

An aerial photograph of the South 154th St Station Area in SeaTac, Washington. A blue line, representing a transit route, curves from the bottom left, through the station area, and towards the top right. The station area is highlighted with a green outline and contains several buildings, some of which are colored red and blue. The surrounding area includes residential neighborhoods, commercial buildings, and an airport with two airplanes visible on the left side.

# SOUTH 154<sup>TH</sup> ST STATION AREA ACTION PLAN

City of SeaTac

December, 2006





**SOUTH 154<sup>TH</sup> STREET  
STATION AREA ACTION PLAN  
CITY OF SEATAC, WASHINGTON**

Prepared by

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Department of Planning & Community Development

Adopted by SeaTac City Council  
December 12, 2006

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# Introduction

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## Light Rail Is Coming to SeaTac!

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



*Figure 1. Link light rail in Tacoma, WA.*

## Two Stations to Serve SeaTac

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

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



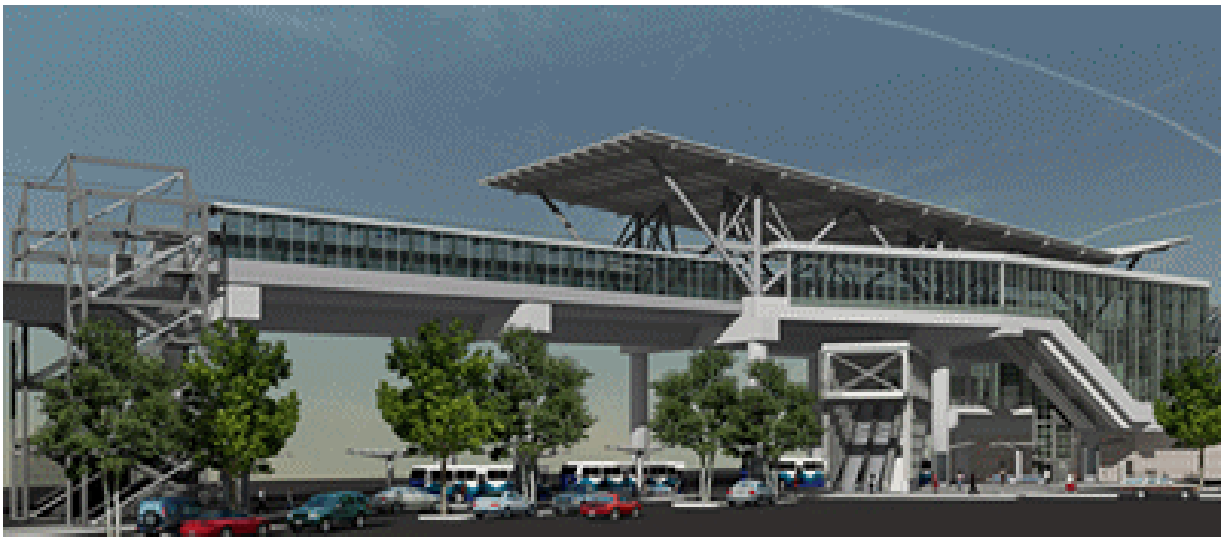
*Figure 2. South 154<sup>th</sup> St. Station Area*

## Station Area Action Plan

This Station Area Action Plan focuses on properties within SeaTac that are in close proximity to the Tukwila International Boulevard Link Light Rail Station. For the purposes of this plan, the area surrounding each station is referred to as a station area. Each station area is defined by a rough quarter-mile radius from each station, which is generally considered a comfortable walking distance.

The South 154<sup>th</sup> Street Station Area is approximately 42 acres and is located in the north-central section of SeaTac on its eastern border with the City of Tukwila. It is bounded on the east by International Boulevard, the City's corporate limit, on the south by SR 518, and on the west mostly by 30<sup>th</sup> Ave. S. The northern border follows parcel lines mid-way between S. 152<sup>nd</sup> St. and S. 150<sup>th</sup> St. International Blvd., a north/south regional arterial, separates the project area from the light rail station. The approximate distance from the station platform to the station area is 500 feet.

