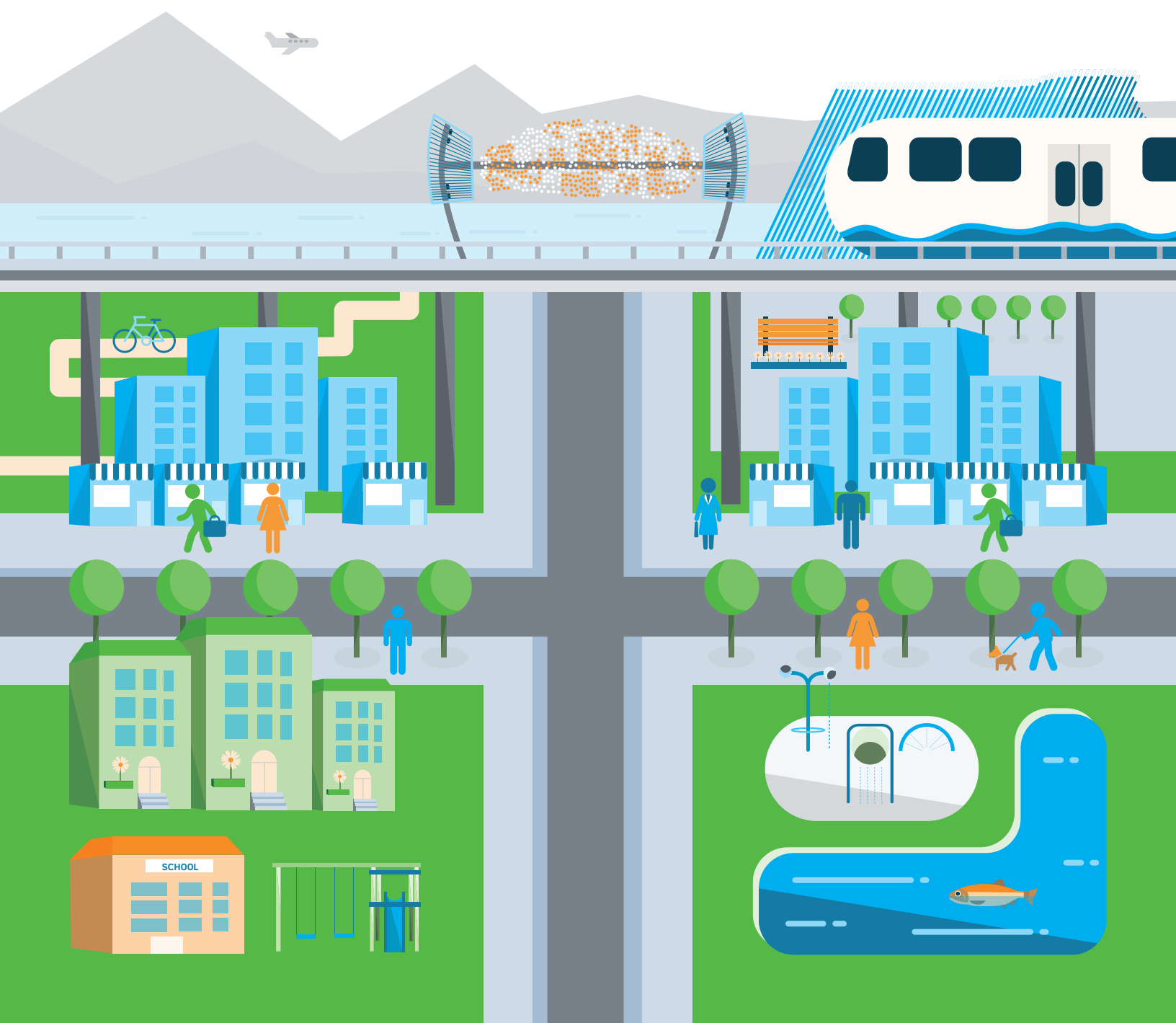




# ANGLE LAKE DISTRICT STATION AREA PLAN

ADOPTED JULY 2015



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## ***Acknowledgements***

### ***Project Consultant Team***

- *CollinsWoerman*
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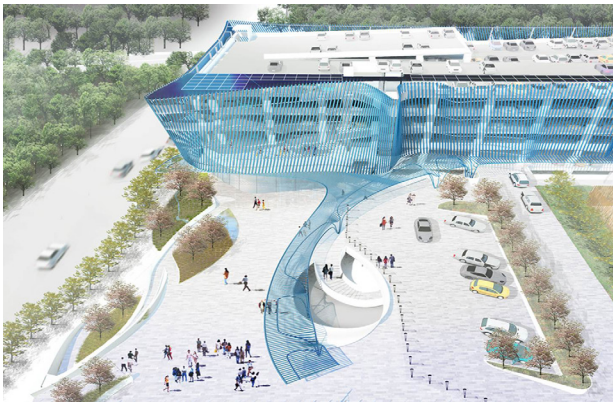
# INTRODUCTION

## In this Chapter

- » THE OPPORTUNITY
- » ABOUT THIS PLAN
- » THE PLANNING CONTEXT



*Angle Lake Station, the third light rail stop to serve SeaTac, will open in 2016, the same year the University of Washington Station opens. In 2023, Sound Transit will extend light rail to the south to provide access to Highline Community College and the cities of Kent and Des Moines.*



*Angle Lake Station will include a 1,050 stall parking structure, 2,500 square feet of commercial space, and a 10,000 square foot public plaza designed to accommodate a variety of community-oriented activities. 35,000 square feet of the site has also been reserved for future transit oriented development.*

*Images on this page courtesy of Sound Transit and Brooks + Scarpa Architecture*

## THE OPPORTUNITY

In 2016, Sound Transit will open the Angle Lake Station at S 200<sup>th</sup> Street and 28<sup>th</sup> Avenue S, one block west of the City of SeaTac's main thoroughfare, International Boulevard (also known as SR99 and Pacific Highway). The station is the third light rail stop to serve SeaTac, and the southern terminus of the region's light rail system until at least 2023.

The Angle Lake Station will create significant opportunities for SeaTac. It enhances connectivity to the region, improves mobility within the city and, perhaps most importantly, encourages new development in the area adjacent to the station (referred to in this plan as the Angle Lake District).

## ABOUT THIS PLAN

This plan aims to optimize the community and economic opportunities presented by the construction of the Angle Lake Station. Its main purpose is to guide future development by establishing a community supported vision and an achievable strategy that can transform the Angle Lake District into a pedestrian-friendly, transit-oriented community.

Adoption of this plan will inform decision-making related to infrastructure improvements, code development, public-private partnerships and development opportunities as part of SeaTac's Comprehensive Plan.

# INTRODUCTION

## WHAT IS A “TRANSIT-ORIENTED COMMUNITY?”

*A transit-oriented community is a community that maximizes investment in public transit infrastructure by concentrating development around transit stations and corridors. Development is intended to be pedestrian- friendly and accommodating to a variety of uses.*

*“Transit oriented communities” are described in the Growing Transit Communities Compact (which includes the City of SeaTac as a signatory), as:*

*“Equitable communities with greater social and economic opportunity that support local community and economic development with commercial and retail spaces, housing types at a range of densities and affordability levels, community services and other amenities integrated into safe, walkable neighborhoods.”*

## Existing Goals, Policies & Technical Studies

This plan aligns with City goals and policies that promote transit-oriented and other types of economic and community development, especially near light rail stations.

### City Goals

The objectives of this Plan support the following three Council goals:

- Plan and construct infrastructure improvements in the South 200<sup>th</sup> Street Light Rail Station Area [now known as the “Angle Lake District”] that increase the viability of commercial development while also engaging in strategic urban planning efforts to determine the highest and best land uses in this area, incorporating input from SeaTac residents and adjacent businesses, as well as the development community.
- Foster a positive business environment and aggressively pursue economic development opportunities to attract and retain businesses

and jobs while maintaining reasonable laws and regulations.

- Develop and implement programs and projects that help position SeaTac as a healthy community, thereby enhancing quality of life.

## Policies, Plans & Studies

Transit-oriented development is broadly supported by Comprehensive Plan policies, regional policies and other plans and studies, including:

### SeaTac Comprehensive Plan

Specific policies in the plan support the following within the District:

- Mix of uses and densities to support high capacity transit
- High quality design and pedestrian-friendly environments
- Development of station areas
- Multi-modal transportation

### Growing Transit Communities

As a signatory to the Puget Sound Regional Council’s “Growing Transit Communities Compact,” the City has committed to promoting equitable transit communities in light rail station areas, and striving to achieve the following goals:

- Attract more of the region’s residential and employment growth to high capacity transit communities;
- Provide housing choices affordable to a full range of incomes near high-capacity transit;
- Increase access to opportunity for existing and future residents of transit communities.

### 2013 Urban Land Institute Technical Advisory Panel Report

- Angle Lake Station Area development planning must begin with a clear shift in priorities from auto-oriented uses to ones that serve dense development, with plenty of thought for pedestrian safety as well as rewarding experiences for those circulating around the station and in the adjoining streets.



## THE PLANNING CONTEXT

### The District Boundary

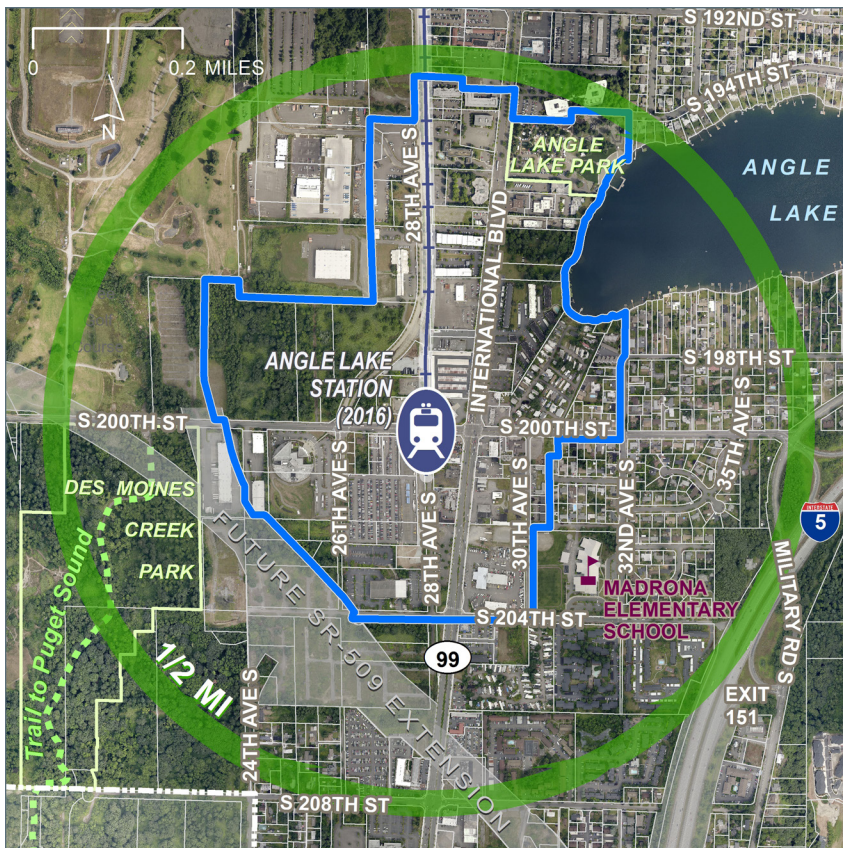
The Angle Lake District is comprised of approximately 171 acres and is located in the south-central section of SeaTac. International Boulevard (SR99) runs north-south through the District and the principal arterial S 200<sup>th</sup> Street runs east-west. Its northern extent is approximately ½ mile north of S 200<sup>th</sup> Street, and its southern extent is S 204<sup>th</sup> Street and the future SR-509 extension right of way. It is relatively flat with the exception of the steep hill on S 200<sup>th</sup> Street west of 26<sup>th</sup> Avenue S and areas of 28<sup>th</sup> Avenue S.

### The “Extended Transit Community”

In addition to the official District boundary, the ½-mile radius around the station should be recognized as the Angle Lake District’s “extended transit community.” The “extended transit community” shares the characteristics identified by the Growing Transit Communities Compact as walkable, mixed use areas where people have greater opportunities to utilize transit and services nearby.

### The Local Light Rail System

The Angle Lake Station will connect people to the region. It expands options by making shops, parks and work places around SeaTac’s other light rail stations more accessible. This plan focuses on enhancing the area around the Angle Lake Station and aims to leverage its proximity to these other stations and community and economic development opportunities in those neighborhoods.



**FIGURE 1: ANGLE LAKE DISTRICT BOUNDARY AND EXTENDED TRANSIT COMMUNITY**

# EXISTING CONDITIONS

## In this Chapter

- » CURRENT LAND USES
- » COMMUNITY ASSETS
- » TRANSPORTATION AND MOBILITY

The existing conditions documented in this chapter provide a baseline understanding of the current land uses and infrastructure within the District. Infrastructure improvements are also presented that are planned or funded at the time of the publication of this document.

### CURRENT LAND USES

The Angle Lake District contains a wide range of uses including office, lodging, retail/restaurant, government services, commercial parking, personal storage and residential. The District's ½ mile extended transit community includes five large employers (with over 100 employees), eight hotels, and ten multifamily complexes (including one mobile home park).

### Generalized Land Uses in the District

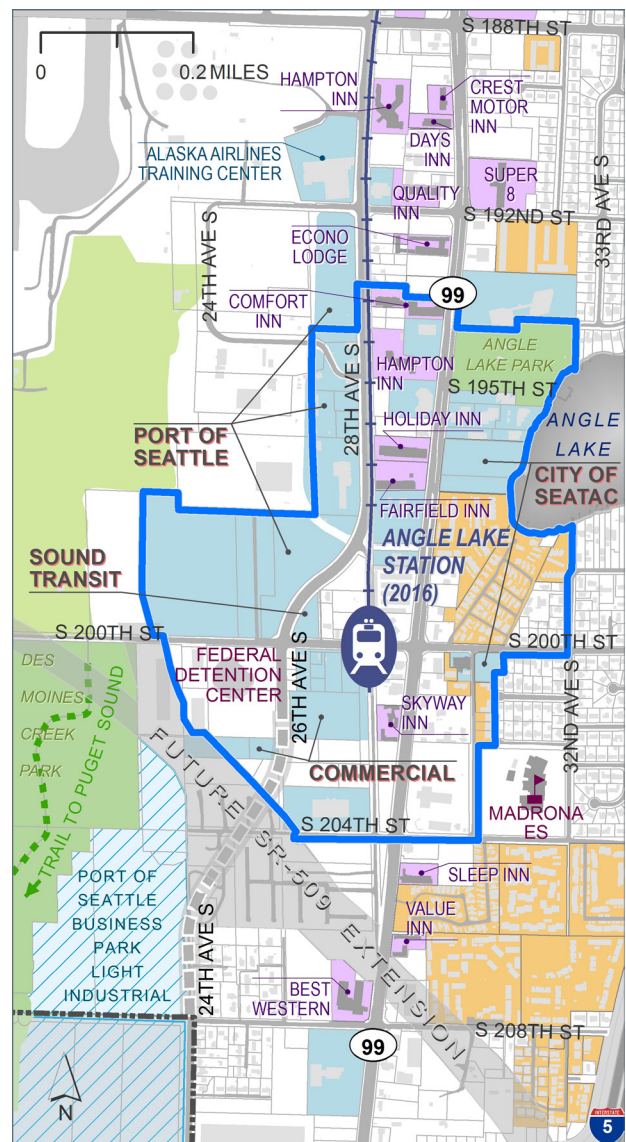
A breakdown of land uses includes:

- Commercial: 38%
- Residential: 14%
- Government Services: 8%
- Park: 6%:
- Utility: 1%

There is a large amount (33%) of vacant land in the District, much of which can be considered as future development sites. Most of this vacant land is owned by the Port of Seattle with the balance owned by the City, Sound Transit and private landowners.

**FIGURE 2: MAJOR LAND USES IN THE DISTRICT**

*Commercial uses are indicated in blue, hospitality in purple and multifamily/mobile home park in orange.*





## EXISTING CONDITIONS

### COMMUNITY ASSETS

The District has a variety of existing assets with access to the light rail station including:

#### Open Space and Recreation

##### *ANGLE LAKE AND ANGLE LAKE PARK*

The lake and park bring local and regional visitors to the District and provide multiple recreation amenities to the area.

##### *DES MOINES CREEK TRAIL*

This paved trail, which is located just outside the District's west boundary, is a major non-motorized connection to the Des Moines Beach Park on Puget Sound. It is a component of King County's "Lake to Sound Trail", a pedestrian/bicycle trail running from Lake Washington in Renton to its terminus in Des Moines .

#### Civic

##### *MADRONA ELEMENTARY SCHOOL AND PLAYFIELD*

Madrona Elementary serves local students from kindergarten to sixth grade. Its facilities also include large playfields and meeting rooms that are used by local residents.

##### *FIRE STATION 45*

A new Station 45 on S 200th Street and 30th Avenue S, is replacing the existing fire station and includes sidewalk improvements and edible landscaping. The existing station site will become a redevelopment opportunity for the City.

##### *ANGLE LAKE STATION PLAZA*

As part of the light rail station, the 10,000 square foot plaza will include 2,500 square feet of commercial space and is designed to accommodate a variety of community-oriented activities.

#### Scenic

##### *LAKE, SOUND & MOUNTAIN VIEWS*

Angle Lake, Puget Sound and the Olympic and Cascade mountains can be seen from different locations in the District, creating significant view amenities for people in the area and for future developments.



*Angle Lake Park offers swimming, green space, a spray park and other amenities.*



*The Des Moines Creek Trail is a 2.4 mile pedestrian and bicycle path that connects the District to Puget Sound through Des Moines.*



*Rendering of the future Angle Lake Station plaza and facilities. (Courtesy of Sound Transit and Brooks + Scarpa Architecture)*

# EXISTING CONDITIONS

## TRANSPORTATION AND MOBILITY

The City of SeaTac is home to an international airport and major regional transportation hub. While the light rail extension will contribute greatly to the multi-modal options in the area, the current transportation network within the Angle Lake District is focused on serving motorized transportation. International Boulevard (SR99) functions as a main thoroughfare, and large block sizes impede cross connectivity along the corridor.

This section of the plan provides an overview of the existing and planned/funded multi-modal network in the District.

### Existing Infrastructure

#### Arterials

##### *INTERNATIONAL BOULEVARD (SR99):*

A four to six-lane state highway, runs north-south through the middle of the Angle Lake District. Traffic volumes on International Boulevard can reach over 30,000 ADT (average daily traffic). The Boulevard was retrofitted in the 1990s, which improved traffic and pedestrian circulation and included safety and aesthetic enhancements. Street trees are located along this arterial and within planted medians.

