market condition exists whereby the City will receive a significantly lower price for fill material; and

WHEREAS, the City Council finds that it is appropriate to waive the competitive bidding requirements for the above reasons;

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF SEATAC, WASHINGTON HEREBY RESOLVES as follows:

1. The City’s purchase of suitable fill material furnished by Gary Merlino Construction, Inc. is authorized at the price of \$1.50 per cubic yard, and the City Manager is authorized to execute any agreements necessary to acquire and store the material, including any quality and erosion control.
2. The competitive bidding requirement for this purchase is waived as this involves special market conditions. The “Whereas” clauses above shall be considered findings by the City Council and shall constitute recitation of the factual basis for the exception for competitive bidding.
3. The total expenditure of \$590,000 is authorized to receive the material, including any quality and erosion control.

PASSED this _____ day of _____, 2014 and signed in authentication thereof on this _____ day of _____, 2014.

CITY OF SEATAC

Mia Gregerson, Mayor

ATTEST:

Kristina Gregg, City Clerk

Approved as to Form:

Mary Mirante Bartolo
Mary E. Mirante Bartolo, City Attorney






[28/24th Material]

SeaTac City Council
REQUEST FOR COUNCIL ACTION

Department Prepared by: Community & Economic Development

Agenda Bill #: **3584**

TITLE: A Motion authorizing the City Manager to execute an Amendment to a Purchase and Sale Agreement for property located at 15201 -15215 Military Road South.

<i>February 13, 2014</i>	
__ Ordinance __ Resolution <u>X</u> Motion __ Info. Only __ Other	
Date Council Action Requested: <u>RCM 03-11-14</u>	
Ord/Res Exhibits: _____	
Review Dates: <u>CSS 02-25-14</u>	
Prepared By: <u>Jeff Robinson, Economic Development Manager</u>	
Director: <u></u>	City Attorney: <u></u> 
Finance: <u></u>	BARS #: <u>N/A</u>
City Manager: <u></u>	Applicable Fund Name: <u>N/A</u>

SUMMARY: This Motion authorizes the City Manager to execute an amendment to a Purchase and Sale Agreement (PSA) originally executed April 30, 2013, with the Trustees of real estate located at 15201 - 15215 Military Road South, commonly referred to as the "Pancake Chef" property.

DISCUSSION / ANALYSIS / ISSUES: This amendment to the original PSA will extend the option period to December 31, 2014 and allow the City to complete additional due diligence prior to determining whether to complete the acquisition of the subject property. The costs for the additional for due diligence will be paid with expenditures from the recently executed \$200,000 Integrated Planning Grant from the Washington State Department of Ecology.

RECOMMENDATION(S): It is recommended that the Motion be carried.

FISCAL IMPACT: None

ALTERNATIVE(S): Do not carry this Motion. However, the extension is necessary if the City wishes to conduct additional due diligence on the property.

ATTACHMENTS: 1. Amendment to Purchase and Sale Agreement

**ADDENDUM TO
PURCHASE AND SALE AGREEMENT**

This Addendum to Purchase and Sale Agreement ("Addendum") is made this _____ day of February, 2014 and is made a part of that Purchase and Sale Agreement dated April, 30, 2013 (the "Agreement"), between Imogene Franklin Hubbard, Individually and as Trustee of The Imogene Franklin Hubbard Revocable Trust Dated September 20, 1997, Boyd Franklin Kneeland, individually, and Barbara Smith, Trustee Of The Margaret Franklin Saety Revocable Trust Dated January 5, 1997, as Amended August 26, 2005, (collectively, the "Seller") and the City of SeaTac, a Washington municipal corporation ("Buyer") concerning the property commonly known as 15201 through 15215 Military Road S, SeaTac, Washington 98188, Tax Parcel Number 0043000020 ("the Property").

In consideration of the mutual covenants contained herein, the parties agree as follows:

1. Paragraph 3.1 of the Agreement is revised to provide that the Feasibility Period shall expire on December 31, 2014.

2. Conflict. If any terms or conditions in this Addendum conflict with any terms or conditions in the Agreement or prior addenda thereto, the terms and conditions contained herein shall control.