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



*Figure 3. Rendering of the Tukwila International Boulevard Station.*



## SeaTac Vicinity Map with Stations and Station Areas

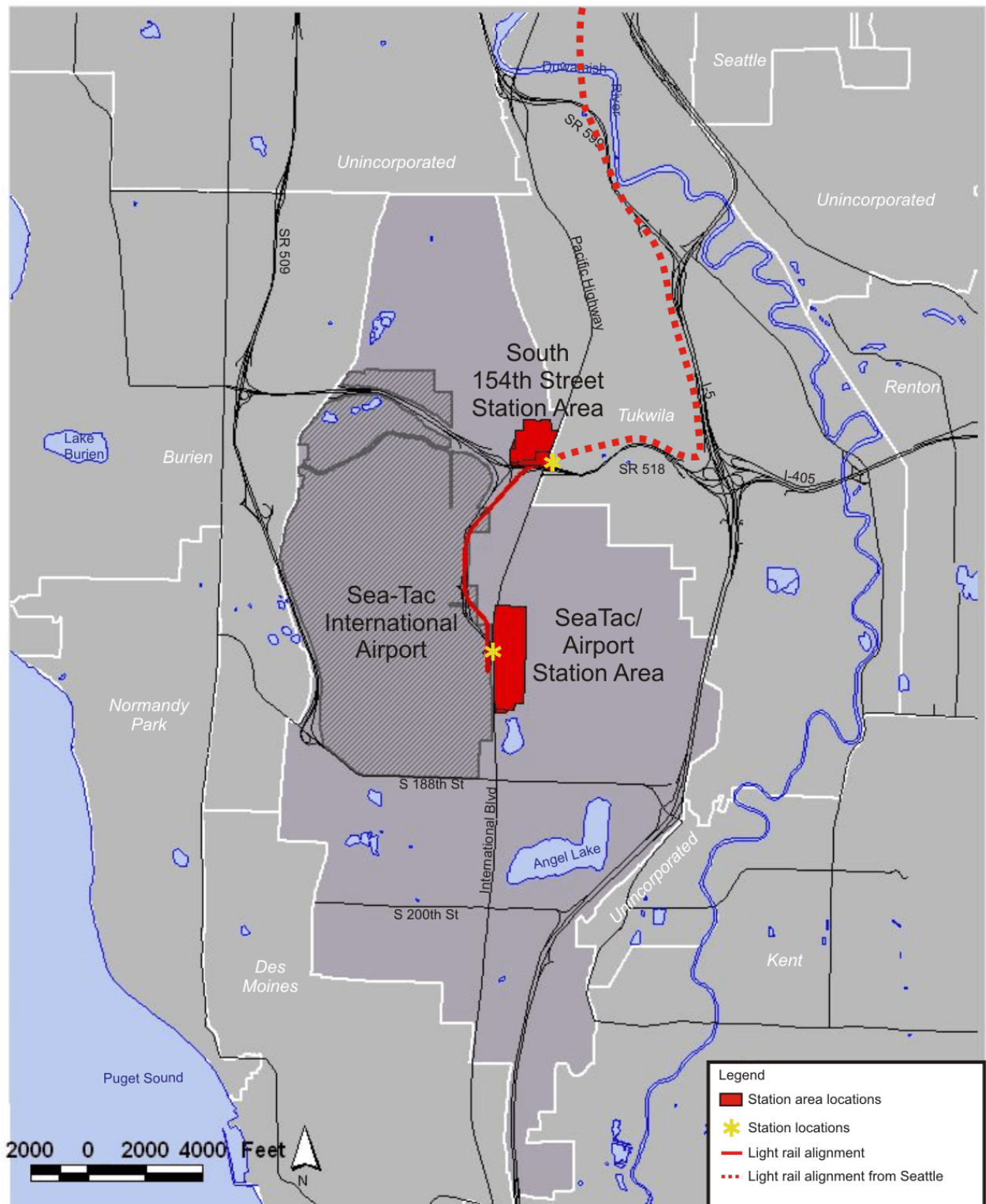


Figure 4. SeaTac Vicinity Map with Stations and Station Areas



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

(Courtesy of HistoryLink.org.)



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

(Courtesy of HistoryLink.org.)



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



Figure 8. SeaTac City Hall (2006)

## A Brief History of SeaTac

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

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

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

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

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

## Sound Transit Link Light Rail

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

## Link Light Rail Stations Serving the City of SeaTac

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

- Tukwila International Boulevard Station**  
 (S. 154<sup>th</sup> St. Station Area)

This station, located at the southeast corner of the intersection of International Blvd. and S. 154<sup>th</sup> St./Southcenter Blvd., will be elevated with side platforms and feature a 600-space park-and-ride lot. It should be noted that because of these parking accommodations, the S. 154<sup>th</sup> St. station will be the main access point for Link light rail riders in all of South King County.

Until construction of the Airport Link segment is completed, every train at the S. 154<sup>th</sup> St. station will be met by a free shuttle bus to the airport. The project expects 2,600 daily boardings by 2020 at this station with an approximate travel time to downtown Seattle of a half hour. Construction is currently underway and the station is scheduled to open in July 2009.

The elevated platform at the station will be accessed by riders via escalator, stairs and elevators. Under the elevated station platforms will be a bus transfer station that will serve both Metro and Sound Transit buses.

The Tukwila International Blvd./South 154<sup>th</sup> St. Station will include: ticket vending machines, lighting, closed circuit security cameras, public phones, security phones, and rain-protected waiting areas.



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



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





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

- **SeaTac/Airport Station**

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

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

# Existing Conditions

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This section describes existing physical conditions in the S. 154<sup>th</sup> St. Station Area, including the following topics:

- **The Built Environment**
  - Land uses
- **The Pedestrian Environment**
  - Pedestrian amenities
  - Topography
  - Noise
  - Views
- **The Automobile Environment**
  - Roadways
  - Vehicular circulation
  - Traffic
  - Access to properties
  - Parking availability



*Figure 12. Single and multi-family are the two dominant land uses in the South 154<sup>th</sup> Street Station Area.*



*Figure 13. Retail/service uses along Military Rd. S.*



*Figure 14. The "Pancake Chef" restaurant, a local icon on International Blvd.*

## The Built Environment

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

- **Land Uses**

Land use in the station area is currently dominated by single family and, to a lesser extent, multi-family uses, which occupy most of the western and northern portions of the site, tending to locate away from International Blvd. and SR 518. Retail/service uses are located along International Blvd. and Military Rd. S. A good portion of the center of the site is devoted to public/institutional uses, specifically a SeaTac branch US Post Office and a City of SeaTac fire station. A limited amount of office uses are also located near the center of the site.



Figure 15. Retail services at SeaTac Center, a development along International Blvd.

**Table 1. Current Land Uses in the South 154<sup>th</sup> Street Station Area**

Land Use	Acres	% of Total
Single Family	10.18	35%
Multi-family	7.87	27%
Retail/Service	3.66	13%
Public/Institutional	3.27	11%
Business Parking	2.12	7%
Commercial Parking	1.23	5%
Office	0.65	2%
<b>TOTAL (excluding Right Of Way)</b>	<b>28.99</b>	<b>100%</b>



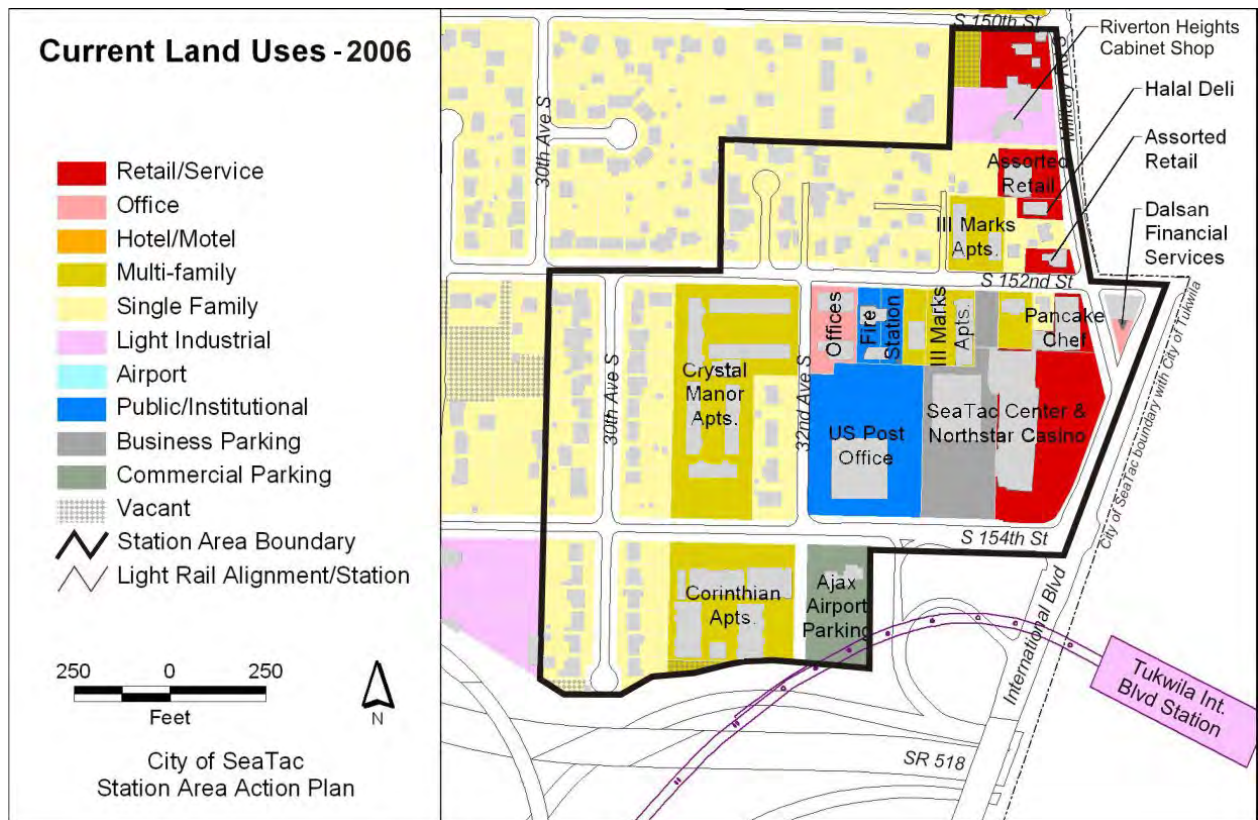


Figure 16. Current land uses in the South 154<sup>th</sup> Street Station Area.