##### *S 200<sup>TH</sup> STREET:*

A four-lane arterial running east-west that provides connections from Des Moines Memorial Drive to I-5.

##### *28<sup>TH</sup> AVENUE S/ 26<sup>TH</sup> AVE S/ 24<sup>TH</sup> AVE S:*

A four-lane arterial running north-south that connects three roads and provides access to Port of Seattle and other properties adjacent to the airport.

##### *PEDESTRIAN FACILITIES ON ARTERIALS:*

By 2016, pedestrian facilities will be provided along all of the arterials in the District.

#### Local Streets

##### *S 204<sup>TH</sup> STREET:*

The only east-west local access street in the District.

##### *28<sup>TH</sup> AVENUE SOUTH (FROM 26<sup>TH</sup> AVENUE S TO S 204<sup>TH</sup> STREET) AND 30<sup>TH</sup> AVENUE SOUTH:*

North-south local access streets in the District.

##### *PEDESTRIAN FACILITIES ON LOCAL STREETS:*

After various sidewalk improvements are completed in 2016, only sections of 30<sup>th</sup> Avenue S, between S 204<sup>th</sup> Street and S 200<sup>th</sup> Street, will not have continuous pedestrian facilities.



## EXISTING CONDITIONS

### FIGURE 3: EXISTING ROADWAY CLASSIFICATIONS





# EXISTING CONDITIONS

## Planned/Funded Infrastructure

In the next few years, several projects will be completed as part of Sound Transit's improvements and the SeaTac Transportation Improvement Program. The City has worked closely with Sound Transit to ensure that affected streets and intersections will efficiently accommodate daily traffic to and from the Angle Lake Station's parking garage while supporting the District's non-motorized transportation environment.

## Sound Transit Improvements

As part of the construction of the station, Sound Transit will improve sidewalks and provide new non-motorized facilities at the following locations:

### S 200<sup>TH</sup> STREET:

- New and enhanced sidewalks and separated pedestrian walkways along S 200<sup>th</sup> Street, connecting the light rail station to International Boulevard and the Des Moines Creek Trail, including a pedestrian activated light at the trailhead.
- Bike facilities on S 200<sup>th</sup> Street, west of International Boulevard to connect the station to the Des Moines Creek Trail.

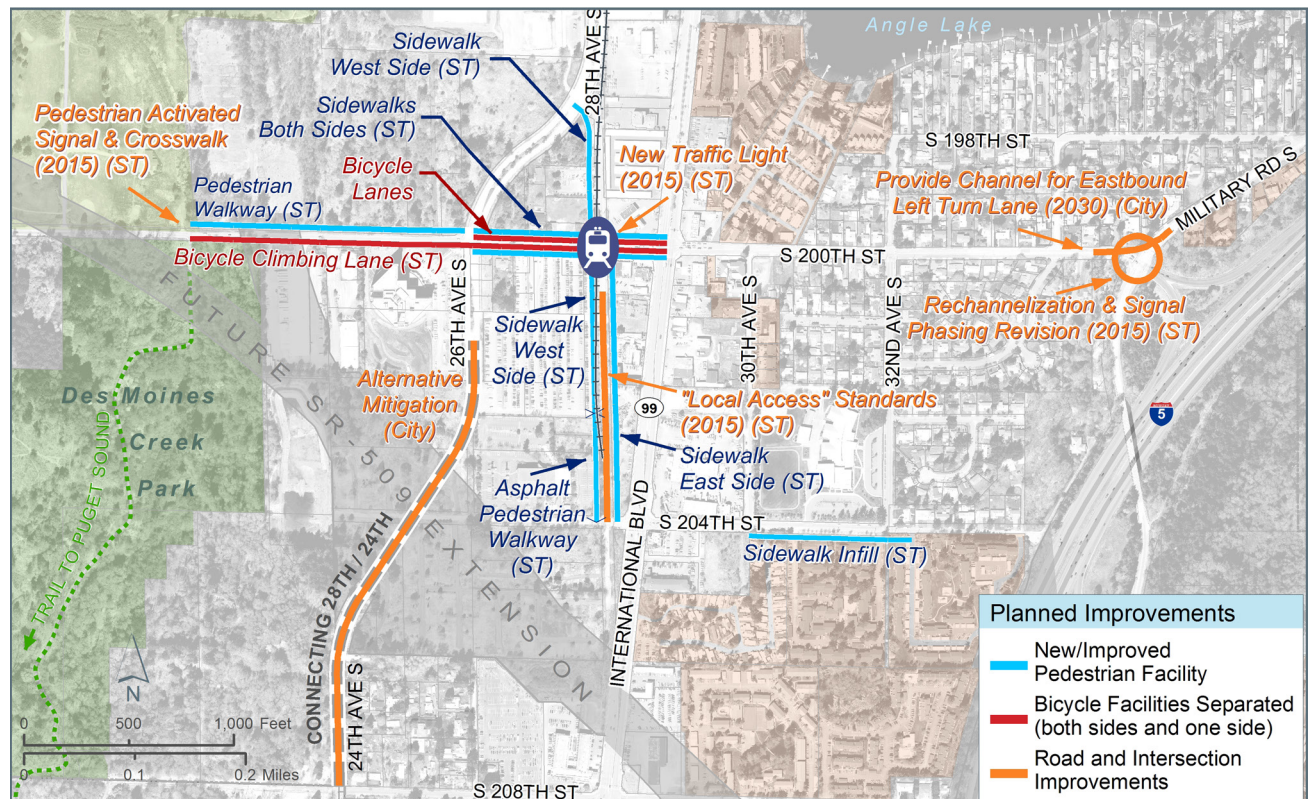
### 28<sup>TH</sup> AVENUE S:

- Sidewalks along 28<sup>th</sup> Avenue S (local access segment) connecting the Angle Lake Station and plaza north to the 26<sup>th</sup> Avenue South corridor, and south to S 204<sup>th</sup> Street.

### S 204<sup>TH</sup> STREET:

- A sidewalk along the south side of S 204<sup>th</sup> Street across from Madrona Elementary that fills a gap in the pedestrian network.

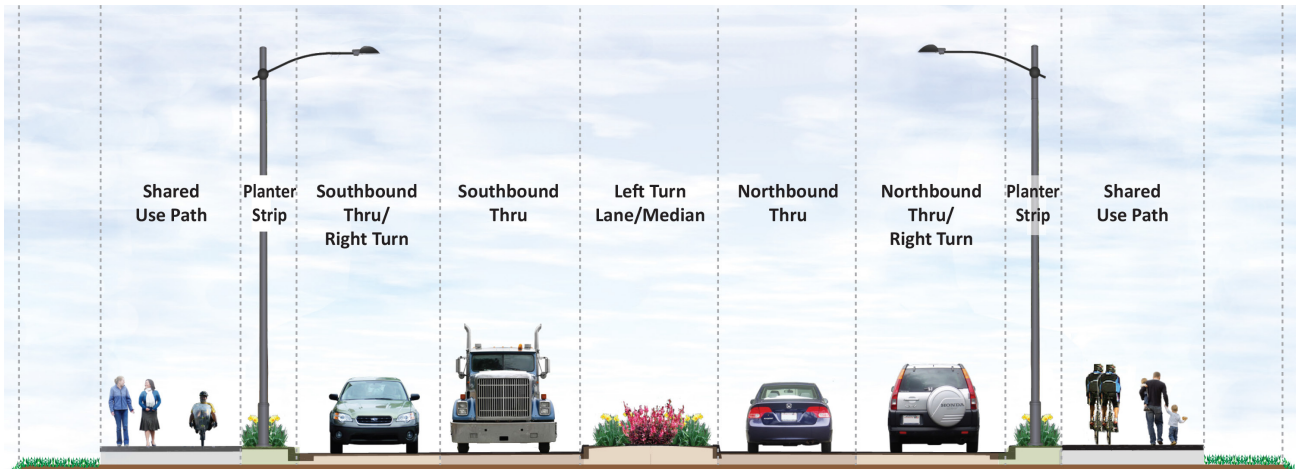
**FIGURE 4: SOUND TRANSIT AND CITY OF SEATAC PLANNED/FUNDED IMPROVEMENTS**





## EXISTING CONDITIONS

**FIGURE 5: CROSS-SECTION OF THE PROPOSED NEW ROADWAY SEGMENT WHICH WILL CONNECT 28<sup>TH</sup> AVE S AND 26<sup>TH</sup> AVE S TO 24<sup>TH</sup> AVE S (SOUTH OF THE NEW LINK LIGHT RAIL STATION)**



### Sound Transit Federal Way Link Extension Project

The Federal Way Link Extension project will extend light rail from the Angle Lake Station to Kent/Des Moines by 2023. While the project is anticipated to extend south along 28<sup>th</sup> Avenue S within the District boundary, at the time of adoption of this plan, the specific alignment to Kent/Des Moines had not been selected. The City supports a route that minimizes impacts to properties within the City limits.

### City of SeaTac Improvements

#### CONNECTING 28<sup>TH</sup>/24<sup>TH</sup> PROJECT:

By 2017, the City will connect 28<sup>th</sup> Avenue S to 24<sup>th</sup> Avenue S in Des Moines. This project provides a direct connection to business parks and the City of Des Moines to the south, and developable properties and the airport to the north.

This new connected road will be the “interim south access” to the airport until the future SR-509 extension and South Airport Expressway projects are funded. The roadway segment will provide four general purpose lanes, left turn pockets, a shared use path on both sides

to accommodate bikes and pedestrians, curb, gutter, stormwater infrastructure, retaining walls, street lighting, signalization, landscaping, and undergrounding of power and communication utilities.

### Other Improvements

#### SR-509 EXTENSION:

A planned extension of SR-509 will provide an east-west connection to I-5. The extension would be routed along the southwest edge of the District, and would include an interchange to and from the east at 28<sup>th</sup> and 24<sup>th</sup> Avenue S.

Mitigation measures from the potential loss of connectivity at S 208<sup>th</sup> Street, east of International Boulevard, would include the construction of new road connections to preserve access in the Madrona neighborhood.

#### LAKE TO SOUND TRAIL:

A portion of this 16 mile biking and walking trail is planned as part of the SR-509 extension, which would fill in a missing link by connecting to the Des Moines Creek Trail at its S 200<sup>th</sup> Street trailhead.

# EXISTING CONDITIONS

## THE PEDESTRIAN ENVIRONMENT

Figure 6 on the following page shows existing pedestrian facilities located on public streets within the vicinity of the Angle Lake District.

### Pedestrian Destinations

The top four destinations identified in the 220 questionnaires the City received were:

- Angle Lake Park;
- Madrona Elementary;
- RapidRide bus stops; and
- Friends' houses.

These pedestrian destinations include those located along, and accessible by, International Boulevard.

### Intersections

Most of the intersections within the District have signals that provide a walk signal for pedestrians to cross the street. The only intersection without a signal is 30<sup>th</sup> Avenue S at S 200<sup>th</sup> Street.

Many of the intersections have crosswalks and curb ramps to provide direction for the pedestrians crossing the street.

### Lighting

The intersections within the District are lit, and there is pedestrian lighting on International Boulevard, but not on many other streets.

### Street Trees

Street trees are regularly spaced along the two main north-south arterials, International Boulevard and 28<sup>th</sup> Ave S/26<sup>th</sup> Ave S. Street trees along these streets are in the “landscape zone” between the curb and the pedestrian “clear- through” zone. Street trees along International Boulevard are planted with tree grates. There are very few street trees located on S 200<sup>th</sup> Street and S 204<sup>th</sup> Street.



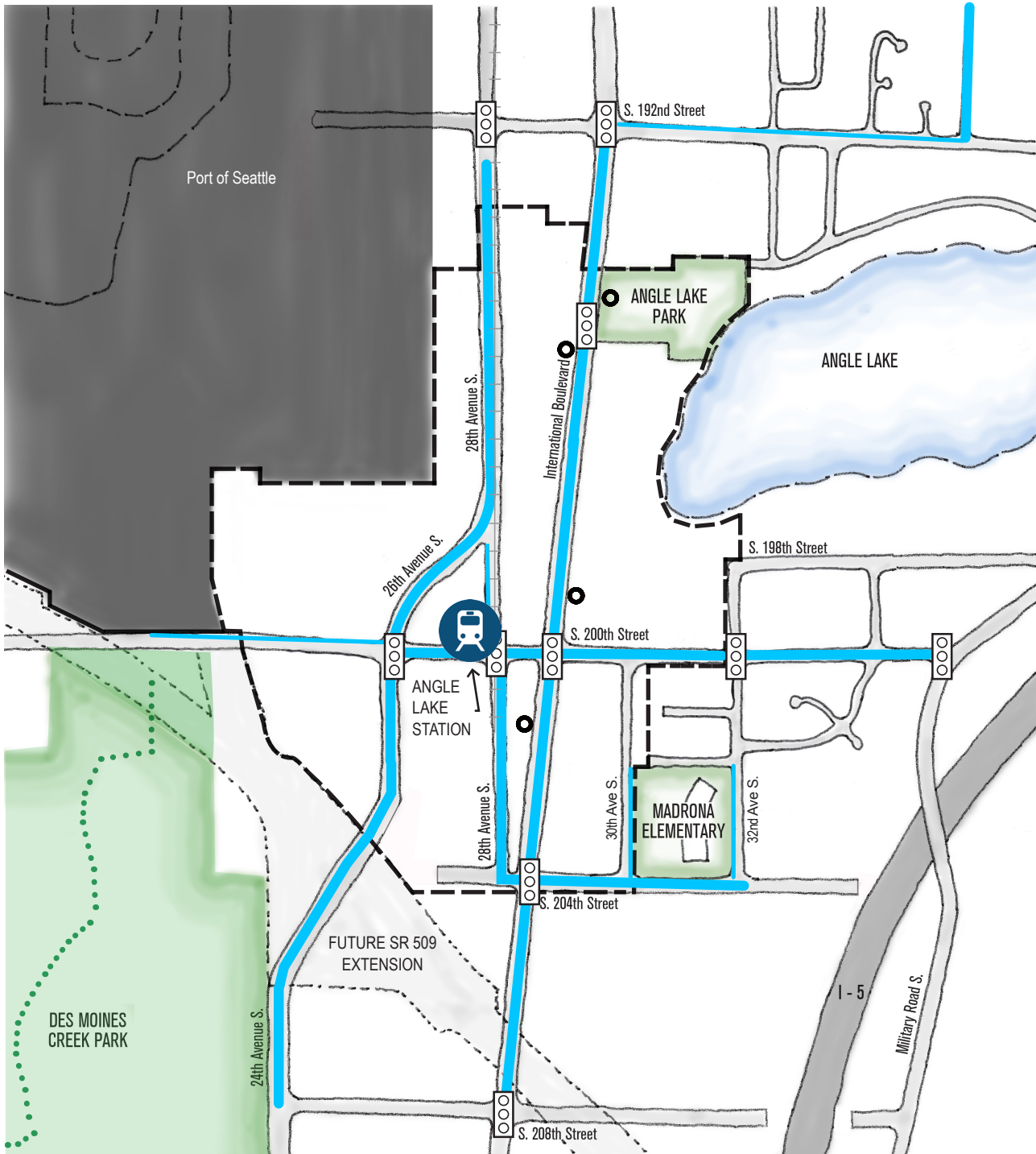
*A family walking to Angle Lake Park along International Boulevard*



*Street trees along International Boulevard*

# EXISTING CONDITIONS

FIGURE 6: EXISTING PEDESTRIAN FACILITIES IN 2017



## LEGEND

- |  |                                       |  |                                     |  |                          |
|--|---------------------------------------|--|-------------------------------------|--|--------------------------|
|  | Angle Lake Light Rail Station         |  | District Boundary                   |  | Signalized Intersections |
|  | Link Light Rail Track                 |  | RapidRide Line A Stops              |  | Des Moines Creek Trail   |
|  | Existing/Funded Facility (Both Sides) |  | Existing/Funded Facility (One Side) |  |                          |



# EXISTING CONDITIONS

## THE BICYCLE ENVIRONMENT

Figure 7 on the following page shows the existing bicycle facilities located on public streets in the City's Angle Lake District. Bicycle facilities in SeaTac are typically designed to the current King County Road Standards.

### Cyclist Destinations

The top four destinations identified in the 220 questionnaires the City received were:

- Des Moines Creek Trail;
- Friends' houses;
- Madrona Elementary School; and
- Angle Lake Park.

International Boulevard is used by commuter cyclists who ride in the shared bus/HOV lane.

### All Ages and Abilities

The District currently lacks bicycle facilities, so cyclists of all ages and abilities are not being served. While multiple bicycle facility improvements will be constructed by 2017, including the shared use path in the 28<sup>th</sup>/24<sup>th</sup> project and the bike lanes along S 200th Street, these facilities are west of International Boulevard away from the majority of the existing residential population.



*Cycling conditions along International Boulevard; bike lanes are not currently provided*



*30th Ave S, adjacent to Madrona Elementary, is frequented by children on bikes and on foot*

# EXISTING CONDITIONS

FIGURE 7: EXISTING BICYCLE FACILITIES IN 2017



## LEGEND

- |  |   |  |  |  |                          |
|--|---|--|--|--|--------------------------|
|  | Angle Lake Light Rail Station   |  | District Boundary  |  | Signalized Intersections |
|  | Link Light Rail Track   |  | RapidRide Line A Stops                                     |  | Des Moines Creek Trail   |
|  | Funded Bicycle Facilities Separated (Both Sides): Bike Lanes, Shared Use Path |  | Funded Bicycle Facilities Separated (One Side): Bike Lanes |  |                          |

# EXISTING CONDITIONS

## THE TRANSIT ENVIRONMENT

### Bus

Within the District, bus stops are located on International Boulevard at S 200<sup>th</sup> Street (near the new light rail station) and S 195<sup>th</sup> street (near Angle Lake Park). These stops are served by Metro's RapidRide A Line that currently provides service between the Federal Way Transit Center and the Tukwila International Boulevard Station.

Sound Transit is constructing bus bump outs on S 200<sup>th</sup> Street adjacent to the Angle Lake Station.

### Light Rail

The Angle Lake Station will provide a new level of connectivity along Sound Transit's north-south corridor and greatly expand conveniently available destinations.