BUYER:

City of SeaTac, a Washington Municipal Corporation

By: _____
Printed Name: _____
Its: _____
Date: _____

SELLER:

By: _____
Printed Name: Imogene Franklin Hubbard,
Individually and as Trustee of The Imogene
Franklin Hubbard Revocable Trust Dated
September 20, 1997
Date: _____

By: _____
Printed Name: Boyd Franklin Kneeland
Date: _____


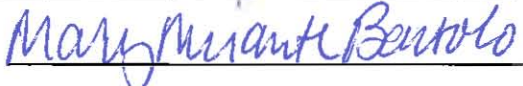

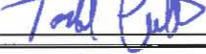
By: _____
Printed Name: Barbara Smith, Trustee Of
The Margaret Franklin Saety Revocable
Trust Dated January 5, 1997, as Amended
August 26, 2005
Date: _____

SeaTac City Council
REQUEST FOR COUNCIL ACTION

Department Prepared by: Human Resources

Agenda Bill #: 3588

TITLE: A Resolution providing direction and clarification of the Personnel Policies and Procedures for employee classification and compensation as it relates to internal equity.

<i>February 21, 2014</i>	
<input type="checkbox"/> Ordinance <input checked="" type="checkbox"/> Resolution <input type="checkbox"/> Motion <input type="checkbox"/> Info. Only <input type="checkbox"/> Other	
Date Council Action Requested: <u>RCM 3/11/2014</u>	
Ord/Res Exhibits: _____	
Review Dates: <u>CSS 02/11/2014, 2/25/2014</u>	
Prepared By: <u>Anh Hoang, Human Resources Director</u>	
Director: <u></u>	City Attorney: <u></u>
Finance: <u></u>	BARS #: <u>N/A</u>
City Manager: <u></u>	Applicable Fund Name: <u>N/A</u>

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SUMMARY: This Resolution is prepared in accordance with Council’s direction for implementation of the recommendations of the Job Audit process improvement team. This Resolution allows the City to use and/or consider internal equity, as defined by the City of SeaTac, for employee compensation when there are insufficient matches found within the City’s comparable cities and the expanded comparable cities.

DISCUSSION / ANALYSIS / ISSUES: During the Council Study Session of February 11, 2014, staff provided an update regarding recent efforts within the City to align and improve work processes, specifically the job audit process. The job audit process improvement team asked the Council for direction regarding the use of internal equity factor in determination of employee compensation, as defined by the job audit team for allocation of salary for City positions when there are no matches or insufficient matches in the comparable or extended market. In addition, when the salary of a subordinate position is significantly compressed against the subject position’s salary, internal equity may trigger a compensation review for the subject position.

Council’s direction was, “Yes,” the City should use internal equity within these defined parameters. The attached Resolution implements Council’s direction.

RECOMMENDATION(S): The Job Audit process improvement team recommends passage of this Resolution.

FISCAL IMPACT: None.

ALTERNATIVE(S): Maintain current status quo and do not make the proposed change as recommended by the job audit process improvement team.

ATTACHMENTS: None.

RESOLUTION NO. _____

A RESOLUTION of the City Council of the City of SeaTac, Washington, providing direction and clarification of the Personnel Policies and Procedures for employee classification and compensation as it relates to internal equity.

WHEREAS, Chapter 2.65 of the SeaTac Municipal Code (SMC) established personnel policies and procedures; and

WHEREAS, SeaTac City Council Ordinance 94-1015 directs “That the salary ranges for the pay and compensation for non-represented employees of the City shall be set at the 50% level pursuant to the classification and compensation study, Ewing 1993”; and

WHEREAS, it is appropriate and necessary to provide further clarification and direction for the application of the above Council policy direction with respect to the salary ranges for non-represented employees in rare and unique circumstances when sufficient market data is not available to establish the 50% level;

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF SEATAC, WASHINGTON, HEREBY RESOLVES as follows:

Section 1.

1. The salary ranges for the classification and compensation plan for employees shall meet the purposes expressed in SMC Chapter 2.65.020.
2. “Competitive compensation” shall be set at the 50% level of similar employment by other public employers.
3. When there is no similar employment or insufficient similar employment in the City of SeaTac’s similar public market, the City may use and/or consider internal equity in determining the appropriate salary range for employees, while aiming to meet the intent of SMC Chapter 2.65.020.
4. The City Manager is hereby directed to develop, promulgate and implement personnel policies and/or procedures to carry out the intent of this Resolution.

PASSED this _____ day of _____, 2014 and signed in authentication thereof on this _____ day of _____, 2014.


CITY OF SEATAC

Mia Gregerson, Mayor

ATTEST:

Kristina Gregg, City Clerk

Approved as to Form:



Mary E. Mirante Bartolo, City Attorney

[Resolution regarding salaries]