## The Pedestrian Environment

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



Figure 17. Distant views of the Cascades, a steep slope and paved shoulder on S. 152<sup>nd</sup> St.



Figure 18. Gravel shoulder (to be paved) along S. 154<sup>th</sup> St.

- **Pedestrian Characteristics**

International Blvd. has sidewalks, but the other streets in the station area have only gravel or paved shoulders. Additionally, both S. 154<sup>th</sup> St. and Military Rd. S., which have high traffic volumes, have no sidewalks, making them unpleasant for pedestrians. There are crosswalks at both intersections with International Blvd. and at Military Rd. S.; however, in the western portion of the project area, there are no crosswalks.

- **Topography**

There is a steep slope running uphill from east to west just west of International Blvd. The western portion of the station area is fairly flat.

- **Views**

The station area site offers views to the east of the Cascade Mountains along the western edge and a variety of territorial views.

- **Noise**

The parcels adjacent to SR 518 experience highway noise. Along International Blvd., and to a lesser extent along S. 154<sup>th</sup> St., noise on a typical workday is dominated by vehicles. Away from these major roadways, traffic noise is less noticeable, though occasional noise from overhead aircraft is present. Approximately 70% of aircrafts take off to the south, while only 30% take off to the north.

## The Automobile Environment

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

- **Roadways**

International Blvd. is a five-lane roadway with turning lanes at all signalized intersections and a speed limit of 40 mph. S. 154<sup>th</sup> St., S. 152<sup>nd</sup> St., 32<sup>nd</sup> Ave. S. and 30<sup>th</sup> Ave. S. are all two-lane roadways. S. 154<sup>th</sup> St. has left turn lanes at the intersection with International Blvd. Left turns are restricted except at signalized intersections.

- **Vehicular Circulation**

The relatively small street grid in the project area makes circulation within the station area relatively efficient except for the large block between 32<sup>nd</sup> Ave. S. and International Blvd. where access and turning restrictions on International Blvd. and S. 154<sup>th</sup> St. will require additional public or private roadways or access easements.

- **Traffic**

The intersection of S. 154<sup>th</sup> St. and International Blvd. operates as a functional urban highway during commuting hours where speeds are somewhat reduced (or as a busy shopping corridor in the middle of a weekday). The SR 518 off-ramp for westbound (left turning) traffic is, currently managed by a one-way stop sign and operates over its designed capacity.

- **Access to Properties**

Access to the four properties facing International Blvd. – Pancake Chef, Dalsan Financial Services, and SeaTac Center/Northstar Casino – is problematic for northbound vehicles, since there is no direct access from northbound International Blvd. Consequently, vehicles must either turn left onto S. 152<sup>nd</sup> St. and then left again onto Military Rd. S., or turn left at S. 154<sup>th</sup> St. and then enter the site via a right turn from S. 154<sup>th</sup> St.

- **Parking Availability**

Business-related parking along Military Rd. and also north of the Post Office is available at no charge. On-street parking is available along S. 152<sup>nd</sup> St. and 30<sup>th</sup> Ave. S. Pay parking with a free shuttle to the airport is available at the Ajax Airport Parking lot.



Figure 19. Southbound International Blvd. vehicles approaching S. 154<sup>th</sup> St.

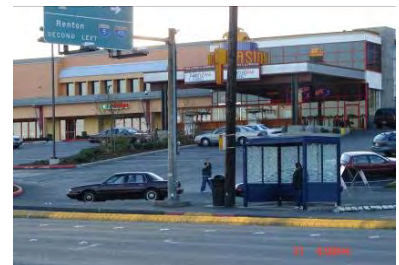


Figure 20. View southbound on International Blvd. approaching S. 154<sup>th</sup> St.



Figure 21. SeaTac Center/Northstar Casino

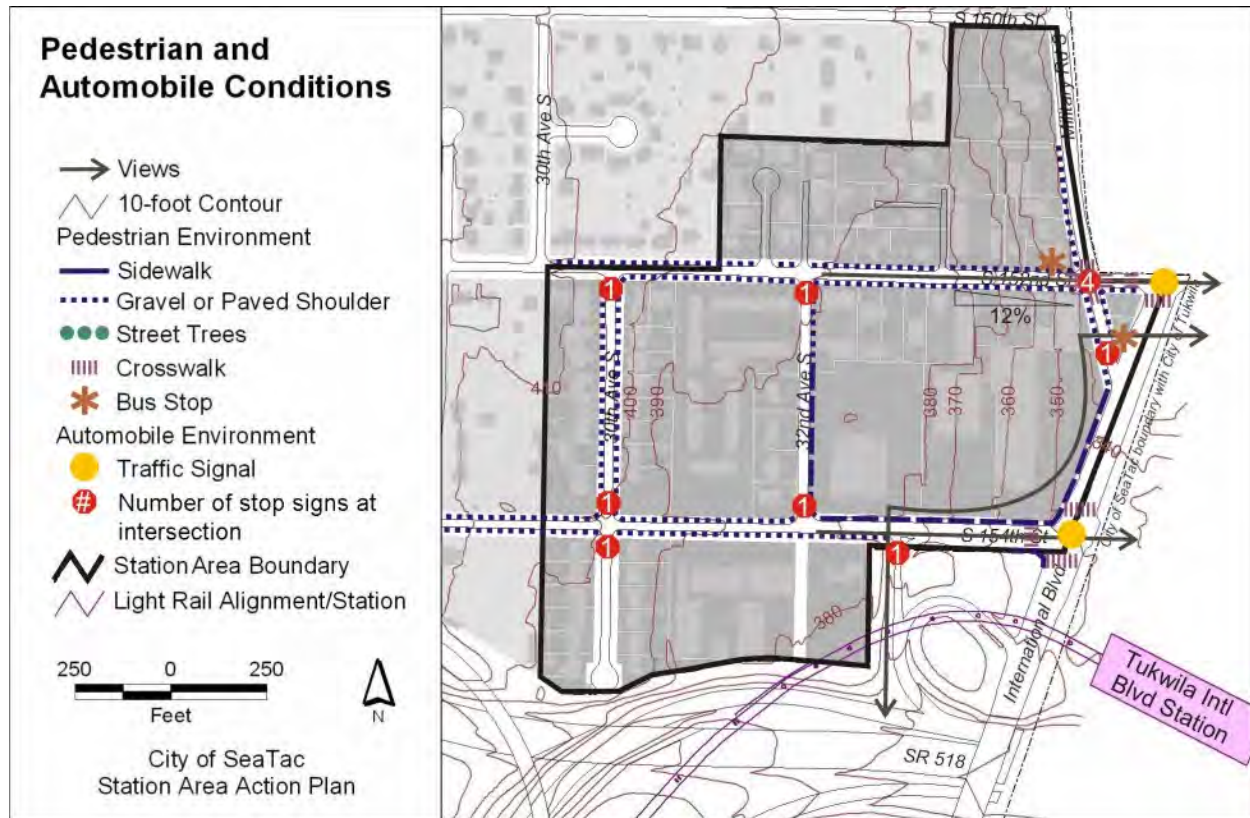


Figure 22. Pedestrian and automobile conditions in the South 154<sup>th</sup> Street Station Area.