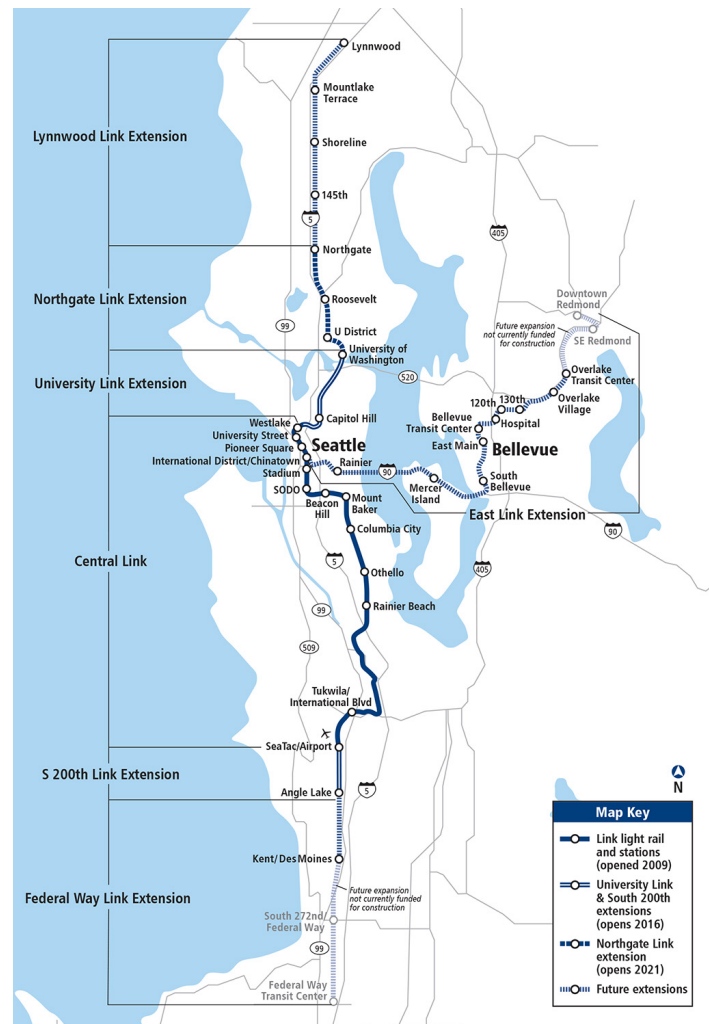
After the station opens in 2016, it will only take:

- 5 minutes to ride to the SeaTac/Airport stop,
- 10 minutes to S 154<sup>th</sup> Street (Tukwila/ International Blvd Station),
- 35 minutes to downtown Seattle, and
- Around 45 minutes to commute to the University of Washington.

By 2023, the regional light rail system's southern terminus will shift to the south providing riders with better access to Highline Community College, and the cities of Kent and Des Moines. Light rail service will also extend north through Seattle to a stop at the Northgate Mall, and east to Bellevue.



*Existing RapidRide stop along International Blvd*



*Sound Transit current and future light rail network map.*



## In this Chapter

- » LOCAL MARKET OVERVIEW
- » DEVELOPMENT OPPORTUNITIES

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

### LOCAL MARKET OVERVIEW

The District's existing employment base, amenities, transit infrastructure and overall connectivity to the region all provide a strong basis from which to move forward.

Historically, development along International Boulevard has consisted of auto-oriented retail as well as airport-serving facilities, park and fly lots, lodging and small concentrations of office space. The District includes a mix of single and multifamily housing, parks, open space and several publicly owned potential development sites.

### Hospitality

Market assessments by Kidder Mathews in 2012, and the Urban Land Institute Technical Assistance Panel in 2013, cited the immediate potential for hospitality development within the District. The same sentiment was expressed by several property owners.

### Multifamily Housing

Multifamily housing along International Boulevard and near the Angle Lake Station consists mostly of older multifamily housing stock. Vacancy rates in the area have dropped from 11% to 3% from 2009 to 2013. Rents are substantially lower than regional averages and achieving rents sufficient to justify development costs may be a challenge in the near and medium term. Several land owners in the District recognized these challenges under current market conditions but also signaled interest in pursuing multifamily development in the future.

### Office

The office market in SeaTac is generally limited to build-to-suit projects. Current demand for office space along International Boulevard is limited and development of office space at or near the station will likely require larger office tenants. Access to public transit, proximity to the airport and nearby public open space are reasons a major office tenant may be attracted to the area. The type of office users discussed by stakeholders include corporate headquarters, training centers and tenants interested in access to major regional destinations (such as the University of Washington and downtown Seattle).

### Retail

The existing retail market along International Boulevard and within the District consists of small scale auto-oriented developments. There is currently demand for additional auto-oriented retail square footage, with several property owners verifying this assertion. Opportunities for retail will likely evolve in conjunction with light rail ridership and increased development within the District. Vehicle traffic associated with the Angle Lake Station's 1,050 stall parking garage, as well as the likelihood of increased pedestrian traffic, means that the retail market has potential beyond its current auto-oriented framework.

# ECONOMIC OPPORTUNITY

## DEVELOPMENT OPPORTUNITIES

The Angle Lake District is positioned to provide favorable commercial investment opportunities for new development. A strong existing and future employment base, coupled with a nearby residential population should increase the feasibility of retail and restaurant uses. A multi-modal transportation infrastructure allows for efficient movement of people and goods, and unique nearby amenities provide incentives for people to live and work nearby.

### Development Potential

A number of development opportunities exist within the District, ranging in size from approximately 1/2 acre to contiguous parcels comprising nearly 40 acres. Most of the developable land in the District is owned by the Port of Seattle with the balance owned by the City, Sound Transit and private landowners. Current zoning in the District allows for a wide range of uses with few limitations on building height or scale.

### Development Planned or Underway

The map in Figure 8 identifies sites where development is planned or currently underway.

#### *SOUND TRANSIT:*

In addition to the station and commuter garage, Sound Transit is building 2,500 square feet of commercial space on the plaza and will retain 35,000 square feet of the site fronting 26<sup>th</sup> Avenue S for future transit-oriented development.

#### *PORT OF SEATTLE:*

The Port of Seattle owns a number of large parcels to the west of 28<sup>th</sup>/24<sup>th</sup> Avenue S, approximately 40 acres of which lie within the District boundary. These parcels include both vacant and previously developed land that could be redeveloped. Large-scale office development has been previously studied for this area.

The Port also owns business park type properties to the south of the District that will be newly accessible due to the City's 28<sup>th</sup>/24<sup>th</sup> road project.

#### *SOUTH OF ANGLE LAKE STATION:*

Ten parcels have been assembled comprising approximately 8.5 acres on the southwest corner of 28<sup>th</sup> Avenue S and S 200<sup>th</sup> Street, immediately adjacent to the light rail station. A major developer is currently developing plans for the site, with a focus on office and related uses.

#### *NORTH OF ANGLE LAKE STATION:*

A multifamily development for seniors is planned on the west side of International Boulevard, north of the Angle Lake Station site.

#### *SOUTH OF ANGLE LAKE PARK:*

A new hotel is planned on the east side of International Boulevard, directly south of Angle Lake Park and the park drive that is S 195<sup>th</sup> Street.

#### *CITY OWNED HUGHES PROPERTY:*

The City owned lake front property located to the south of Angle Lake Park, (referred to as the Hughes property) is under consideration for potential development. The City plans to retain the area within the shoreline jurisdiction for future recreational uses and a potential connection to Angle Lake Park.

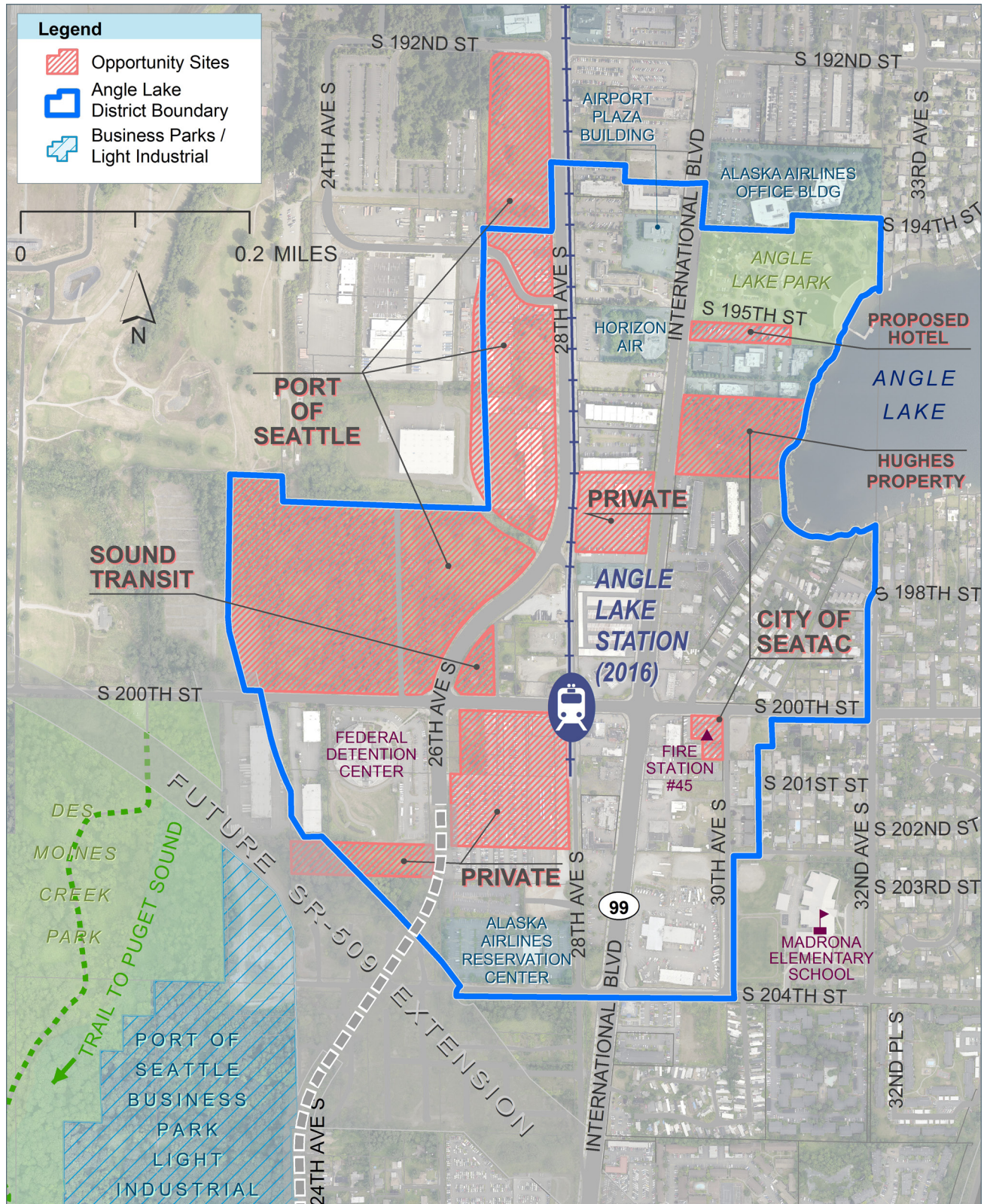
#### *FIRE STATION SITE:*

A City of SeaTac fire station currently occupies a .5 acre parcel located at the southwest corner of S 200<sup>th</sup> Street and 30<sup>th</sup> Avenue S. Redevelopment for other uses is possible after the new fire station is completed across 30<sup>th</sup> Avenue S to the east.



# ECONOMIC OPPORTUNITY

FIGURE 8: SITES WITH DEVELOPMENT PLANNED OR UNDERWAY





# COMMUNITY VISION

## In This Chapter

- » SUMMARY OF COMMUNITY ENGAGEMENT
- » ANGLE LAKE DISTRICT VISION
- » GUIDING PRINCIPLES



*A community visioning workshop.*



*Part of the outreach included letting the community know how long it would take them to walk to the new Angle Lake Station.*

The community vision is a product of the extensive and broad-based community and stakeholder engagement effort that took place as part of the planning process for the Angle Lake District.

## SUMMARY OF COMMUNITY ENGAGEMENT

The City received Community Transformation Grant (CTG) funding to implement a public engagement process for the Angle Lake District planning effort that would ensure multiple and focused opportunities for public input from the area's diverse communities.

Outreach activities included:

- Interviews with key stakeholders and property owners,
- Two public workshops,
- An online questionnaire,
- In-person surveying,
- Community briefings, and
- A project web page on the City website.

In addition, the non-profit organizations Global-to-Local and Feet First, as well as nearby Global Connections High School, guided extensive and valuable outreach efforts to community members – especially youth and/or ethnic populations.

## Key Issues

Several key issues emerged from this broad outreach effort.

### Business and Property Owners

- Desire for minimal limitations on land uses to allow for maximum flexibility in future development
- Leveraging the light rail station to contribute to a more walkable, connected neighborhood
- Better streetscape design and pedestrian friendliness is key to making certain development types successful, such as transit-oriented and other people-focused development
- Keeping the area feeling safe, friendly, and attractive is key to certain development types such as transit-oriented and other people-focused development

### Residents & Community Stakeholders

- Create a mixed-use center around the station
- More destinations: Retail, restaurants, offices, civic uses, recreation opportunities and gathering spaces
- Desire to stay in area and have new and different types of housing including apartments with three+ bedroom units and more condominium type developments
- Affordable housing important
- Commercial spaces for local businesses needed and more opportunities to work nearby
- More human-scaled buildings
- Buildings closer to the street for a more pedestrian friendly feel
- Improve overall connectivity to the station
- Improve pedestrian and bicycle environment: Crosswalks, lighting, separation from traffic
- Safer, more direct walking and biking routes to destinations within and outside of the District
- Landscaping to enhance pedestrian routes

These key issues and other community priorities directly informed the creation of the Angle Lake District Vision, the foundation of this plan's development strategies.



*A mix of destinations, attractive streetscapes and high quality building design are community priorities for the Angle Lake District.*



*A student's "word cloud" vision for the Angle Lake District.*



# COMMUNITY VISION

## ANGLE LAKE DISTRICT VISION

The Vision statement for the Angle Lake District is a product of extensive public process and existing City policies and goals. The Vision expresses the key qualities that will define the District as a “place” as it grows and redevelops over time.

### TRANSIT COMMUNITY

The Angle Lake District will be a transit community that is culturally diverse, pedestrian-oriented, offers easy access to jobs, services and open space, and supports a healthy lifestyle.

### GENERATOR OF ECONOMIC OPPORTUNITY

The District will provide opportunities for employment and entrepreneurship, and offer multiple housing types for people of all incomes, backgrounds and ages.

### CONNECTED AND MULTI-MODAL

Walking in the District will be safe and easy. The streets will be pedestrian friendly connecting people to the light rail station, lake, school and other destinations. Bicyclists will be connected to the station, local areas and the region.

### CENTER FOR THE COMMUNITY

The light rail station will be the heart of the District Center. The District Center will be a people-intensive employment hub and community focal point. It will include a mix of office, commercial, retail and other development that supports high capacity transit, and provide workers, residents and visitors places to meet, eat, do errands and gather with friends.

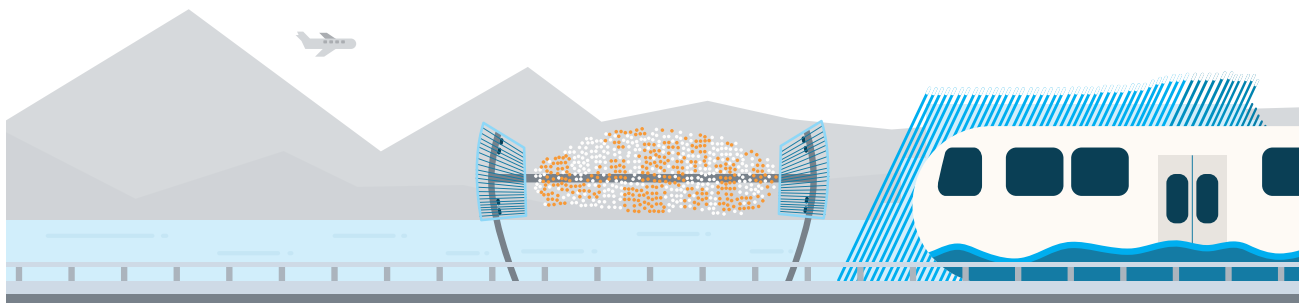




## GUIDING PRINCIPLES

The following principles are intended to guide new development and public investments in order to facilitate the implementation of the community's vision for the Angle Lake District.

- **GP1** Promote social, economic and community-oriented opportunities and activities that contribute to the Angle Lake District as a center for community identity and as a unique and memorable place
- **GP2** Ensure a mix of transit-oriented land uses to encourage pedestrian activity in the District
- **GP3** Preserve and enhance public open spaces and public uses
- **GP4** Encourage people-intensive land uses around the Light Rail Station
- **GP5** Create a District Center as the focal point for the Angle Lake District
- **GP6** Increase connectivity to the Light Rail Station, and other destinations in the District, for all modes of transportation
- **GP7** Provide transportation connections that include all modes, are designed for all ages and abilities and accommodate anticipated uses and volumes to safely and efficiently move people and goods
- **GP8** Create a visually attractive, amenity rich, active and safe pedestrian environment through building, site and streetscape design
- **GP9** Emphasize pedestrian-oriented design and features within the District Center
- **GP10** Encourage transit-oriented and people-intensive development that contributes to the District as an employment center and hub of economic activity and opportunity
- **GP11** Promote the concentration of commercial uses, services, and employment opportunities within the District Center
- **GP12** Encourage the development of a variety of housing types and diverse businesses and activities that serve the community and the region



# URBAN DESIGN FRAMEWORK

## In this Chapter

- » THE ANGLE LAKE DISTRICT DEVELOPMENT CONCEPT
- » LAND USE
- » CONNECTIVITY
- » URBAN DESIGN

The purpose of the urban design framework is to provide a coordinated strategy for improvements to the physical environment that implements the Angle Lake District's vision and guiding principles. It is a long term strategy that should be used as a roadmap to guide development and public investments in the District.

It should be noted that the graphical depictions in this chapter are intended to be illustrative rather than specific representations of desired outcomes.

### ANGLE LAKE DISTRICT DEVELOPMENT CONCEPT

The Angle Lake District development concept presents an overview of the future character and components of the District's built environment.

### Characteristics of the District

#### Identifiable

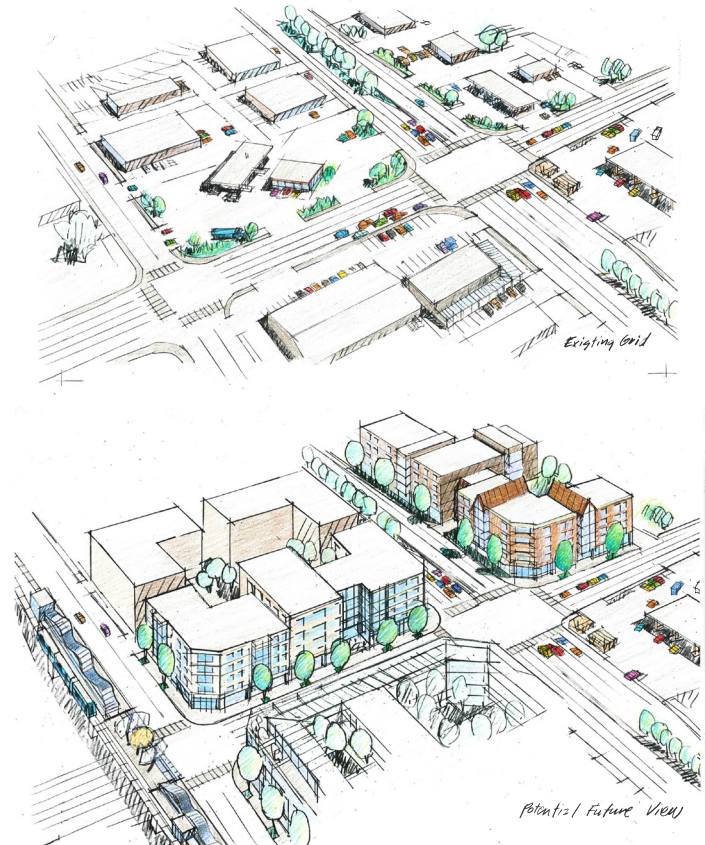
- With its cluster of buildings and elevated light rail station, the Angle Lake District will be recognizably different than other parts of the International Boulevard corridor.

#### Diverse Mix of Uses

- A variety of destinations will contribute to activity on the District's streets including offices, hotels, residences, restaurants, shops, parks and trails.

**FIGURE 9: THE ANGLE LAKE DISTRICT NOW AND IN THE FUTURE**

*Typical auto-oriented development in the Angle Lake District today and an artist's conceptual rendering of the potential transit-oriented future character of the District.*



**FIGURE 10: THE ANGLE LAKE STATION AND FACILITIES**

*The distinctive Angle Lake Station garage and plaza. (Image courtesy of Sound Transit and Brooks + Scarpa Architecture)*



# URBAN DESIGN FRAMEWORK

## Connected & Multi-Modal

- A network of multi-modal transportation facilities such as connected sidewalks, the Lake-to-Sound Trail, RapidRide stops and the Angle Lake Station will offer transportation choices to residents, workers and visitors.
- International Boulevard will continue as a main thoroughfare for walking and driving through the District, and remain a highly visible location for businesses.

## New Non-Motorized Connections

- A new pedestrian walkway will extend along the west side of the lake from Angle Lake Park connecting to adjacent streets.
- New developments will provide east-west pedestrian walkways that connect International Boulevard to 28<sup>th</sup> Avenue S to the west and the neighborhoods to the east.
- The SR-509 extension will provide improvements which connect the Des Moines Creek Trail to the Lake to Sound Trail providing a new route for pedestrians and cyclists.

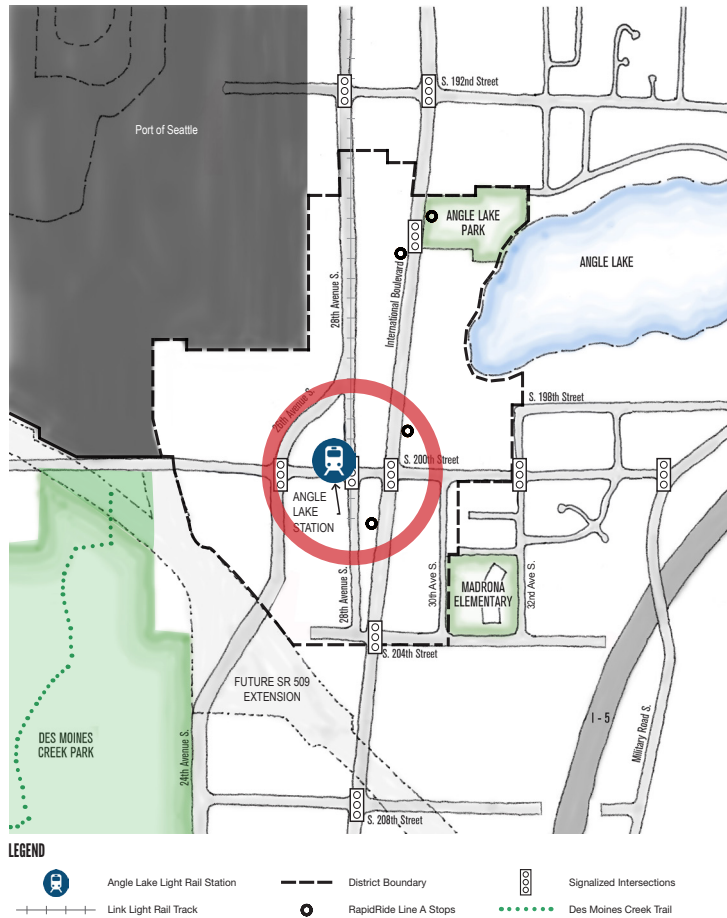
## New & Enhanced Road Connections

- A new roundabout and road connection between International Boulevard and the intersection of 26<sup>th</sup> and 28<sup>th</sup> Avenue S will enhance access to 28<sup>th</sup> Ave S and the light rail station.
- The connected 28<sup>th</sup>/24<sup>th</sup> Avenue S will open access to the light rail station and multiple parcels.
- The SR-509 extension will provide vehicular traffic with alternative access to the area.

## High Quality Urban Design

- New multi-story buildings and other development will be visually appealing with architecturally interesting facades.

FIGURE 11: THE ANGLE LAKE DISTRICT AND DISTRICT CENTER



## Pedestrian-Friendly Built Environment

- Human scale buildings and safe and convenient sidewalks and paths will be inviting to pedestrians.

## District Center is Focal Point

- The District Center will have the highest concentration of people-intensive uses and activity, and will be a gathering place for the community.



# URBAN DESIGN FRAMEWORK

## Characteristics of the District Center

### Employment Hub

- The District Center will be an employment hub with multiple commercial and office developments.
- A variety of shops on the ground floors of buildings will offer opportunities for entrepreneurs and their employees.

### People-Intensive Activity Node

- Angle Lake Station, its plaza and retail space, will draw pedestrian traffic directly from the Sound Transit parking garage while providing services and a place to gather for local workers, residents and visitors.
- South of the station, office development and other businesses will help activate the station plaza.
- West of the station, along 26<sup>th</sup> Avenue S, future Sound Transit and Port of Seattle developments will add commercial activity to the area.
- 28<sup>th</sup> Avenue S, will be a mix of commercial uses, such as retail, restaurants and shops, that attract local workers, residents, and other users of the station.

### Pedestrian-Oriented Built Environment

- The ground floors of buildings will be filled with active uses that are designed to encourage pedestrian traffic and draw customers to retail and service uses.
- Ample sidewalks and walkways will allow room for outdoor displays, café tables and streetscape amenities like pedestrian lighting and public art.

**FIGURE 12: THE DISTRICT CENTER**

*The District Center will be a people-intensive activity node and the heart of the Angle Lake District.*



*Pedestrian-oriented destinations, architecture and streetscapes will help to attract people to the District Center.*

# URBAN DESIGN FRAMEWORK

## LAND USE

This section provides background information and detailed strategies concerning land uses that will help the Angle Lake District transform into a more people-intensive, transit-oriented community.

### Community Priorities

These strategies are based on patterns identified during the community engagement process and emphasize a focus on development around the light rail station in order to create an employment hub and center for commercial and retail services and housing.

### Land Use Strategies

The Angle Lake District land use strategy aims to shift development toward more transit-oriented uses. While key strategies are provided at the district-wide level to promote this shift, more detailed strategies are provided for each of four sub-districts within the District, which have different needs and development opportunities.

### District-wide

Throughout the District, future land uses should support a diverse mix of transit- and pedestrian-oriented uses.

#### *KEY LAND USE STRATEGIES:*

- Attract new transit- and pedestrian-oriented development throughout the District.
- Increase densities and intensities of uses around the District, especially within the District Center.
- Encourage a diverse mix of uses which serve residents, workers and visitors, activate the streets, and promote safety in the District - day and night.
- Discourage uses that do not support the pedestrian focus of the District.
- Preserve the single family neighborhoods adjacent to the District.

# URBAN DESIGN FRAMEWORK

## Sub-District 1: District Center

As the center of the District and the location of the light rail station, Sub-District 1 should include a variety of “people-intensive,” higher density land uses that are vital ingredients of a transit-oriented community. The Port of Seattle, Sound Transit and private property owners have property suitable for future transit-oriented development. The station’s plaza and retail space also offer opportunities for services for commuters, workers, residents and visitors.

### KEY LAND USE STRATEGIES:

- Promote a diverse mix of people-intensive, transit-oriented land uses including office, commercial, retail, hospitality and civic uses - multifamily residential is also appropriate within the mix of uses.
- Concentrate commercial activity near the light rail station to serve transit riders, local workers and the community.
- Encourage day and evening uses to ensure a lively and safe District Center.
- Promote active ground floor uses (retail, commercial or community spaces) on streets and pedestrian routes in the District Center.
- Encourage a variety of active uses in the Angle Lake Station plaza and other areas of the District Center such as community celebrations and special events.



*The District Center should include more intensive development that leverages the light rail station as an amenity for area residents and workers.*



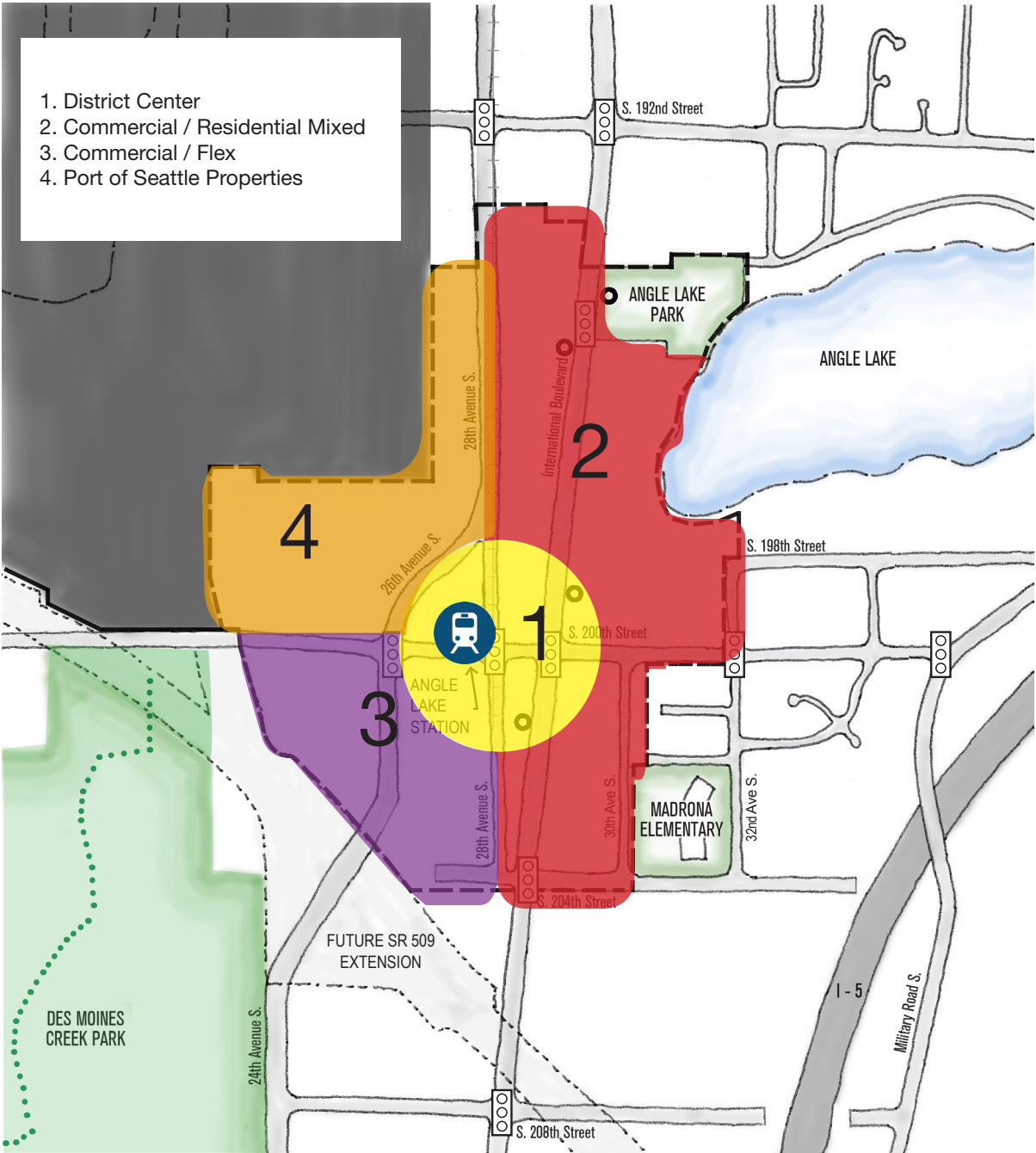
*Public spaces, such as the Angle Lake Station plaza, can accommodate events such as farmers' markets or community celebrations.*



# URBAN DESIGN FRAMEWORK

**FIGURE 13: SUB-DISTRICTS WITHIN THE ANGLE LAKE DISTRICT**

*This diagram illustrates the general land use pattern envisioned for the Angle Lake District. A mix of higher density, people-intensive development is focused in the immediate vicinity of the light rail station surrounded by employment, retail, commercial and housing uses.*



**LEGEND**

- |  |                               |  |                        |  |                          |
|--|-------------------------------|--|------------------------|--|--------------------------|
|  | Angle Lake Light Rail Station |  | District Boundary      |  | Signalized Intersections |
|  | Link Light Rail Track         |  | RapidRide Line A Stops |  | Des Moines Creek Trail   |

# URBAN DESIGN FRAMEWORK

## Sub-District 2: Commercial/Residential Mixed

Sub-District 2, which encompasses much of the International Boulevard corridor, will continue to evolve as a mix of commercial and residential uses, including hospitality and multifamily development.

In the northwest part of the sub-district, the anticipated increase in vehicle traffic resulting from the 28<sup>th</sup>/24<sup>th</sup> road project, will bring visibility to frontages along 28<sup>th</sup> Avenue S, creating redevelopment opportunities adjacent to the light rail guideway. New non-motorized connections from International Boulevard to 28<sup>th</sup> Avenue S could also stimulate opportunities for new development.

The southeast portion of Sub-District 2 is envisioned as building upon its primarily commercial focus with a shift toward more community-oriented retail and service uses. The area is currently home to a variety of small businesses and a truck sales and service facility, with opportunities for higher density commercial development and residential uses. The construction of a new fire station on the east side of 30<sup>th</sup> Avenue S, adjacent to the existing Station 45, provides an opportunity to upgrade the corner of S 200<sup>th</sup> Street and 30<sup>th</sup> Avenue S, and creates new opportunities for the former fire station site.

### KEY LAND USE STRATEGIES:

- Encourage a mix of higher intensity, transit-oriented office, hotel, commercial and residential land uses.
- Promote new development opportunities along the 28<sup>th</sup> Avenue S corridor which could be facilitated by the potential increase in traffic and visibility anticipated from completion of City's 28<sup>th</sup>/24<sup>th</sup> road project.
- Encourage community-oriented uses including opportunities for residential uses on 30<sup>th</sup> Avenue S.
- Identify a new use for the existing Station 45 site that could encourage more commercial or residential options.
- Ensure new development on the east side of International Boulevard complements the adjacent residential neighborhood.



*Examples of commercial and residential uses that are envisioned for Sub-District 2.*

## URBAN DESIGN FRAMEWORK

### Sub-District 3: Commercial / Flex

Sub-District 3 is home to sizable office buildings, as well as flex light industrial uses (light industrial mixed with office space). The area is envisioned to continue as an employment and job center. The City's 28<sup>th</sup>/24<sup>th</sup> road project will enhance access along 28<sup>th</sup> Avenue S, opening up opportunities for economic development along that corridor.

#### KEY LAND USE STRATEGIES:

- Encourage land uses focused on higher intensity commercial and flex office/industrial uses.
- Promote development opportunities that could benefit from the newly connected 24<sup>th</sup> and 28<sup>th</sup> avenues.

### Sub-District 4: Port of Seattle Properties

This area consists of parcels that are owned by the Port of Seattle and are subject to an interlocal agreement with the City. Future land uses will most likely be a mix of airport-oriented and other commercial activities that will contribute to local job growth and economic development. Development is envisioned that complements neighboring sub-districts including commercial-intensive uses and projects that are compatible with the District's transit- and pedestrian-oriented environment, especially adjacent to the District Center. The new light rail station will likely service the transportation needs of workers in the area.

#### KEY LAND USE STRATEGIES:

- Encourage transit-oriented, people-intensive commercial land uses that help activate the District Center.
- Promote uses and design features that enhance and are compatible with the transit- and people-oriented environment of the District Center.
- Affirm continued Interlocal Agreement with Port of Seattle.



*Flex space such as the example shown above are envisioned for Sub-District 3.*



*Future uses in Sub-District 4 could include office facilities that are complementary to the adjacent District Center.*



# URBAN DESIGN FRAMEWORK

## CONNECTIVITY

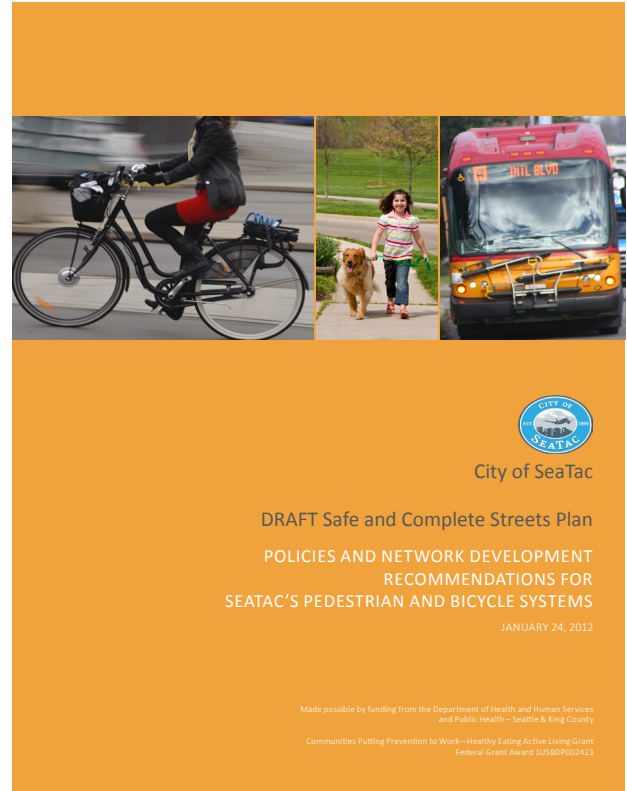
This section provides background information and strategies for increasing connectivity and enhancing non-motorized infrastructure in the District.