# Redevelopment Potential

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## South 154th Street Station Area Redevelopment Potential

The Tukwila/International Boulevard (S. 154th St.) Light Rail Station will not only enhance the transit experience for area commuters, it will provide significant opportunities for the 42-acre South 154th Street Station Area by bringing an anticipated additional 2,600 people daily to the area by 2020. This regular influx of potential station area shoppers, residents and workers translates into enormous social and economic opportunities for the City of SeaTac, area property owners, businesses and future developers.

This development potential is enhanced by the focus on transportation infrastructure occurring throughout the South 154<sup>th</sup> Street Station Area as the City of SeaTac works closely with the Port of Seattle, Washington State Department of Transportation and Sound Transit to improve circulation by investing in specific road improvements, traffic signals and overall circulation. We are excited to be paving the way for future development opportunities by creating a favorable development market and an action plan that provides a framework for the successful redevelopment of the station area.



*Figure 23. The Island Square project is a significant mixed use development that is contributing to the revitalization of downtown Mercer Island, WA.*



*Figure 24. Kent Station in Kent, WA is an 18.2-acre development with high quality architecture and landscaping that enhances the surrounding community.*

## South 154<sup>th</sup> Street Station Area Redevelopment Analysis

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

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

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

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

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

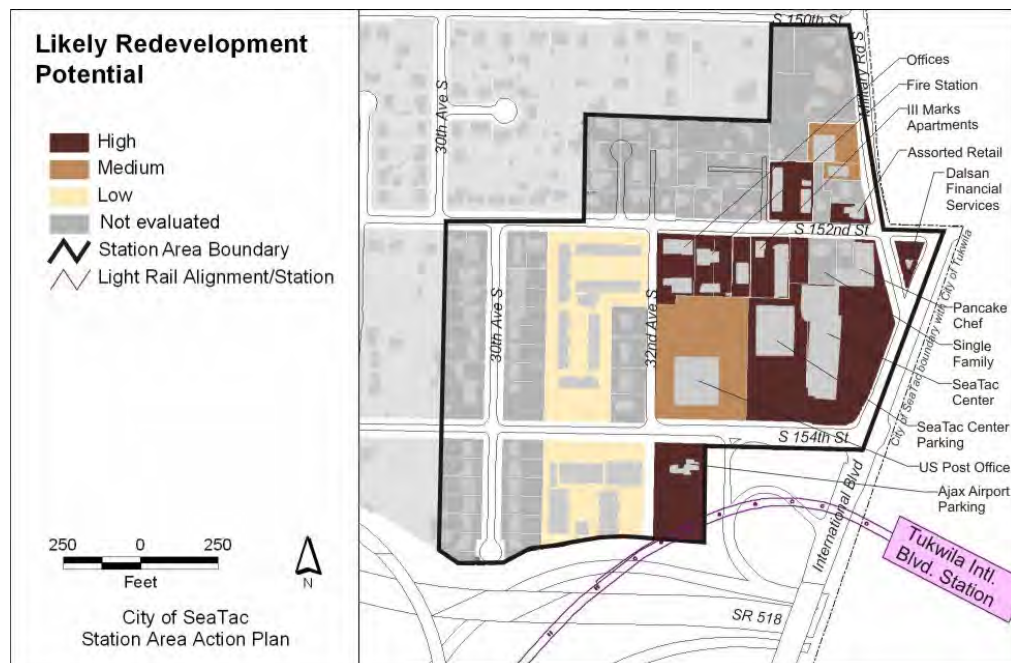


Figure 25. Likely redevelopment potential of properties in the South 154<sup>th</sup> Street Station Area.



## Future Land Uses

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

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

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

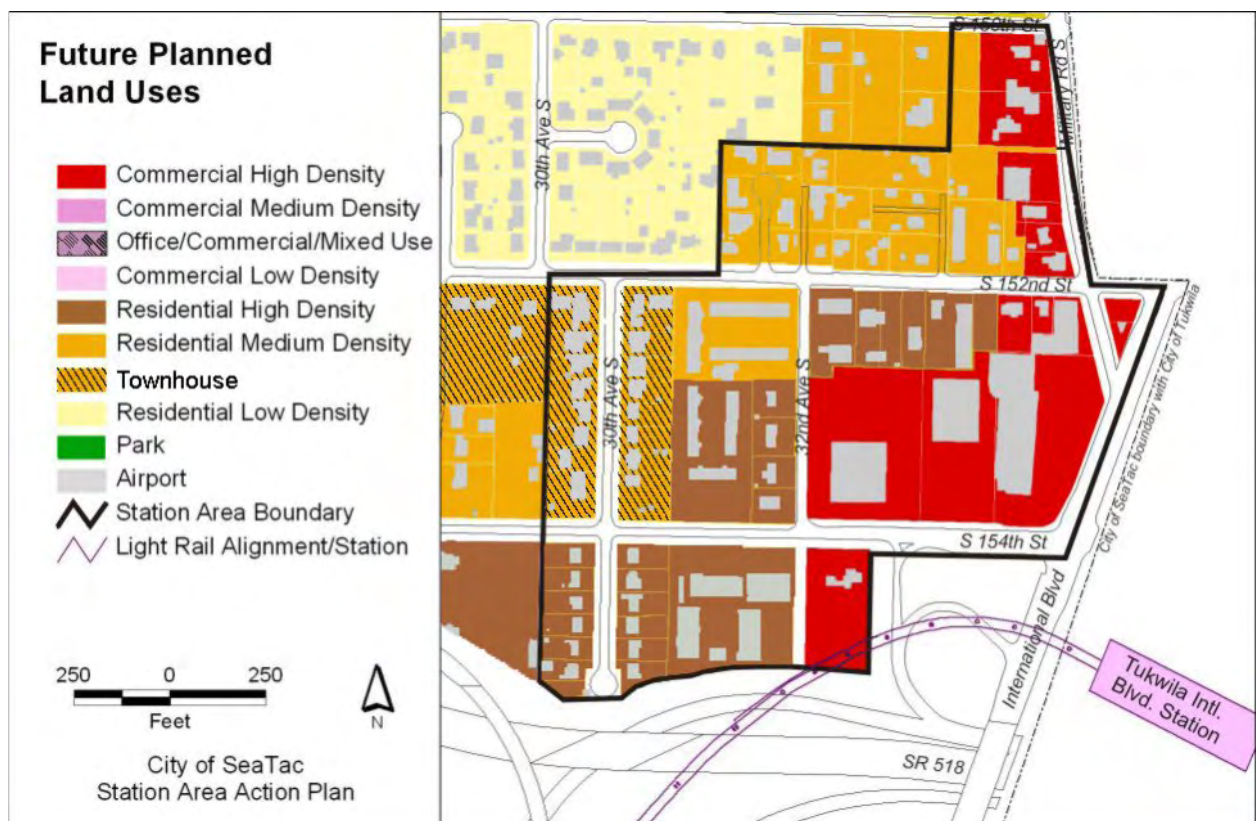


Figure 26. Future planned land uses in the South 154<sup>th</sup> Street Station Area.