Increased connectivity supports the goal of a walkable, mixed use District and creates a safer, healthier built environment for all users. Better connectivity can be established through the creation of a more pedestrian-scale grid rather than the large scale megablocks that currently define the area. Careful coordination between the public and private sectors will be required to meet connectivity goals and the benefits for the area's residents and businesses from livability, environmental, economic and public health perspectives are significant.

### KEY POLICY PRECEDENTS:

- 2012 Safe and Complete Streets Plan (endorsed by City Council Resolution 12-0002)
- City of SeaTac 2014-2023 Transportation Improvement Program
- PSRC Growing Transit Communities Strategy (City is a signatory to the Compact)

*The City of SeaTac Safe & Complete Streets Plan provides the basis for the Angle Lake District's connectivity strategies.*



*Community walking tour of the District sponsored by the non-profit organization FeetFirst.*



## Community Priorities

Throughout the community engagement process, community members clearly indicated a preference for more connections throughout the District, especially across International Boulevard. It was noted that the very large block sizes in the District provide few places to cross the Boulevard. In fact, the distance between the signalized crossings at S 200<sup>th</sup> Street and S195<sup>th</sup> Street (which provides access to Angle Lake Park) is approximately 1,000 feet. This compares to block lengths in more walkable, transit-supportive environments where block lengths are 350 feet.

Additional community priorities included improved connectivity in the District, especially to the station and Angle Lake Park, safer pedestrian facilities such as wider sidewalks, significant interest in improved pedestrian lighting, and a desire for cycling infrastructure for all ages and abilities.

Guided by policy precedents, community input and a grant-funded pedestrian and bicycle study of the District (See Appendix E: Supporting Documents for more information), the following strategies were developed to increase connectivity and pedestrian and bicycle accessibility in the Angle Lake District.

*International Boulevard at S 200<sup>th</sup> Street in the Angle Lake District (looking north).*



# URBAN DESIGN FRAMEWORK

## Connectivity Strategies

These strategies promote additions to the motorized and non-motorized transportation network and are key to implementing the community's vision for the District as a pedestrian-oriented transit community. See Figure 14 for connectivity map.

### A. New east-west non-motorized connections between 28<sup>th</sup> Avenue S and International Boulevard

Multiple new non-motorized connections should be created to provide access between 28<sup>th</sup> Avenue S and International Boulevard. These connections will allow for employees, clients, customers and the community to better access businesses and services. These connections will also enhance access to Angle Lake Park and provide more access options to and from the station.

At least one of these connections should take advantage of the existing signalized crosswalk adjacent to Angle Lake Park.

### B. New east-west road between International Boulevard and 28<sup>th</sup> Avenue S north of S 200<sup>th</sup> Street

One additional east-west road should be created to enhance circulation to the light rail station and connect the potential Port of Seattle redevelopment area to International Boulevard. This road could connect to a potential roundabout at 26<sup>th</sup>/28<sup>th</sup> Avenue S. Any new signalized intersection at International Boulevard would have to be approved with WSDOT.

### C. S 202<sup>nd</sup> Street connection to 30<sup>th</sup> Avenue S

This non-motorized connection will improve the existing informal pedestrian path at this location and create a safer, more visible link between the potential redevelopment corridor on the west side of 30<sup>th</sup> Avenue S and Madrona Elementary School.

### D. New east-west non-motorized connections between International Boulevard and 30<sup>th</sup> Avenue S

Multiple new non-motorized connections should be created to provide access between International Boulevard and 30<sup>th</sup> Avenue S. These connections will allow for employees, clients, customers and the community to better access businesses and services.

### E. New shared use path along western shore of Angle Lake

This connection will allow for an alternative north-south non-motorized connection parallel to International Boulevard. A paved connection can provide a much needed non-motorized route that serves all ages and abilities that can connect the community and businesses to Angle Lake Park. Connecting to existing roads and sidewalks should be considered as properties develop.

### F. Improve connections to Des Moines Creek Park and Trail

Alternative access points to the Des Moines Creek Park and Trail should be considered as future development occurs.

## Non-Motorized Facility Strategies

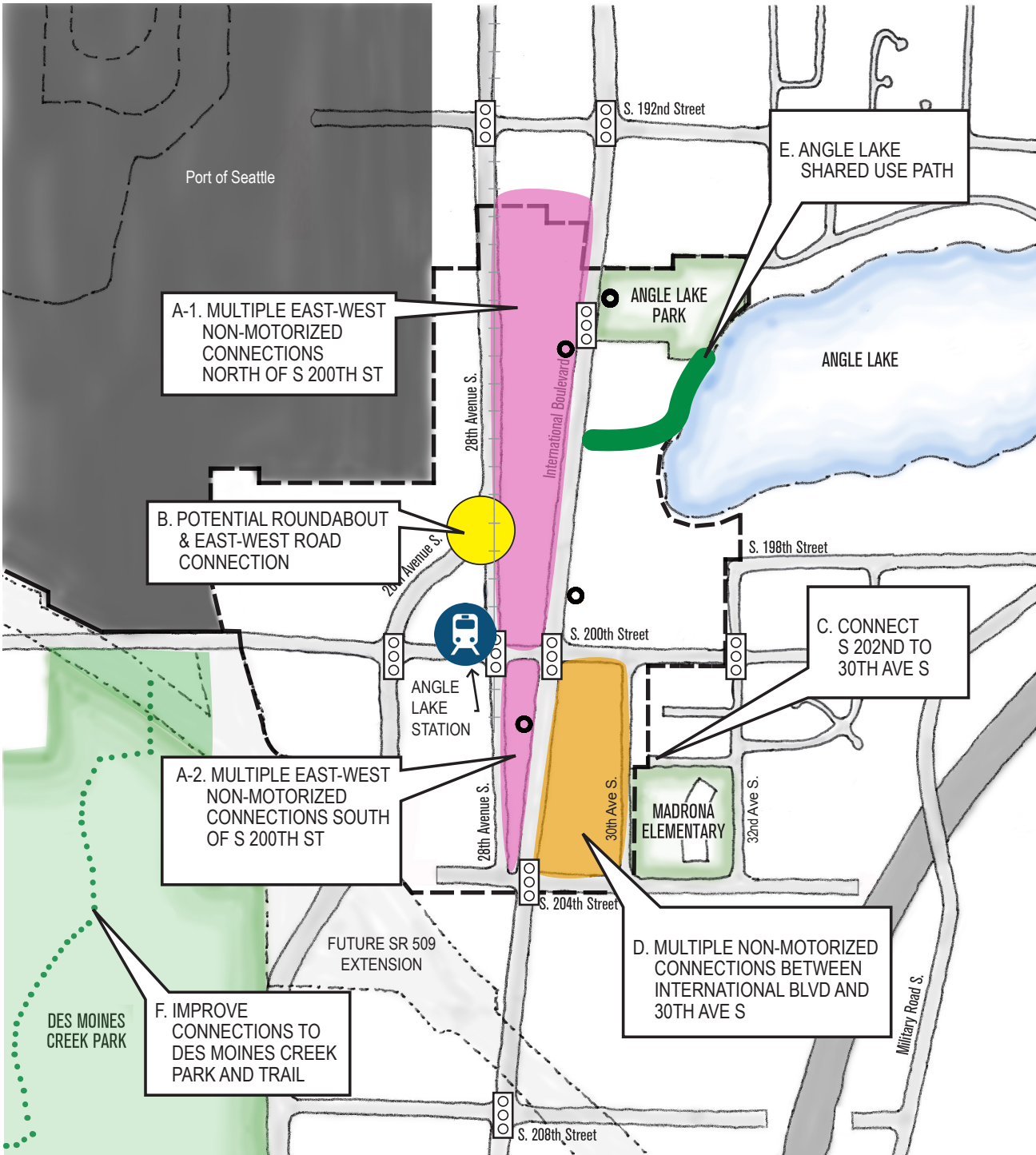
High quality non-motorized facilities are essential to enhancing the connectivity of the Angle Lake District as a transit-oriented community. The following strategies address the development of safe and accessible non-motorized facilities in the District.

- Enhance the non-motorized network to promote walking and biking in the Angle Lake District.
- Expand types of allowable non-motorized facilities to enhance opportunities for non-motorized travel such as shared streets, sharrows, cycle tracks and others.
- Ensure that all pedestrian and bicycle facilities are designed to be safe, accessible and comfortable for diverse users of all ages and abilities.








# URBAN DESIGN FRAMEWORK

FIGURE 14: ANGLE LAKE DISTRICT CONNECTIVITY STRATEGIES



## LEGEND

-  Angle Lake Light Rail Station
-  Link Light Rail Track
-  District Boundary
-  RapidRide Line A Stops
-  Signalized Intersections
-  Des Moines Creek Trail

# URBAN DESIGN FRAMEWORK

## **Pedestrian Facility Strategies**

The following strategies for pedestrian enhancements aim to make walking in the Angle Lake District a safe, convenient transportation choice while also contributing to the overall visual environment. See Figure 15 for locations of pedestrian facility enhancements.

### *IMPROVED PEDESTRIAN FACILITIES:*

- **Pedestrian facilities on both sides of all streets within the District**  
Every street within the District should have accessible pedestrian facilities on both sides of the street. These pedestrian facilities may vary in width and surface material based on the adjacent land use and street classification.
- **Intersection improvements**  
Intersection improvements at all arterial crossings should upgrade crosswalk markings and curb ramps to meet current accessibility guidelines and standards.
- **New Signal on International Boulevard**  
A new signalized crossing north of S 200<sup>th</sup> Street would provide more access across the Boulevard and could eventually help connect 28<sup>th</sup> Avenue S to the west side of the District.

### *PEDESTRIAN FACILITY DESIGN GUIDELINES:*

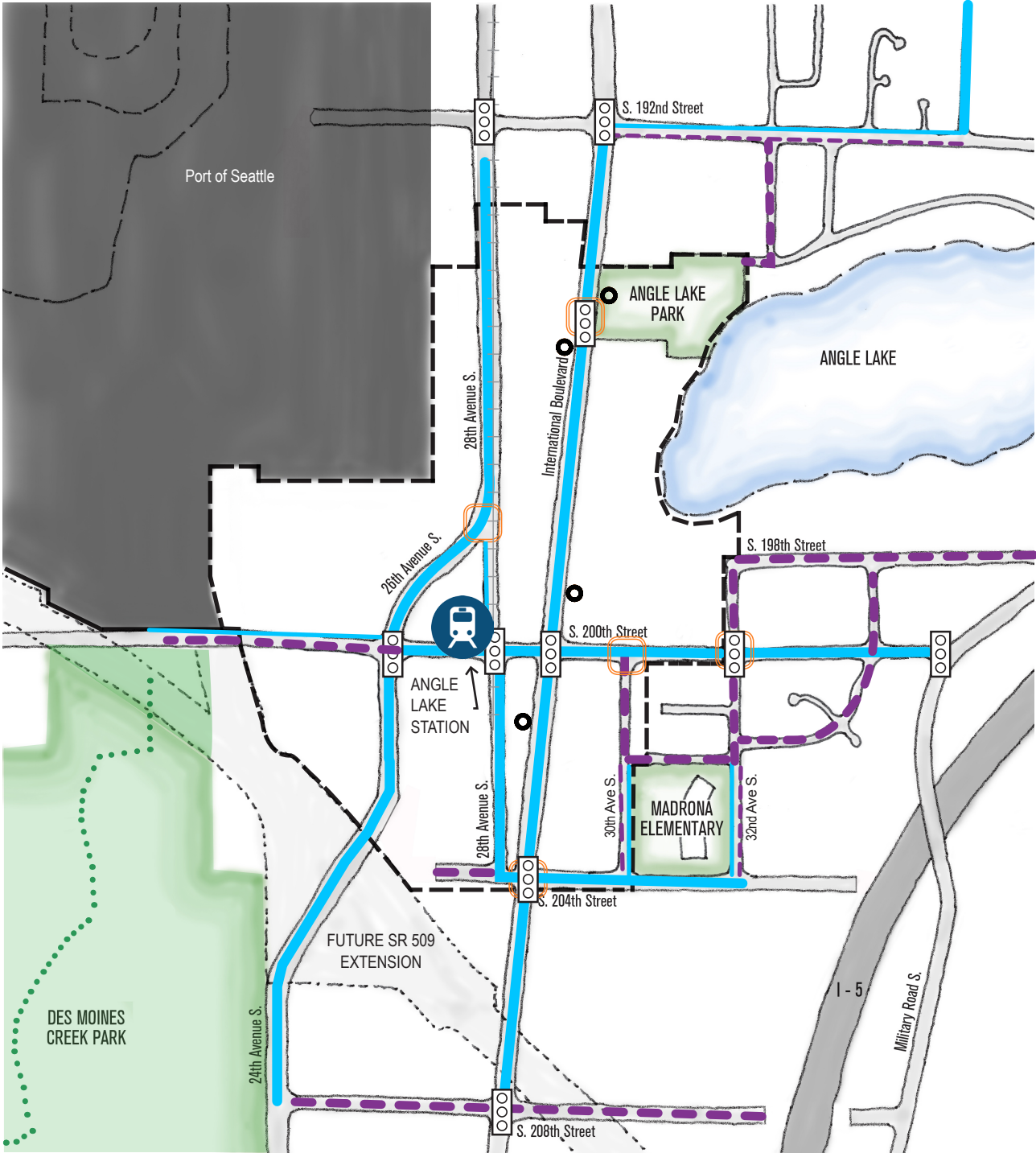
- **Sidewalk Widths**  
Increase sidewalk widths along International Boulevard and other streets within the District as properties redevelop through private contributions to the pedestrian environment. 12 feet is the desired width for International Boulevard sidewalks and 8 feet is the desired width for all other arterial streets within the District.
- **Lane Widths**  
Explore the minimization of overall lane widths on some streets in the District as appropriate. Reducing the number of lanes and the width of these lanes can reduce vehicle speeds,

and the available space may be reallocated for new or improved non-motorized facilities.

- **Accessibility of Pedestrian Crossings**  
Existing pedestrian crossings should be upgraded at intersections and driveways to improve safety, accessibility and visibility for pedestrians.
- **Street Trees and Landscaping**  
Continue to incorporate street trees and landscaping as a standard element of the sidewalk design per the SeaTac road design standards. A minimum 5 foot planting strip should be provided in business districts.
- **Pedestrian Lighting**  
Lighting should be provided at the pedestrian level along roadways and at intersections with other roadways and driveways. Along arterials, pedestrian lighting should occur at both the intersections and along the roadway.
- **Shared Streets/Neighborhood Greenways**  
Shared streets and neighborhood greenways are two facility types appropriate to low-volume, low speed local access roads that accommodate pedestrians, bicyclists and cars and should be considered for all non-arterial streets.
- **Crime Prevention Through Environmental Design (CPTED)**  
Design of all pedestrian facilities, including sidewalks, shared use paths, and others, should incorporate CPTED principles to promote the personal security of pedestrians.

# URBAN DESIGN FRAMEWORK

FIGURE 15: PEDESTRIAN FACILITY STRATEGIES MAP



## LEGEND

- |  |   |  |   |  |                                     |
|--|---|--|---|--|-------------------------------------|
|  | Angle Lake Light Rail Station                         |  | District Boundary                                   |  | Signalized Intersections            |
|  | Link Light Rail Track                                 |  | RapidRide Line A Stops                              |  | Des Moines Creek Trail              |
|  | Intersection Improvements                             |  | Existing/Funded Facility (Both Sides)               |  | Existing/Funded Facility (One Side) |
|  | New/Improved Streets Pedestrian Facility (Both Sides) |  | New/Improved Streets Pedestrian Facility (One Side) |  |                                     |



# URBAN DESIGN FRAMEWORK

## Bicycle Facility Strategies

Strategies for enhancing bicycle infrastructure and furthering the development of a bicycle network in the District and beyond are identified in this section. See Figure 16 for locations of bicycle facility enhancements.

### *IMPROVED BICYCLE FACILITIES:*

- **All ages and abilities**

Facility types should be provided within the District to provide a bicycle network for a range of users including inexperienced riders, families with children or people out for a leisurely ride.

- **Non-arterial (local access streets) bicycle facility - shared network**

Shared facilities, such as shared streets and neighborhood greenways are appropriate on low-volume, low speed local access roads that can accommodate pedestrians and bicyclists. On arterials with speeds above 35 mph, bike facilities should be separated from the vehicle lanes.

- **26<sup>th</sup> Avenue S / 28<sup>th</sup> Avenue S bicycle facility - separated**

A separated facility along 26<sup>th</sup> Avenue S/28<sup>th</sup> would provide an alternative north-south commuter route through the District. This facility could be an extension of the shared use path to be constructed as part of the “Connecting 24<sup>th</sup>/28<sup>th</sup>” project.

- **S 200<sup>th</sup> Street bicycle facility - separated**

A separated bike facility should be provided on S 200<sup>th</sup> Street to make the east-west connections between Des Moines Creek Park, the Angle Lake District and Military Road. The segment of S 200<sup>th</sup> Street east of International Boulevard should be reconfigured to have three lanes and separated bicycle facilities.

### *BICYCLE FACILITY DESIGN GUIDELINES:*

- **Design of bicycle facilities shared on local streets**

A network of bike facilities that accommodates all ages and abilities should be provided on all local streets. These facilities should combine a number of elements – signage, traffic calming, pavement markings – to create designated, prioritized space for biking and walking on local streets. Applying speed and volume management measures with these facilities will discourage through trips by motor vehicles while supporting the safe, convenient bicycle crossings of arterial streets.