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# South 154<sup>th</sup> Street Station Area Vision

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*Figure 27. Rendering of the Tukwila International Boulevard Station.  
(Courtesy of Sound Transit.)*

The South 154<sup>th</sup> Street Station Area will be a vibrant, mixed use residential neighborhood that connects people of various backgrounds. The station area will be pedestrian-oriented, visually pleasing, easily accessible and integrated with high capacity transit.

The City of SeaTac envisions the South 154<sup>th</sup> Street Station Area to be a regional example of transit-oriented development that generates and encourages transit use. The station area will accommodate future growth by providing high quality residential and mixed use developments with good access to employment centers.

These attributes create a good place for families, an interesting place for visitors, a profitable place for businesses and a special gathering place to celebrate cultural diversity.



*Figure 28. Island Square in Mercer Island, WA.*



*Figure 29. Santana Row in San Jose, CA.*

## Station Area Principles

Comprehensive Plan Goals and Policies for the S. 154<sup>th</sup> St. Station Area are listed in Appendix B and are incorporated by reference in this subarea plan. The following section highlights principles that should guide development in this station area.

- **Mixed Use Neighborhood**

Provide a variety of commercial and residential developments within walking distance of the station facility and other amenities.

- **Pedestrian-Friendly**

Make the station area an inviting, accessible and safe place to walk, offering engaging streetscapes and interactive places to gather.

- **Transit-Oriented**

Provide attractive, safe and convenient transit stops and convenient access to the light rail station, as well as pedestrian amenities. Establish a range of complementary land uses within the station area that are integrated with transit and supported by retail, employment and civic uses.

- **High Quality Design**

Require that all developments within the station area are attractive, designed at neighborhood scale and facilitate an overall aesthetically pleasing environment.

- **Celebration of SeaTac's Diversity**

Create an environment that celebrates the many nationalities of people living in SeaTac, through such steps as encouraging businesses that serve the City's diverse populations, commissioning public art that acknowledges SeaTac's diversity, and creating a gathering spot for family-oriented festivities.



Figure 30. An example of neighborhood-oriented mixed use development.



Figure 31. Fairhaven Village Green in Bellingham, WA.



Figure 32. Streetscape in Bellevue, WA.



# Station Area Plan

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This section presents a development concept for the S. 154<sup>th</sup> Street Station Area. Three “big-picture” ideas behind the development concept – character and use, focus areas and circulation – are described below. Several key design concepts are then presented which highlight features illustrated on page 24. Additionally, conceptual renderings of specific areas of the development concept are presented toward the end of this section.

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

- **Character and Use**

There are two general categories of character and use in the S. 154<sup>th</sup> St. Station Area: **neighborhood mixed use**, and **neighborhood multi-family**.

Parcels fronting on the more heavily trafficked roads in the area – International Blvd., Military Rd. S. and S. 154<sup>th</sup> St. east of 32<sup>nd</sup> Ave. S. – are **neighborhood mixed use**. This area includes higher density multi-family development with ground floor neighborhood-oriented commercial spaces. Associated structured and surface parking is also included.

The portions of the station area west of the mixed use area are characterized by **neighborhood multi-family**. Development in this area includes five to seven story multi-family adjacent to the mixed use area, but stepping down to two or three story townhouse development on the western edge adjacent to existing single family development. A neighborhood park, space for a farmer’s market, and associated structured and surface parking are also included.



Figure 33. Character and uses in the S. 154<sup>th</sup> St. Station Area development concept.



Figure 34. Focus areas in the S. 154<sup>th</sup> St. Station Area development concept.



Figure 35. Circulation in the S. 154<sup>th</sup> St. Station Area development concept.

### • Focus Areas

The major focus area in the S. 154<sup>th</sup> St. Station Area is at the northwest corner of International Blvd. and S. 154<sup>th</sup> St., across from the light rail station. This focus area will serve as the major pedestrian gateway to and from the light rail station. Another focus area in the **mixed use area** is a proposed retail development with a public space amenity at the southwest corner of International Blvd. and S. 152<sup>nd</sup> St.

In the **multi-family area**, the major focus area is the neighborhood park and multi-family open space, located on the southern side of S. 152<sup>nd</sup> St. just east of 32<sup>nd</sup> Ave. S. Construction of neighborhood parks has been used by many other cities as a tool to stimulate high quality multi-family residential.

### • Circulation

The S. 154<sup>th</sup> St. Station Area concept plan proposes to improve access to properties in the central portion of the station area by providing a number of new pedestrian-friendly vehicular connections. These connections would be small in scale consisting of narrow streets with sidewalks and street trees, and would function to improve vehicular and pedestrian access. The pedestrian environment along the arterials and neighborhood streets in the area would be improved.

The concept plan also improves access to properties in the station area by providing a relocated off ramp from SR 518. The Concept Plan shows two alternative locations for the relocated off ramp. The City is working with the Washington State Department of Transportation to determine the best alternative.

A significant issue for the S. 154<sup>th</sup> St. Station Area is the potential for parking to become problematic for area residents and businesses. While the light rail station includes a 600-space park-and-ride lot, light rail and airport users may attempt to “hide-and-ride” or “park-and-fly” by leaving their vehicles on nearby residential streets for long periods of time. Parking management practices in the station area should address and seek to ameliorate these potential parking issues.



## Key Design Concepts

**Encourage mixed use development, especially in the areas fronting International Blvd., S. 154<sup>th</sup> St. and Military Road S.**

- Close section of Military Road at S. 152<sup>nd</sup> St.
- Develop design guidelines that encourage high quality design in the station area.
- Ensure street-level uses that engage pedestrians.
- Incorporate public art and fountains/water features into new development in this area.



(Rendering by Callison)

### **Promote residential development.**

- Create a diverse residential district with an eclectic mix of “destinations” for residents and visitors alike.
- Create a neighborhood park at the Fire Station Site (when the existing Fire Station is relocated to a new site).
- Encourage construction of new small parks/plazas throughout the station area.
- Create a series of pedestrian connections from new developments to the surrounding neighborhood.

**Break up mega-block by constructing new streets and pedestrian facilities.**

- Develop new pedestrian-friendly vehicular streets that are small in scale.
- Improve access to properties in the central portion of the station area by improving the pedestrian environment along arterials and neighborhood streets.
- Improve pedestrian crossing at S. 152<sup>nd</sup> St. and International Blvd.
- Improve pedestrian crossing at S. 154<sup>th</sup> St. and International Blvd.