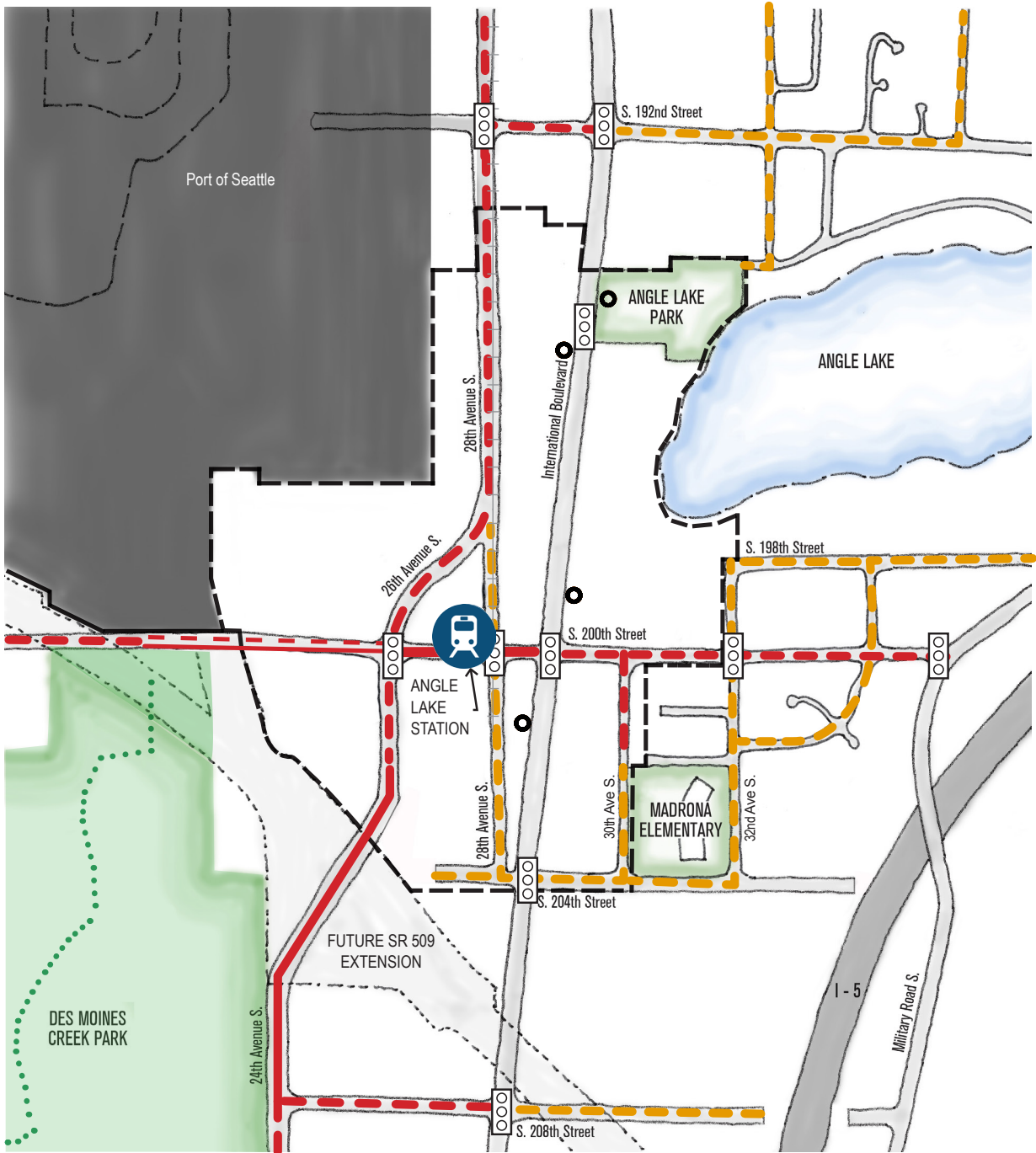
### *CONNECTING TO REGIONAL BICYCLE NETWORK:*

- **Establishing connected local and regional bicycle network**

In addition to high quality bike facilities, to effectively serve the community in the District and throughout SeaTac, connectivity to the local and regional bicycle networks should be developed.

# URBAN DESIGN FRAMEWORK

FIGURE 16: BICYCLE FACILITY STRATEGIES MAP



LEGEND

- |  |   |  |  |  |                           |
|--|---|--|--|--|---------------------------|
|  | Angle Lake Light Rail Station   |  | District Boundary  |  | Signalized Intersections  |
|  | Link Light Rail Track   |  | RapidRide Line A Stops                                     |  | Des Moines Creek Trail    |
|  | Funded Bicycle Facilities Separated (Both Sides): Bike Lanes, Shared Use Path |  | Funded Bicycle Facilities Separated (One Side): Bike Lanes |  | Bicycle Facilities Shared |
|  | Bicycle Facilities Separated (Both Sides)                                     |  | Bicycle Facilities Separated (One Side)                    |  |                           |

# URBAN DESIGN FRAMEWORK

## URBAN DESIGN

This section provides background information and strategies that promote high quality building and streetscape design in the District that will implement the vision of a more transit- and pedestrian-oriented community.

### Community Priorities

A common theme expressed by community members and stakeholders through various public engagement activities was an interest in enhancing the built environment, especially as a means of attracting new development. Property owners and developers cited the importance of flexibility in designing projects to allow for creative approaches to development sites. Community priorities included the importance of safety in the design of infrastructure, especially sufficient sidewalk widths and lighting, and a need for more pedestrian-scale development that would encourage people to walk to the light rail station and businesses in the area.

### Transforming the District

Urban design addresses the form of the built environment as expressed by buildings, streets, sidewalks and public spaces. The design of buildings and the streetscape within the District is critical to creating a vibrant, safe, walkable transit-oriented community.

Currently, many sites are designed primarily to attract vehicle rather than pedestrian traffic. Buildings are generally set back from the street (and pedestrians) to allow parking directly in front of businesses. Entrances tend to be oriented to the parking lot instead of the street.

Key to transforming the District into a more transit- and people-oriented place is to design with a focus on the human scale.

The following urban design strategies were derived from existing policies and community input and aim to promote high quality building and streetscape design that will help attract more development and activity in the Angle Lake District.

## FIGURE 21: CURRENT AND POTENTIAL FUTURE URBAN DESIGN PATTERN

*This figure shows how urban design can be used to change an auto-oriented environment, with its low slung buildings and parking lots, into a more pedestrian-friendly place. This is accomplished in this example by framing the street with multi-story buildings, providing architectural details such as prominent entries and large windows on the ground floors, and including amenities like awnings, pedestrian-focused signage, street trees and wide sidewalks - all design features that promote a more human scale.*



### District-wide Urban Design Strategies

Key urban design strategies to facilitate the transformation of the District into a more transit-oriented community include the following:

#### BUILDING AND SITE DESIGN:

- **Establish a Compact Development Pattern:** Break up large blocks with multiple buildings and site features such as pedestrian circulation and open space to ensure human scale development.



## URBAN DESIGN FRAMEWORK

- **Frame the Street:** Buildings should be located close to the street to provide a consistent building frontage.
- **Design for the Human Scale:** Utilize doors, windows and articulation to establish scale, variation and patterns on building facades that provide visual interest.
- **Engage with the Sidewalk:** Design in a way that engages with and complements the sidewalk by providing clear pedestrian access and design features that attract visual interest such as large ground floor windows.
- **Enhance the Visual Environment:** Building façades should employ architecturally interesting details and high-quality and durable exterior finishes.
- **Encourage Creative and Unique Design:** Creative building design should be encouraged that contributes to the identity of the District as a unique place.
- **Minimize the Visual Impact of Parking:** Locate parking to the side or rear of buildings or in structures, to minimize visual impacts.



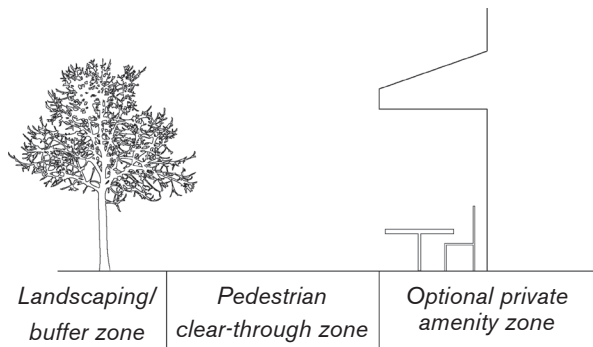
Urban design strategies such as those used for the development of the WallyPark garage near S 188th St activate the street by providing ground floor retail space with pedestrian amenities such as large windows, weather protection, a plaza, ample sidewalks and landscaping.

### STREETSCAPE DESIGN:

- **Contribute to Safe, Accessible, Attractive Streets:** New development and improvements should be designed to enhance the visual environment and ensure safe, comfortable transportation infrastructure

accessible to all modes and people of all ages and abilities. This includes attention to sidewalk widths, pedestrian lighting, bicycle facilities and potential vehicle/pedestrian conflicts.

- **Provide Sufficient Pedestrian Infrastructure:** Ensure sufficient pedestrian zones on street frontages to accommodate and enhance the pedestrian experience. The streetscape should be designed to include the following:
  - Landscaping/buffer zone: Space adjacent to the curb for plantings and other amenities that buffer pedestrians from the street.
  - Pedestrian clear-through zone: Space designated for unimpeded movement by pedestrians. Should be of sufficient width to allow multiple people to walk by each other.
  - Optional private amenity zone: Optional space that developments may choose to provide for café tables, outdoor displays or other amenities.



- **Enhance with Plantings:** Trees, landscaping and other plantings should be integrated into the built environment.
- **Increase Opportunities for Identity-Building, Public Space and Amenities:** Encourage development and improvements that:
  - Increase opportunities to expand and

# URBAN DESIGN FRAMEWORK

enhance open space through better connectivity or the creation of new public spaces such as plazas.

- Provide wayfinding, signage, gateways, pedestrian lighting, public art, natural drainage features and other amenities that serve to create an identity for the District.

## District Center Urban Design Strategies

Because the District Center is more people-intensive than the other sub-districts, there should be more focus on designing the built environment to enhance and activate the pedestrian realm. While the following design strategies should be prioritized in the District Center (in addition to those identified for the District as a whole), all development in the District would benefit from these techniques.

### PEDESTRIAN-ORIENTED BUILDING DESIGN:

- **Activate the Street:** Locate buildings close to all adjacent streets, and provide prominent street facing entries and high degrees of ground floor transparency.
- **Enhanced Ground Floor Design:** Special attention should be paid to the design of ground floor facades in the District Center. Ground floor design will reflect uses within the building and maximize visual interest by utilizing architectural details and features such as weather protection and pedestrian-oriented signage.
- **Structured Parking:** Parking in structures should be integrated as possible within developments and wrapped with active street frontage where appropriate. Ground floors of parking structures are designed for pedestrian-oriented uses and have the same building design features of other developments in the District Center.

### PEDESTRIAN-ORIENTED STREETSCAPE DESIGN:

- **Pedestrian Safety and Comfort:** To activate business lobbies and shop fronts, new development features wide sidewalks, trees or landscaping, and incorporates space for things like outdoor seating to draw pedestrian traffic.
- **Pedestrian and Public Amenities:** Amenities are provided to draw attention to businesses and enhance the visual environment such as café seating, pedestrian lighting, public art, plazas, trees and landscaping.



*Appropriately-scaled new development enhances the built environment and can provide opportunities for improved public amenities that support pedestrian-oriented design.*

## In this Chapter

### » ACTIONS & IMPLEMENTATION STEPS

The actions and implementation steps in this chapter provide a road map for implementing the urban design framework strategies and the community vision for the Angle Lake District.

Transforming the District into a more walkable, people-intensive, transit-oriented community is a long term endeavor. The market, public resources and other factors are important considerations that guide the implementation strategy.

While the City will lead the implementation of this plan, there will be a need for sustained public/private collaboration to fully implement the community's vision for the Angle Lake District.

### ACTIONS & IMPLEMENTATION STEPS

The purpose of this section is to identify the actions that will be needed to implement the urban design framework strategies and the community vision for the Angle Lake District.

ACTIONS	IMPLEMENTATION STEPS
<b>LAND USE</b>	
<b>Transit-Oriented Uses</b>	
<b>LU-1: Ensure a diverse mix of transit-oriented uses throughout the District.</b>	<ul style="list-style-type: none"> <li>Ensure that the Zoning Code allows a variety of office, commercial, retail, housing and other uses that support high capacity transit and provides services to residents and businesses.</li> </ul>
<b>LU-2: Concentrate people-intensive uses in the District Center.</b>	<ul style="list-style-type: none"> <li>Amend the Zoning Code to encourage higher intensity development.</li> </ul>
<b>LU-3: Promote active, pedestrian focused ground floor uses, especially in the District Center.</b>	<ul style="list-style-type: none"> <li>Determine land uses that activate the ground floor and consider ways to encourage those uses in the Zoning Code.</li> <li>Encourage day and evening uses to facilitate activity and public safety.</li> </ul>
<b>LU-4: Allow flexibility in land uses, except those that conflict with pedestrian focused street environments, especially in the District Center.</b>	<ul style="list-style-type: none"> <li>Determine land uses that conflict with the vision and goals of the District and amend the Zoning Code to restrict or prohibit those uses in all or parts of the District as appropriate.</li> </ul>
<b>LU-5: Promote a variety of housing types.</b>	<ul style="list-style-type: none"> <li>Ensure that the Zoning Code allows a variety of housing types such as micro-units and work-live housing.</li> <li>Consider amendments that would incentivize the provision of units with three or more bedrooms.</li> </ul>
<b>LU-6: Remove barriers to high density residential development.</b>	<ul style="list-style-type: none"> <li>Amend the Zoning Code to decrease or eliminate the requirement for ground floor commercial uses in multifamily projects.</li> <li>Consider removing the unit / lot area requirement in all residential zones in the District, except those lots adjacent to parcels designated for residential low density in the Comprehensive Plan.</li> </ul>



## IMPLEMENTATION

ACTIONS	IMPLEMENTATION STEPS
<b>LU-7: Explore allowing food trucks and food carts and encourage other uses that can increase activity in the District.</b>	<ul style="list-style-type: none"> <li>Consider amending City codes to allow food trucks and food carts in the District.</li> </ul>
<b>LU-8: Preserve and enhance public open space and uses.</b>	<ul style="list-style-type: none"> <li>Maintain existing public open space and expand public uses such as plazas, libraries and other facilities.</li> </ul>
<b>LU-9: Preserve and protect single family neighborhood.</b>	<ul style="list-style-type: none"> <li>Explore the potential of changing land uses to moderate densities along S 200<sup>th</sup> Street between International Boulevard and Military Way to buffer the single family neighborhood from the arterial.</li> </ul>
<b>Land Use Development Incentives</b>	
<b>LU-10: Create a suite of development incentives in the Zoning Code which promote transit-oriented uses, especially high intensity development and active ground floor uses.</b>	<ul style="list-style-type: none"> <li>Amend the Zoning Code to create transit-oriented development incentives, including those specific to the District Center, which could include provisions such as: <ul style="list-style-type: none"> <li>Decreasing parking minimums</li> <li>Decreasing or adjusting open space requirements, including consideration of fee in lieu programs</li> <li>Other adjustments to the code</li> </ul> </li> </ul>
<b>LU-11: Adopt the Multifamily Tax Exemption program within the District.</b>	<ul style="list-style-type: none"> <li>Adopt the Multifamily Tax Exemption program for multifamily development and provide housing opportunities for a variety of incomes, backgrounds and ages.</li> </ul>
<b>Collaboration</b>	
<b>LU-12: Work with public and private property owners and developers to promote transit-oriented uses in the District.</b>	<ul style="list-style-type: none"> <li>Work with Sound Transit to: <ul style="list-style-type: none"> <li>Ensure the utilization of the Angle Lake Station's commercial space to ensure the activation and safety of the plaza and to provide services to residents, workers and visitors to the District Center.</li> <li>Promote the development of the station's transit-oriented development (TOD) site in a manner that helps to implement the vision of a people-intensive, active District Center.</li> </ul> </li> <li>Work with the Port of Seattle to promote transit-oriented, people-intensive uses and active street frontages along S 200<sup>th</sup> Street and 26<sup>th</sup>/28<sup>th</sup>, especially adjacent to the District Center.</li> <li>Work with private property owners and developers to promote transit-oriented, people-intensive uses and active street frontages, especially in the District Center.</li> </ul>

## IMPLEMENTATION

ACTIONS	IMPLEMENTATION STEPS
CONNECTIVITY	
<b>New / Improved Connectivity</b>	(See Connectivity Strategies map in Urban Design Framework for additional information)
<b>CON-1: Promote and emphasize increased and improved connections within the District.</b>	<ul style="list-style-type: none"> <li>Obtain public access connections through megablocks (large sized blocks) at the time it is feasible.</li> <li>Work with developers and property owners to obtain easements or dedications for new road and non-motorized connections at the time of redevelopment.</li> <li>Amend development codes to promote the creation of new connections throughout the District.</li> </ul>
<b>CON-2: Provide multiple east/west non-motorized connections between 28<sup>th</sup> Avenue S and International Boulevard both north and south of S 200<sup>th</sup> Street.</b>	<ul style="list-style-type: none"> <li>Work with developers and property owners to obtain easements or dedications for non-motorized connections at the time of redevelopment.</li> <li>Amend the Zoning Code to promote the creation of multiple east-west non-motorized connections along International Boulevard, north and south of S 200<sup>th</sup> Street.</li> </ul>
<b>CON-3: Create a new shared use path along the western shore of Angle Lake.</b>	<ul style="list-style-type: none"> <li>Obtain as much public access to and along Angle Lake at the time it is feasible.</li> <li>Work with developers and property owners to obtain easements or dedications for the path at the time of redevelopment.</li> <li>Amend the Zoning Code to promote the creation of a shared use path along Angle Lake that better connects Angle Lake Park to International Boulevard and eventually to adjacent streets and sidewalks.</li> </ul>
<b>CON-4: Program a new east-west road between International Boulevard and 28<sup>th</sup> Avenue S, north of S 200<sup>th</sup> Street.</b>	<ul style="list-style-type: none"> <li>Develop preliminary concept plans and work with property owners to construct the new roadway at the time of redevelopment or program as a Capital Improvement Project.</li> <li>Program and construct a new signal as part of road project.</li> <li>Work with WSDOT and adjacent property owners.</li> </ul>
<b>CON-5: Extend S 202<sup>nd</sup> Street non-motorized connection along existing right-of-way to 30<sup>th</sup> Avenue S.</b>	<ul style="list-style-type: none"> <li>Develop plans and design details for the connection.</li> <li>Determine project priority and funding sources.</li> </ul>
<b>CON-6: Improve connections to Des Moines Creek Trail from S 200<sup>th</sup> Street and properties along its eastern border.</b>	<ul style="list-style-type: none"> <li>Develop plans and design details for connections.</li> <li>Determine project priority and funding sources.</li> </ul>
<b>CON-7: Provide new east-west non-motorized connections between International Boulevard and 30<sup>th</sup> Avenue S.</b>	<ul style="list-style-type: none"> <li>Work with developers and property owners to obtain easements or dedications at the time of redevelopment.</li> <li>Amend the Zoning Code to promote the creation of multiple east-west non-motorized connections between International Boulevard and 30<sup>th</sup> Avenue S.</li> </ul>
<b>CON-8: Reconfigure S 200<sup>th</sup> Street, between International Boulevard and Military Road, to create a complete street.</b>	<ul style="list-style-type: none"> <li>Develop plans and design details for a three lane street with separated bicycle facilities.</li> <li>Determine project priority and funding sources.</li> <li>Coordinate with SR-509 extension project.</li> </ul>

# IMPLEMENTATION

ACTIONS	IMPLEMENTATION STEPS
<b>New / Improved Pedestrian Facilities</b>	(See Pedestrian Facilities Strategies map in Urban Design Framework for additional information)
<b>CON-9: Program and construct pedestrian facilities on both sides of all streets within the District.</b>	<ul style="list-style-type: none"> <li>• Ensure new development provides sidewalks as part of required frontage improvements.</li> <li>• Include both sides of streets when constructing new roadways or when improving existing facilities.</li> </ul>
<b>CON-10: Program and construct intersection improvements at arterial crossings as necessary.</b>	<ul style="list-style-type: none"> <li>• Develop plans and design details for intersection improvements to make accessibility upgrades to crosswalk markings and curb ramps as needed.</li> <li>• Determine project priority and funding sources.</li> </ul>
<b>CON-11: Develop streetscape design standards that identify appropriate pedestrian facility standards to achieve the vision of a transit-oriented community.</b>	<ul style="list-style-type: none"> <li>• Develop streetscape design standards that addresses: <ul style="list-style-type: none"> <li>- Sidewalk widths</li> <li>- Lane widths</li> <li>- Accessibility of crossings</li> <li>- Street trees and landscaping</li> <li>- Pedestrian lighting</li> <li>- New pedestrian facility types such as shared streets or neighborhood greenways</li> <li>- Crime Prevention through Environmental Design (CPTED)</li> </ul> </li> </ul>
<b>New / Improved Bicycle Facilities</b>	(See Bicycle Facilities Strategies map in Urban Design Framework for additional information)
<b>CON-12: Program and construct bicycle facilities for all ages and abilities</b>	<ul style="list-style-type: none"> <li>• Develop plans and design details in accordance with bicycle facilities best practices.</li> <li>• Identify priority and funding.</li> </ul>
<b>CON-13: Consider the provision of shared bicycle facilities on non-arterials (local access streets).</b>	<ul style="list-style-type: none"> <li>• Develop plans and design details for shared bicycle facilities.</li> <li>• Determine project priority and funding sources.</li> </ul>
<b>CON-14: Consider the provision of separated bicycle facilities such as bike lanes on arterials with speeds above 35 mph.</b>	<ul style="list-style-type: none"> <li>• Develop plans and design details for separated bicycle facilities on streets throughout the District.</li> <li>• Determine project priority and funding sources.</li> </ul>
<b>CON-15: Provide separated bicycle facilities on 26th Avenue S / 28th Avenue S.</b>	<ul style="list-style-type: none"> <li>• Develop plans and design details for separated bicycle facilities.</li> <li>• Determine project priority and funding sources.</li> </ul>
<b>CON-16: Provide separated bicycle facilities on S 200th Street.</b>	<ul style="list-style-type: none"> <li>• Develop plans and design details for separated bicycle facilities.</li> <li>• Determine project priority and funding sources.</li> </ul>
<b>CON-17: Develop streetscape design standards that identify appropriate bicycle facility standards to achieve the vision of a transit-oriented community.</b>	<ul style="list-style-type: none"> <li>• Develop streetscape design standards to ensure appropriate bicycle facilities including: <ul style="list-style-type: none"> <li>- Designs that facilitate the creation of a connected bicycle network for all ages and abilities</li> <li>- Appropriate locations for shared and separated facilities</li> <li>- Street crossings that accommodate all modes as appropriate</li> <li>- Signage and pavement markings</li> <li>- New bicycle facility types such as shared streets or neighborhood greenways, sharrows and cycletracks/protected bike lanes</li> </ul> </li> </ul>



## IMPLEMENTATION

ACTIONS	IMPLEMENTATION STEPS
<b>Connectivity and Pedestrian and Bicycle Facility Development Incentives</b>	
<b>CON-18: Create a suite of development incentives in the Zoning Code which promote connectivity and pedestrian and bicycle improvements in the District.</b>	<ul style="list-style-type: none"> <li>Amend the Zoning Code to create connectivity and non-motorized facility incentives, which could allow creativity and flexibility in the design and provision of such things as parking, landscaping, open space and other requirements.</li> </ul>
<b>Collaboration</b>	
<b>CON-19: Explore opportunities to extend the Angle Lake Path.</b>	<ul style="list-style-type: none"> <li>Work with the Midway Sewer District, private property owners and developers on leveraging the existing utility easement as a potential location for the path.</li> </ul>
<b>CON-20: Work with WSDOT on the installation of a new signal on International Boulevard.</b>	<ul style="list-style-type: none"> <li>Develop preliminary concept plans and work with WSDOT and property owners to construct the new signal at the time of redevelopment or as funding is identified.</li> </ul>
<b>CON-21: Continue to support the SR-509 Extension project.</b>	<ul style="list-style-type: none"> <li>Work with WSDOT and others to secure funding for construction of the SR-509 Extension project.</li> </ul>
<b>CON-22: Continue to support and partner to construct the Lake to Sound Trail project.</b>	<ul style="list-style-type: none"> <li>Continue to support the implementation of this project by working with King County, other cities and WSDOT.</li> </ul>
<b>CON-23: Continue partnerships with Sound Transit and Metro to provide fast, safe and convenient transit options.</b>	<ul style="list-style-type: none"> <li>Support local, regional, state and federal funding sources for transit.</li> <li>Work with transit providers to continue and expand transit service within the District.</li> </ul>
<b>CON-24: Encourage Metro to provide new bus transit along S 200<sup>th</sup> Street adjacent to the station.</b>	<ul style="list-style-type: none"> <li>Work with King County Metro to provide bus service along S 200<sup>th</sup> Street with stops at the Angle Lake Station.</li> </ul>
<b>Grants and Other Funding</b>	
<b>CON-25: Explore grants and other funding opportunities to help design and construct new motorized and non-motorized facilities.</b>	<ul style="list-style-type: none"> <li>Seek grants or other funding to design and construct road, pedestrian and bicycle improvements including: <ul style="list-style-type: none"> <li>New east-west road between International Boulevard and the intersection of 28<sup>th</sup> and 26<sup>th</sup> avenues south including potential roundabout or other intersection improvement</li> <li>Reconfigured S 200<sup>th</sup> Street west of International Boulevard to include three lanes and new separated bicycle facilities</li> <li>Streetscape design guidelines for pedestrian and bicycle facilities</li> <li>New non-motorized connections</li> <li>Construction of Angle Lake Path</li> <li>Extension of non-motorized connection from S 202<sup>nd</sup> Street</li> </ul> </li> </ul>

# IMPLEMENTATION

ACTIONS	IMPLEMENTATION STEPS
<b>URBAN DESIGN</b>	
<b>Site Design</b>	
<b>UD-1: Promote the compact development of building sites to ensure transit-oriented, human scale development.</b>	<ul style="list-style-type: none"> <li>Amend the Zoning Code to include site design standards that address building scale, circulation and open space.</li> </ul>
<b>UD-2: Establish building frontage standards to promote a consistent street wall while balancing the needs of different development types.</b>	<ul style="list-style-type: none"> <li>Amend the Zoning Code to establish a defined percentage of lot frontages to be occupied by buildings.</li> </ul>
<b>UD-3: Within the District Center, require developments to activate all adjacent street frontages by locating buildings close to all streets, to the extent possible.</b>	<ul style="list-style-type: none"> <li>Amend Zoning Code provisions for the District Center to ensure that buildings are located close to all adjacent streets, even in cases with multiple frontages.</li> <li>Assess potential impacts of aerial easements on 28th Avenue S when developing code provisions regarding building setbacks.</li> </ul>
<b>UD-4: Within the District Center, establish a maximum setback for the Aviation Business Center (ABC) zone.</b>	<ul style="list-style-type: none"> <li>Amend Zoning Code provisions for the District Center to establish a maximum setback to ensure the development of consistent street frontages, and the enhancement and activation of the pedestrian environment.</li> </ul>
<b>UD-5: Consider incentives to promote master plans for larger sites.</b>	<ul style="list-style-type: none"> <li>Explore master plan incentives including determination of parcel size, potential phasing of sites, which would qualify for these approvals, and other criteria.</li> </ul>
<b>Building Design</b>	
<b>UD-6: Promote buildings that are designed for the human scale, engage with the pedestrian realm and enhance the visual environment.</b>	<ul style="list-style-type: none"> <li>Amend the Zoning Code to ensure that buildings are designed to:               <ul style="list-style-type: none"> <li>Include features such as façade and rooftop variation, windows, doors, awnings and other architectural details.</li> <li>Avoid blank and featureless walls</li> </ul> </li> </ul>
<b>UD-7: Promote ground floor design that activates the sidewalk, facilitates public safety and encourages pedestrian-oriented uses, especially in the District Center.</b>	<ul style="list-style-type: none"> <li>Amend the Zoning Code to ensure that the ground floor of buildings are designed to employ features such as:               <ul style="list-style-type: none"> <li>Clear pedestrian access, prominent entrances, high degrees of transparency, weather protection, pedestrian-oriented signage and other architectural details.</li> <li>Minimum ceiling heights and building depths that can accommodate a variety of pedestrian-oriented uses such as retail stores and restaurants.</li> </ul> </li> </ul>
<b>UD-8: Encourage creativity and flexibility in building design that contributes to the unique identity and visual environment of the District.</b>	<ul style="list-style-type: none"> <li>Ensure that building and site design standards are structured to allow for creativity and flexibility.</li> </ul>
<b>UD-9: Ensure exterior building materials that are of high quality and durability and enhance the visual environment.</b>	<ul style="list-style-type: none"> <li>Amend the Zoning Code to promote high quality and durable building materials that are appropriate to the area's climate and contribute to the District character.</li> </ul>
<b>UD-10: Encourage sustainable and resilient site and building design.</b>	<ul style="list-style-type: none"> <li>Explore the creation of incentives that promote environmentally sustainable building practices.</li> </ul>

## IMPLEMENTATION

ACTIONS	IMPLEMENTATION STEPS
<b>UD-11: Consider allowing five stories of Type V construction over two stories of Type I construction beyond 60 feet in height.</b>	<ul style="list-style-type: none"> <li>Consider amendments to development codes that would allow 5-over-1, or 5-over-2 construction beyond the current 60 foot height limit as a means or promoting the District's goal of higher intensity development.</li> </ul>
<b>Parking</b>	
<b>UD- 12: Minimize the visual impact of parking.</b>	<ul style="list-style-type: none"> <li>Continue to require parking to the side and back of buildings in the District.</li> <li>Consider allowing the integration of port-cocheres for uses such as hotels, in conjunction with special street frontage design treatments.</li> <li>Ensure parking lots adjacent to street frontages and sidewalks are sufficiently landscaped.</li> </ul>
<b>UD-13: Structured parking facilities adjacent to street frontages and sidewalks should be wrapped with active uses.</b>	<ul style="list-style-type: none"> <li>Consider requiring structured parking facilities adjacent to street frontages and sidewalks to be wrapped with active uses, especially in the District Center.</li> </ul>
<b>UD-14: Consolidate or eliminate vehicular access points wherever possible.</b>	<ul style="list-style-type: none"> <li>Consider regulations that limit the maximum number of curb cuts per site.</li> </ul>
<b>UD-15: To enhance the functionality of the District as an urban center, consider establishing on-street parking where feasible and appropriate.</b>	<ul style="list-style-type: none"> <li>Determine which streets can support on-street parking and explore incorporating parking dimensions into the street standards.</li> </ul>
<b>UD-16: Increase opportunities for bicycle parking and storage in the District.</b>	<ul style="list-style-type: none"> <li>Amend the Zoning Code to include provisions for bicycle parking and storage as part of new developments.</li> </ul>
<b>Streetscape Design</b>	
<b>UD-17: Establish streetscape design standards that promote safe, accessible, attractive streets and sidewalks that attract visitors and customers to the District.</b>	<ul style="list-style-type: none"> <li>Develop streetscape design standards including the incorporation of: <ul style="list-style-type: none"> <li>Pedestrian zones that define and address dimensions of the landscaping/ buffer zone, pedestrian clear-through zone and optional private amenity zone</li> <li>Features such as pedestrian lighting, street furniture and bicycle racks.</li> </ul> </li> </ul>
<b>Open Space, Landscaping and Public Amenities</b>	
<b>UD-18: Promote the provision of landscaping and public open space that contributes to the enhancement and activation of the pedestrian environment.</b>	<ul style="list-style-type: none"> <li>Consider amendments to the Zoning Code that support landscaping and public open space that activates and enhances the pedestrian realm such as: <ul style="list-style-type: none"> <li>Widening of sidewalks, installation of plazas, and design treatments for plantings and hardscape.</li> <li>Changes to landscaping requirements that promote a more urban environment including consideration of building façade, frontage, perimeter and surface parking landscaping</li> <li>Explore changes to multifamily landscaping and open space that recognize the urban nature of the District including consideration of indoor recreation spaces and other public and private amenity space.</li> </ul> </li> </ul>
<b>UD-19: Consider creative and flexible options for the provision of public and private open space.</b>	<ul style="list-style-type: none"> <li>Consider options including payment in lieu programs that allow for developers to fund off-site open space amenities, such as the design and construction of the Angle Lake Path.</li> </ul>



## IMPLEMENTATION

ACTIONS	IMPLEMENTATION STEPS
<b>UD-20: Preserve and enhance existing open space that serves the District and promote opportunities for new open space enhancements.</b>	<ul style="list-style-type: none"> <li>Explore opportunities to make enhancements through public or private partnerships such as improved non-motorized connections to existing facilities, community gardens or new recreation opportunities.</li> </ul>
<b>UD-21: Promote public and private art, especially in the District Center.</b>	<ul style="list-style-type: none"> <li>Consider design standards that encourage private development to integrate public art in their designs.</li> <li>Explore partnerships or funding sources to promote public art.</li> </ul>
<b>UD-22: Create and promote the District brand and enhance the visual environment by encouraging the provision of public amenities.</b>	<ul style="list-style-type: none"> <li>Seek funding opportunities to help create a branding and public amenity strategy for the District.</li> </ul>
<b>Urban Design Development Incentives</b>	
<b>UD-23: Create a suite of development incentives in the Zoning Code which promote high quality, creative, pedestrian-oriented building design, active streetscapes and opportunities for enhancements to open space and the visual environment.</b>	<ul style="list-style-type: none"> <li>Amend the Zoning Code to create urban design incentives, including those specific to the District Center, which could allow creativity and flexibility in the design and provision of building sites, structures, streetscapes, landscaping, open space, public art and public amenities.</li> </ul>
<b>UD-24: Consider incentives to parking requirements for projects located in close proximity to transit facilities and for shared parking between uses.</b>	<ul style="list-style-type: none"> <li>Evaluate the appropriate parking for projects in close proximity to transit facilities or that provide shared parking between uses including consideration of: <ul style="list-style-type: none"> <li>- Reduction of parking requirements</li> <li>- Establishment of maximum parking standards.</li> <li>- Shared parking reductions</li> </ul> </li> </ul>
<b>UD-25: Consider incentives to parking requirements for residential projects.</b>	<ul style="list-style-type: none"> <li>Evaluate the appropriate parking standards for residential projects including consideration of: <ul style="list-style-type: none"> <li>- Allowing off-site parking that meets certain locational criteria</li> <li>- Tandem stalls for residential uses</li> </ul> </li> </ul>
<b>UD-26: Develop structured parking incentives.</b>	<ul style="list-style-type: none"> <li>Explore incentives to facilitate structured parking solutions.</li> </ul>

## IMPLEMENTATION

ACTIONS	IMPLEMENTATION STEPS
<b>COMMUNITY &amp; ECONOMIC OPPORTUNITY</b>	
<b>Facilitating Community &amp; Economic Opportunity</b>	
<b>CEO-1: Increase access to opportunities for entrepreneurship, employment, housing, services, entertainment and recreation needs of residents, employees, businesses and visitors.</b>	<ul style="list-style-type: none"> <li>Work to attract a variety of businesses and developments to the District which serve the employment, shopping, services, entertainment, housing and healthy community needs of residents, employees and visitors.</li> </ul>
<b>CEO-2: Promote the District and encourage new transit-oriented development.</b>	<ul style="list-style-type: none"> <li>Work to attract a mix of higher intensity walkable development in the District.</li> </ul>
<b>CEO-3: Facilitate the creation of the District Center as an employment hub.</b>	<ul style="list-style-type: none"> <li>Work with existing property owners and potential developers to locate high intensity office/commercial uses and other job-generating businesses in the District Center.</li> </ul>
<b>CEO-4: Promote community-oriented and regionally oriented businesses.</b>	<ul style="list-style-type: none"> <li>Encourage existing and new businesses that are oriented to both the community and the region.</li> </ul>
<b>CEO-5: Promote business opportunities for local entrepreneurs.</b>	<ul style="list-style-type: none"> <li>Continue exploration of activities to promote local business opportunities such as food innovation hubs, business incubators and others.</li> </ul>
<b>CEO-6: Promote a variety of housing choices for people of all income levels, backgrounds and ages.</b>	<ul style="list-style-type: none"> <li>Work with residential developers to promote diverse housing opportunities including affordable workforce housing, various ownership types and options for various household sizes.</li> <li>Support the use of a variety of financing mechanisms through state and federal programs.</li> <li>Explore opportunities to work on joint development projects with other agencies and affordable housing developers</li> </ul>
<b>CEO-7: Refine the District's identity and establish branding.</b>	<ul style="list-style-type: none"> <li>Work with internal and external stakeholders to develop a brand for the District which can be utilized in urban design and other activities to promote a sense of place and to market community and economic opportunities.</li> </ul>
<b>Community &amp; Economic Development Incentives</b>	
<b>CEO-8: Promote development incentives that increase access to economic and community opportunities.</b>	<ul style="list-style-type: none"> <li>Facilitate the creation of incentives that encourage new development while providing public benefits that help achieve the vision of increased access to jobs, services and a healthier lifestyle.</li> </ul>
<b>Collaboration</b>	
<b>CEO-9: Work with property owners to promote new development that implements the vision and goals of the District.</b>	<ul style="list-style-type: none"> <li>Work closely with property owners, especially those with large holdings, to attract new transit-oriented development to the District.</li> <li>Work with the Small Business Development Center (SBDC), Start Zone and others.</li> </ul>
<b>CEO-10: Encourage new development of transit-oriented uses on City owned properties that supports the transformation of the District into a transit-oriented community.</b>	<ul style="list-style-type: none"> <li>Promote transit-oriented uses and redevelopment on City owned property such as Fire Station 45.</li> </ul>

## IMPLEMENTATION

ACTIONS	IMPLEMENTATION STEPS
<b>CEO-11: Work with Sound Transit to ensure the Angle Lake Station retail space is utilized.</b>	<ul style="list-style-type: none"> <li>• Work with Sound Transit to promote the leasing of the station's retail space to activate the plaza and contribute to public safety.</li> </ul>
<b>CEO-12: Work with Sound Transit to ensure activity and programming on the Angle Lake Station plaza.</b>	<ul style="list-style-type: none"> <li>• Work with Sound Transit on identifying an approach for programming the plaza.</li> <li>• Consider activities such as community celebrations, farmers' markets and others.</li> </ul>
<b>CEO-13: Encourage public agencies to locate civic uses within the District which promote the community vision.</b>	<ul style="list-style-type: none"> <li>• Work with the King County Library System to encourage the siting of a new library in the District.</li> </ul>
<b>Assistance</b>	
<b>CEO-14: State Environmental Policy Act (SEPA) assistance.</b>	<ul style="list-style-type: none"> <li>• Consider completing a programmatic EIS for the entire District to facilitate the redevelopment process.</li> </ul>
<b>CEO-15: Grants and loans.</b>	<ul style="list-style-type: none"> <li>• Explore potential grants and low interest loans for transit-oriented development and related improvements and opportunities.</li> </ul>
<b>CEO-16: Consider creation of a Business Improvement District.</b>	<ul style="list-style-type: none"> <li>• Consider educating and supporting District businesses in efforts to create a Business Improvement District.</li> </ul>

ADMINISTRATIVE	
<b>AD-1: Consider streamlining regulatory review processes and provide incentives to fast track permitting for public benefits.</b>	<ul style="list-style-type: none"> <li>• Explore creating priority review processes for appropriate public benefits.</li> </ul>
<b>AD-2: Track the implementation of the Angle Lake District Station Area Plan.</b>	<ul style="list-style-type: none"> <li>• Develop a program for tracking the completion of actions and implementation steps for this plan.</li> <li>• Responsibilities to be assigned by City Manager.</li> </ul>



# APPENDICES

## APPENDIX A: THE COMMUNITY-PEOPLE, JOBS, HOUSING AND HOSPITALITY

The Angle Lake District is a culturally diverse community with a commercial focus and a mix of established residential neighborhoods. The District's existing mix of uses and proximity to major transportation centers positions it for strong growth as a transit-oriented community in the coming decades.