Figure 36. Richardson, Texas: Existing conditions adjacent to planned Spring Valley Light Rail Station.  
(Rendering by Calthorpe Associates.)



Figure 37. Richardson, Texas: Future development potential of Spring Valley Station Area including new streets, pedestrian amenities and mixed use development.  
(Rendering by Calthorpe Associates.)



**Encourage development of a public access garage or enter into a public/private partnership to provide public parking spaces in a private central parking garage.**

- Construct central parking garage to support neighborhood development.
- Reserve a surface parking lot within the station area to serve as the future location of a Farmers Market and associated activities.



*Figure 38. The City of Renton owns this seven story, 572-space parking garage located adjacent to the Transit Center in downtown Renton, WA (shown in three images above).*

**Improve SR 518 access.**

- Work with WSDOT to relocate the off ramp to align with 32<sup>nd</sup> Ave. South; and/or
- Provide direct northbound access onto International Blvd.

# South 154<sup>th</sup> Street Station Area Concept Plan





## Detailed Views of the Concept Plan



Figure 39. View 1 - Looking northwest at corner of International Blvd. and S. 154<sup>th</sup> St.



Figure 40. View 2 - Looking northeast from S. 154<sup>th</sup> St. midway between International Blvd. and 32<sup>nd</sup> Ave. S.



Figure 41. View 3 - Looking northeast at the neighborhood park just south and east of the corner of S. 152<sup>nd</sup> St. and 32<sup>nd</sup> Ave. S.



Figure 42. View 4 - Looking northwest from International Blvd. just south of S. 152nd St. showing a plaza and pedestrian way between buildings where the closed segment of Military Rd. was located.





Figure 43. View 5 - Looking east along S. 152<sup>nd</sup> St. from just west of 30<sup>th</sup> Ave. S.



Figure 44. View 6 - Looking southwest at corner of Military Rd. S. and S. 152<sup>nd</sup> St.

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# Action Steps

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The Action Steps are recommendations for physical improvements, regulatory changes and/or public-private partnerships that might encourage desired redevelopment of the S. 154<sup>th</sup> St. Station Area. Recommendations for implementation, including phasing and potential funding sources, are also included.

## Physical Improvements

### Street Improvements

#### **PI-1 Improve streetscapes along International Blvd. and S. 154<sup>th</sup> St. east of 32<sup>nd</sup> Ave. S.**

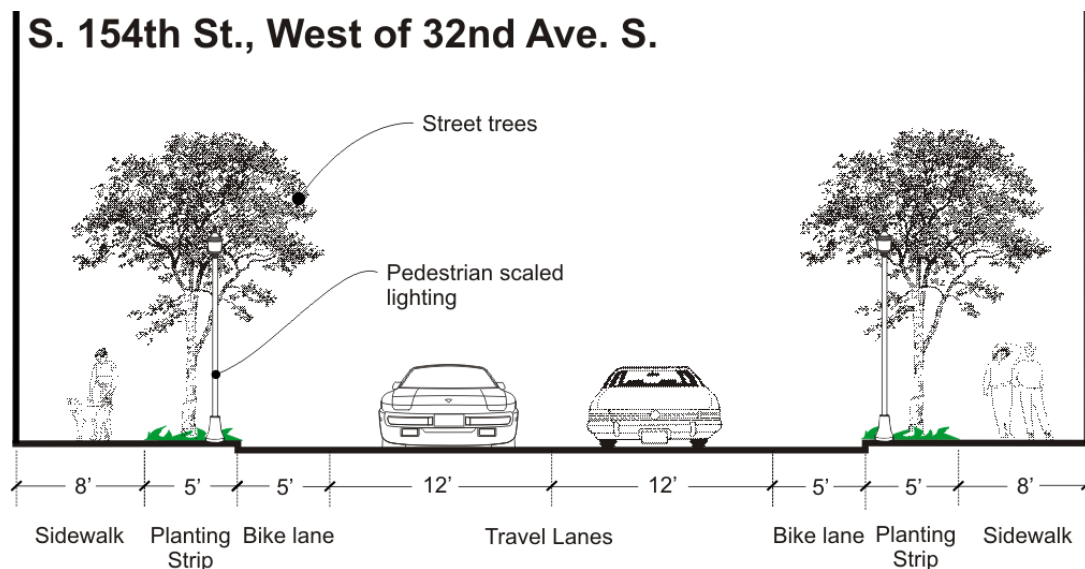
The City, partially in coordination with Sound Transit, should complete planned streetscape improvements along International Blvd. and S. 154<sup>th</sup> St., which include:

- Curb, gutter, sidewalk, street trees, illumination and underground utilities.

#### **PI-2 Improve streetscape along S. 154<sup>th</sup> St. west of 32<sup>nd</sup> Ave. S.**

The City, partially in coordination with Sound Transit, should complete planned streetscape improvements along S. 154<sup>th</sup> St. west of 32<sup>nd</sup> Ave. S., which include:

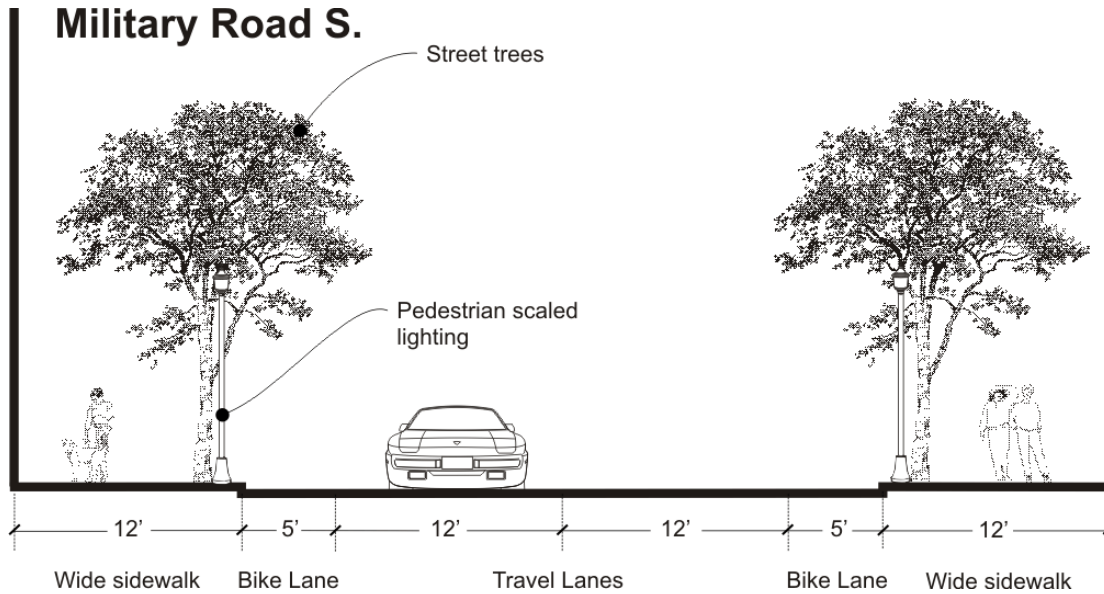
- Reconstructed and widened roadway; curb, gutter, sidewalk, bike lanes and planting strips.



**PI-3 Improve streetscape along Military Rd S**

The City, partially in coordination with Sound Transit, should complete planned streetscape improvements along Military Rd. S., which include:

- Reconstructed and widened roadway for drainage
- Bicycle lanes
- Pedestrian facilities

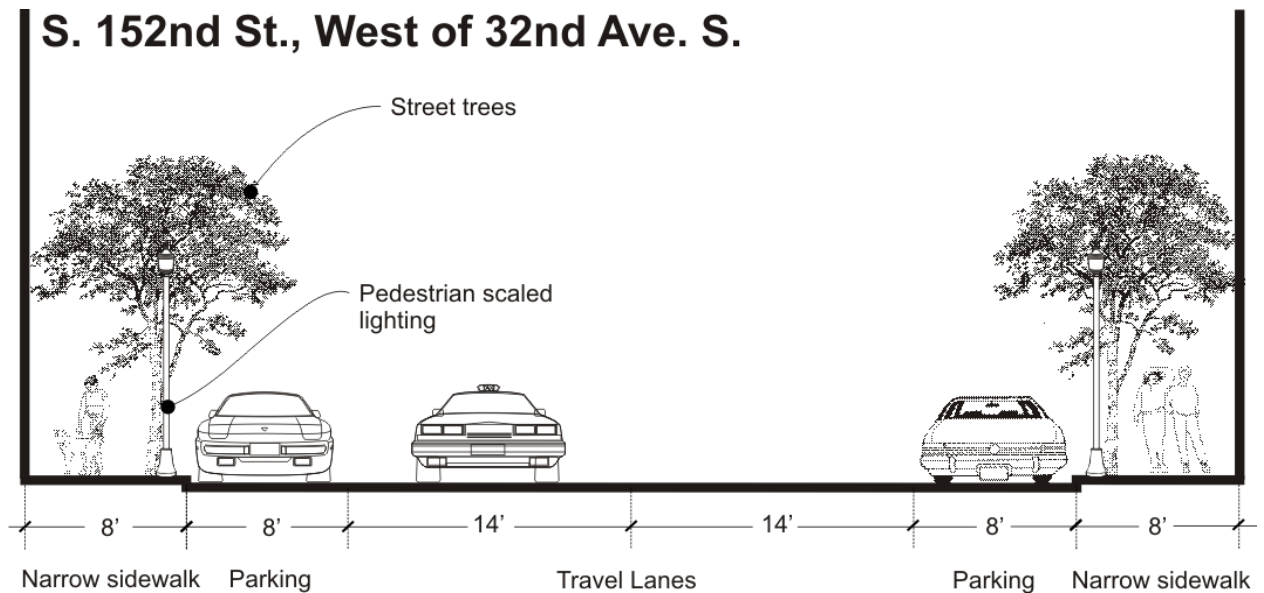
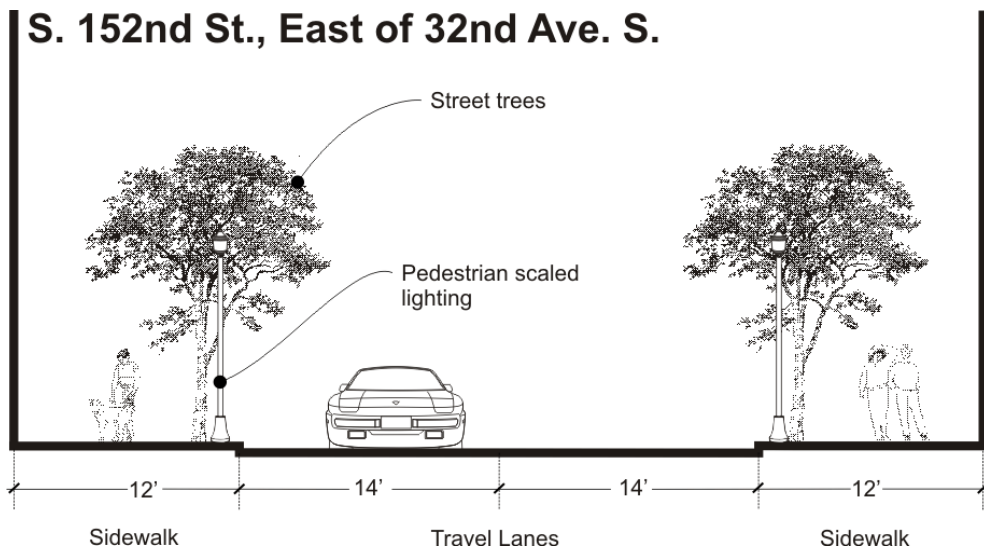




**PI-4 Improve streetscape along S. 152<sup>nd</sup> St.**

The City, partially in coordination with Sound Transit, should complete planned streetscape improvements along S. 152<sup>nd</sup> St., which include:

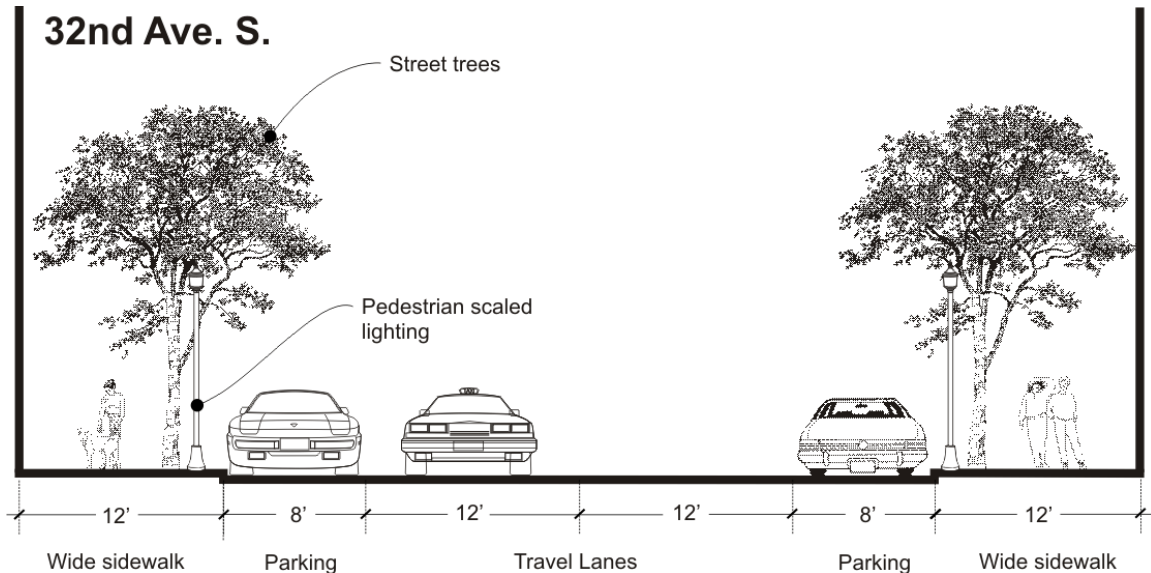
- Reconstructed and widened roadway; curb, gutter and sidewalk.