The following information on people, employment, housing and hospitality refers to the extended transit community within ½ mile of the Angle Lake Station.

### People (PSRC, 2013)

	ANGLE LAKE STATION TRANSIT COMMUNITY (1/2 MILE RADIUS)	MEDIAN - ALL TRANSIT COMMUNITIES IN PUGET SOUND REGION
Population	3,886	4,237
Med. Household Income	\$46,695	\$46,637
Avg. Household Size	3.55	2.39

The Angle Lake District extended transit community is economically and culturally diverse, with dozens of ethnicities and language groups represented at Madrona Elementary, located just east of the District boundary. While median household income is about equal to that of the 73 designated transit communities in the region, average household sizes are significantly larger. When dividing median household income by the average household size, the median income per person in the Angle Lake Station Transit Community is \$13,153.52, in comparison to \$19,513.39 per person in all transit communities.

*Alaska Airlines is a major employer in the Angle Lake District extended transit community.*



### Employment (PSRC, 2013)

	ANGLE LAKE STATION TRANSIT COMMUNITY (1/2 MILE RADIUS)	MEDIAN - ALL TRANSIT COMMUNITIES IN PUGET SOUND REGION
Total Jobs	7,459	3,032
Average Wage	\$68,128	\$36,636

Due largely to the presence of Sea-Tac International Airport, the Angle Lake District, and the city as a whole have strong employment bases. There are five large employers, eight hotels and multiple commercial businesses in the extended transit community which contribute to more than the median number of jobs and significantly higher average wages than for all transit communities in the region. While these higher average wages do not result in comparatively higher household incomes, they do highlight the potential for local employment opportunities in the District. These numbers also indicate that there may be opportunities to attract these higher wage earners to live as well as work in the community.

## Housing

There are a variety of housing types within the Angle Lake District and its extended transit community. These include both rental and owner-occupied multifamily housing, single family homes, and mobile homes. According to 2013 PSRC data, housing in the area is among the most affordable in the region. Twice as many units in the area can be considered affordable market rate housing compared to all transit communities in the region (40% v. 21%).

There are currently ten multifamily complexes within the ½ mile radius around the Angle Lake Station, and a two hundred-plus unit senior multifamily project is planned within the District boundary.

## Hospitality

Hospitality uses are prevalent in the Angle Lake District and extended transit community. SeaTac is an established hospitality market with relatively high and stable occupancy rates.

Occupancy rates for upscale and midscale hotels in SeaTac are among the highest in the Puget Sound region and are on par with those in downtown Seattle. Steady growth in air passenger traffic, proximity to major highways and light rail, and a generally strong regional and national hospitality market will likely continue to support the sector in the mid- to long-term future.

Currently, a total of eight hotels are located in the ½ mile radius around the Angle Lake light rail station.



*A diversity of housing types are available including single family, multifamily, and mobile home units.*



*Hospitality uses in the Angle Lake District.*

# APPENDICES

## APPENDIX B: PROPERTY OWNERSHIP

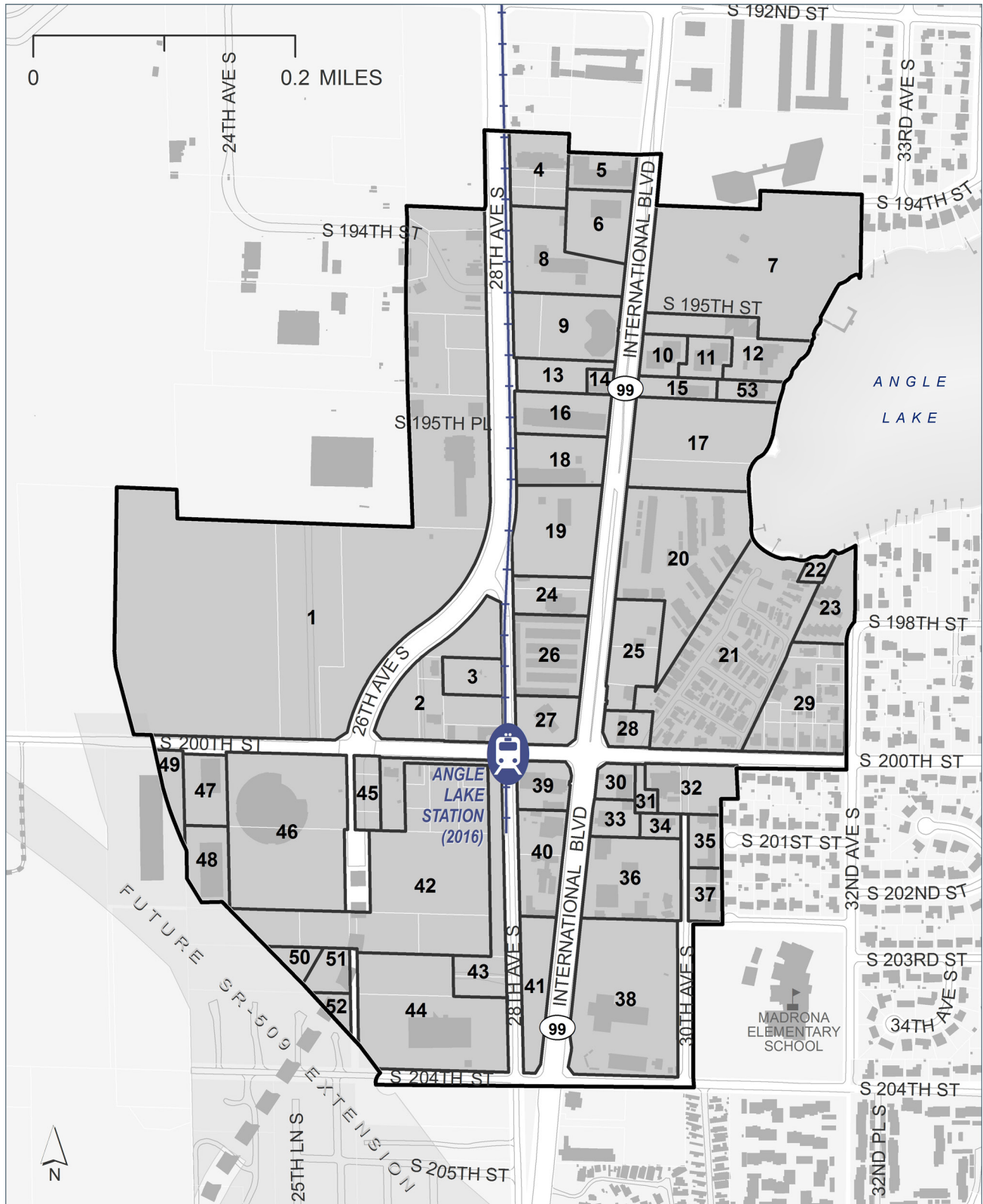
The following list and map illustrate property ownership status in the Angle Lake District at the time of plan development.

Contiguous parcels with common ownership are demarcated with a thick black border.

1	PORT OF SEATTLE	25	DOLLAR DEVELOPMENT COMPANY
2	SOUND TRANSIT	26	SEATAC STORAGE LLC
3	PUGET SOUND ENERGY	27	SAIFIL PROPERTIES LLC (CHEVRON)
4	CONDOR DEVELOPMENT	28	SUNNY MONNY RAJAN INC 2 (76)
5	SEATTLE GROUP LTD (COMFORT INN)	29	VARIOUS (SINGLE FAMILY RESIDENCES)
6	IBEW LU77	30	7-ELEVEN
7	CITY OF SEATAC (ANGLE LAKE PARK)	31	CEDAR CREST APARTMENTS LLC
8	AIRPORT INVESTMENT COMPANY (HAMPTON INN)	32	CITY OF SEATAC
9	HORIZON AIR INDUSTRIES INC	33	U-HAUL REAL ESTATE CO
10	WILLIAMS & SONS INC	34	FRANK PORTMAN
11	SHAMSELDIN CORPORATION	35	RAMON T. & EDNA B. ALVENDIA
12	ANGLE LAKE PLAZA LLC	36	GRACE PECK
13	DOLLAR DEVELOPMENT COMPANY	37	KATHRYN KIRKBY AND MARYDINA KIRKBY
14	S K WOON LLC	38	MARSHALL + KATHERINE CYMBALUK FAMILY LLC (KENWORTH)
15	WISENET/BRANIN BROTHERS LLC	39	ART DI PIETRO (BULL PEN)
16	CASCADE HOSPITALITY LLC	40	SKYWAY LLC
17	CITY OF SEATAC	41	JONG G + HYN S KIM
18	HOSPITALITY FIRST INC	42	SOUTH 200TH ST STATION LLC
19	RESERVE AT SEATAC PARTNERS	43	SOUND TRANSIT
20	LANDING AT ANGLE LAKE LLC	44	ALASKA AIRLINES
21	ANGLE LAKE MOBILE HOME PARK	45	CITY OF SEATAC
22	EVERGREEN MOBILE HOME PARK	46	FEDERAL DETENTION CENTER
23	MARK ELEVEN CONDOMINIUM	47	DAY MANAGEMENT CORPORATION
24	HULING BROS PROPERTIES LLC	48	FEARN LIMITED PARTNERSHIP
		49	LIT INDUSTRIAL LP
		50	ECHO 5 LLC
		51	WSDOT
		52	PORT OF SEATTLE
		53	HOPE OF THE CITY CHURCH



**FIGURE B-1: PROPERTY OWNERSHIP MAP**



# APPENDICES

## APPENDIX C: CURRENT ZONING

Zoning in the District includes the following categories:

### Commercial

- Community Business - Urban Center (CB-C)
- Aviation Business Center (ABC)

These zoning classifications offer a high degree of flexibility, allowing a broad range of commercial uses and no height limits, except as provided by FAA and fire code requirements.

### Port of Seattle Property

- Aviation Commercial (AVC)
- Airport Operations (AVO)

Applies to certain Port-owned properties. AVC offers a range of commercial uses and has no height limits except as provided by FAA and fire code. AVO applies to properties that directly support aviation operations.

### Residential

- Urban Low Density (UL)
- Urban Medium Density (UM)
- Urban High Density (UH)
- Mobile Home Park (MHP)

UH zoning is the most prevalent, comprising about 80% of the residential zoning in the District.

### Industrial

- Industrial (I)

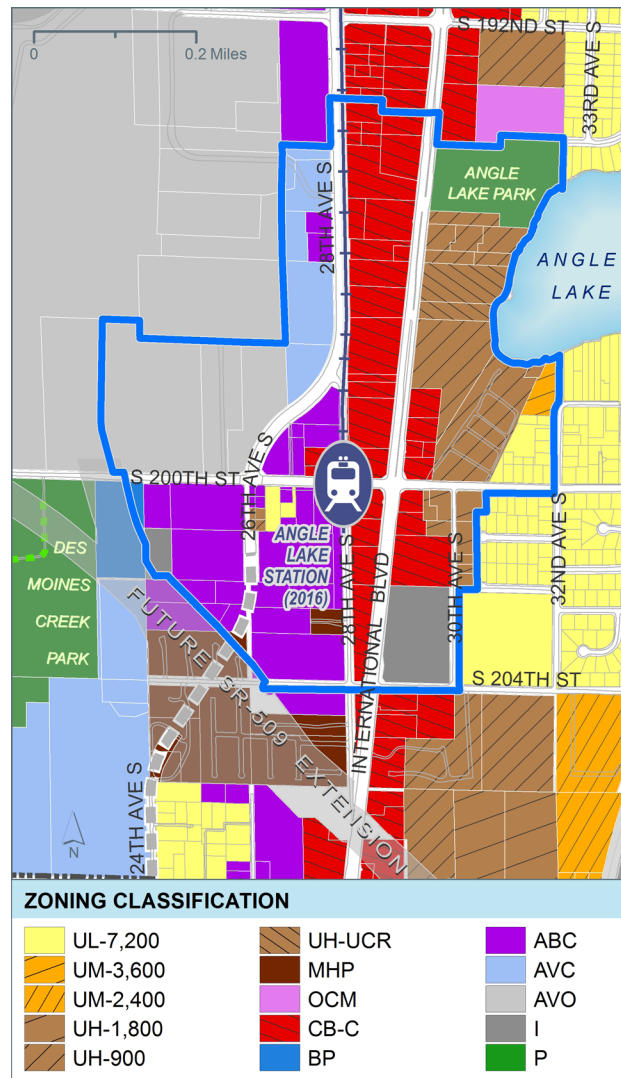
Industrial zoning applies to two parcels: one six-acre parcel leased for commercial trucking services and another used for light warehousing.

### Park

- Park (P)

Park zoning applies to one nine-acre parcel in the District, Angle Lake Park.

FIGURE C-1: CURRENT ZONING



## APPENDIX D: FUTURE LAND USE

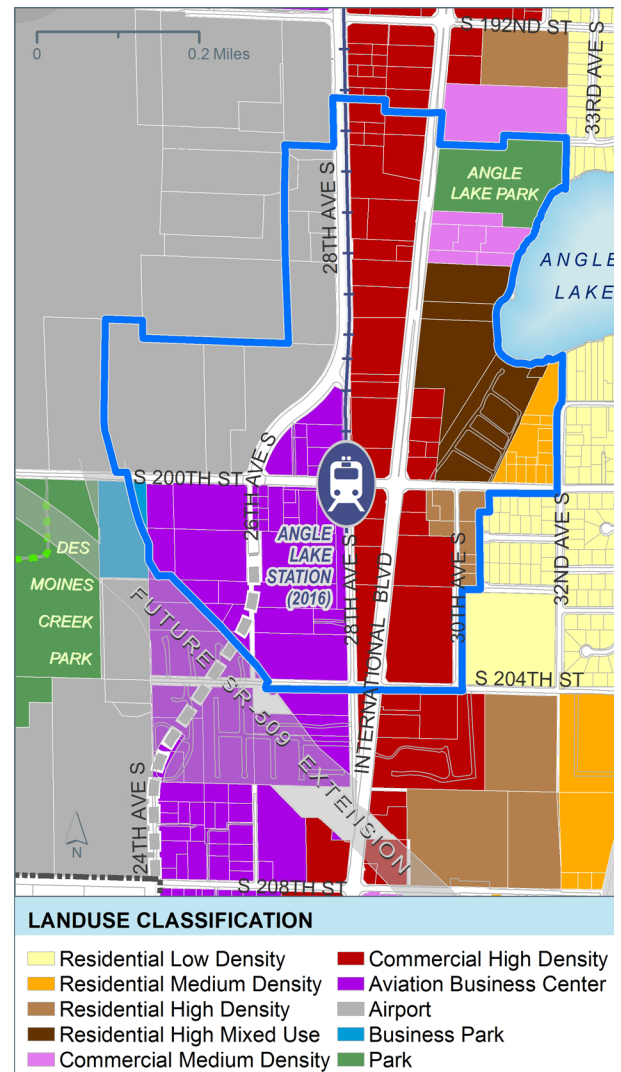
The District includes seven major categories of future land uses:

- Airport
- Aviation Business Center
- Commercial High Density
- Commercial Medium Density
- Residential High Mixed Use
- Residential High Density
- Residential Medium Density

The SeaTac Comprehensive Plan details policies for general categories of land uses, including Airport, Commercial and Residential. The future land use map will help to guide the character and type of land uses that are established as redevelopment takes place over time.

This map supports zoning changes that would better support the District as a transit-oriented community including future land use designations that promote more commercial and higher density multifamily zones.

**FIGURE D-1: FUTURE LAND USES  
(COMPREHENSIVE PLAN)**





# APPENDICES

## APPENDIX E: SUPPORTING DOCUMENTS

The following documents were utilized as resources during the development of the Angle Lake District Station Area Plan. They can be accessed on the City's Angle Lake District web page at: [www.ci.seatac.wa.us/anglelakestation](http://www.ci.seatac.wa.us/anglelakestation), or by contacting the City's Planning Division.

**SEATAC COMPREHENSIVE PLAN**

**GROWING TRANSIT COMMUNITIES COMPACT**

**2013 URBAN LAND INSTITUTE TECHNICAL ADVISORY PANEL REPORT ON THE ANGLE LAKE STATION AREA**

**SEATAC SAFE AND COMPLETE STREETS PLAN**

**ANGLE LAKE STATION AREA PLAN PEDESTRIAN AND BICYCLE CONNECTIVITY STUDY**

**ANGLE LAKE STATION AREA PLAN COMMUNITY ENGAGEMENT REPORT**