**PI-5 Improve streetscapes along 32<sup>nd</sup> Ave. S.**

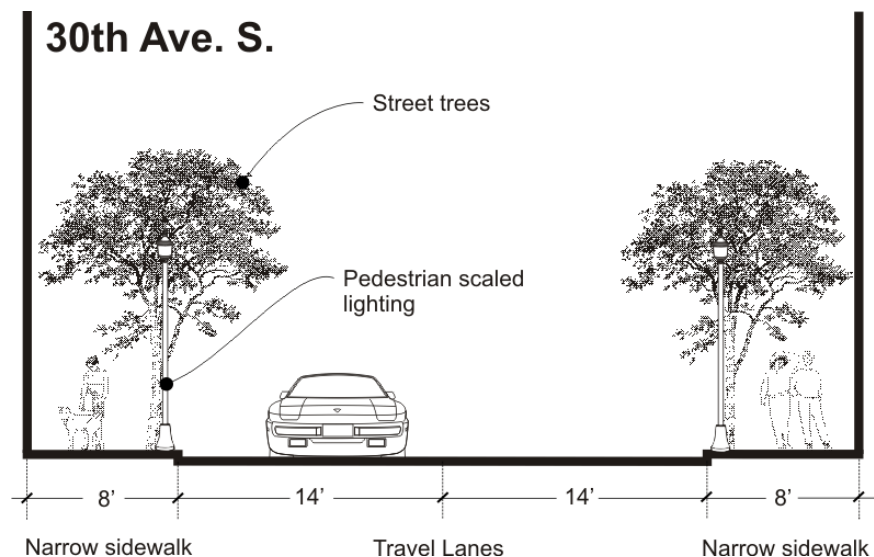
The City, partially in coordination with Sound Transit, should complete planned streetscape improvements along 32<sup>nd</sup> Ave. S., which include:

- Reconstructed and widened roadway; curb, gutter and sidewalk.

**PI-6 Improve streetscapes along 30<sup>th</sup> Ave. S.**

The City, partially in coordination with Sound Transit, should complete planned streetscape improvements along 30<sup>th</sup> Ave. S., which include:

- Reconstructed and widened roadway; curb, gutter and sidewalk.



**PI-7 Improve International Blvd. intersections and pedestrian connections at S. 154<sup>th</sup> St. and S. 152<sup>nd</sup> St.**

The City should consider improving the intersections at International Blvd. and S. 154<sup>th</sup> St. and S. 152<sup>nd</sup> St. to make them more pedestrian friendly. Improvements might include installing pedestrian actuated traffic signals, posting pedestrian walk-times, or installing crosswalk paving.



Figure 45. Improved sidewalk in Mercer Island, WA.

**PI-8 Coordinate with Washington State Department of Transportation (WSDOT) to improve access from SR 518**

The City should coordinate with the Washington State Department of Transportation (WSDOT) to improve access from SR 518, specifically for northbound International Blvd. traffic. The current access point is on S. 154<sup>th</sup> St. mid-way between 32<sup>nd</sup> Ave. S. and International Blvd. with a stop sign on the off ramp. Two improvements have been suggested as alternatives; one of the improvements would provide direct northbound access onto International Blvd. or access from SR 518 could be on S. 154<sup>th</sup> St. at 32<sup>nd</sup> Ave. S. with a traffic signal.



Figure 46. Example of a public plaza or farmers market.

**Redevelopment****PI-9 Encourage the redevelopment of the southwest corner of S. 152<sup>nd</sup> St. and International Blvd.**

The City should close off the portion of Military Rd. S. located between S. 152<sup>nd</sup> St. and International Blvd. This would allow the small triangle of land situated between Military Rd. S., S. 152<sup>nd</sup> St. and International Blvd. to be more easily redeveloped with a strong pedestrian orientation, while continuing to provide access and parking for commercial vehicles. The City should also consider constructing a plaza and pedestrian connections as part of redevelopment at the southwest corner of S. 152<sup>nd</sup> St. and International Blvd.



Figure 47. Example of redevelopment in Mercer Island, WA.

**PI-10 Construct a neighborhood park on the Old Riverton Heights Fire Station site when the existing fire station is relocated to a new site**

The City should consider constructing a neighborhood park on the existing fire station site and open spaces at other sites in the station area.

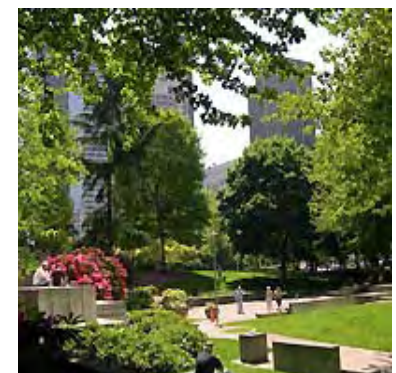


Figure 48. Example of an urban park in Seattle, WA.



**PI-11 Construct a public access garage or enter into public private partnership to provide public parking spaces in a private parking garage**

Construct parking garage to provide parking for short-term visitors to station area establishments with incentives or City funded subsidy.



Figure 49. Public Art at Lynnwood Transit Center in Lynnwood, WA.



Figure 50. Conceptual rendering of a central parking garage.

**PI-12 Work proactively with the development/business community to provide public amenities such as:**

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

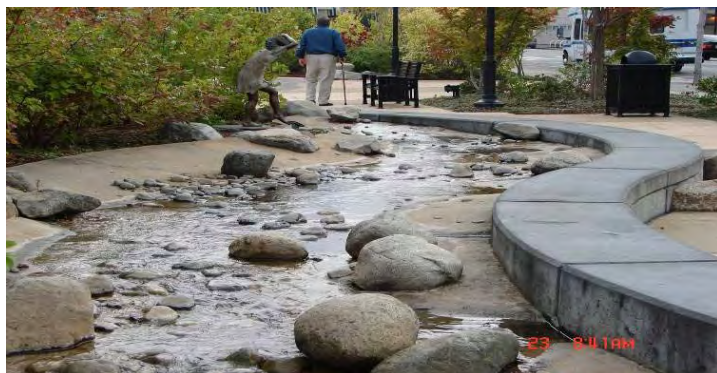


Figure 51. Water feature at Piazza Park in downtown Renton, WA.



## Regulatory Changes

### Incentives

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

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

#### **RC-2 Facilitate the construction of public parks and open spaces**

The City should consider establishing a program to construct public parks and open spaces in order to encourage high quality, mixed use development.

#### **RC-3 Streamline Permit Process**

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

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

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

#### **RC-5 Traffic Impact Reduction Allowances**

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

#### **RC-6 Tax Incentives**

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



*Figure 52. Compass Plaza, a gathering place in downtown Bellevue, WA.*



*Figure 53. A good example of a downtown Farmers Market.*



*Figure 54. Tera Apartments in downtown Kirkland, WA are a good example of mixed use development.*

## Development

**RC-7 Rezone areas to comply with plan**

The City should develop a process for the phasing of rezones including consideration of City sponsored rezones in appropriate areas.

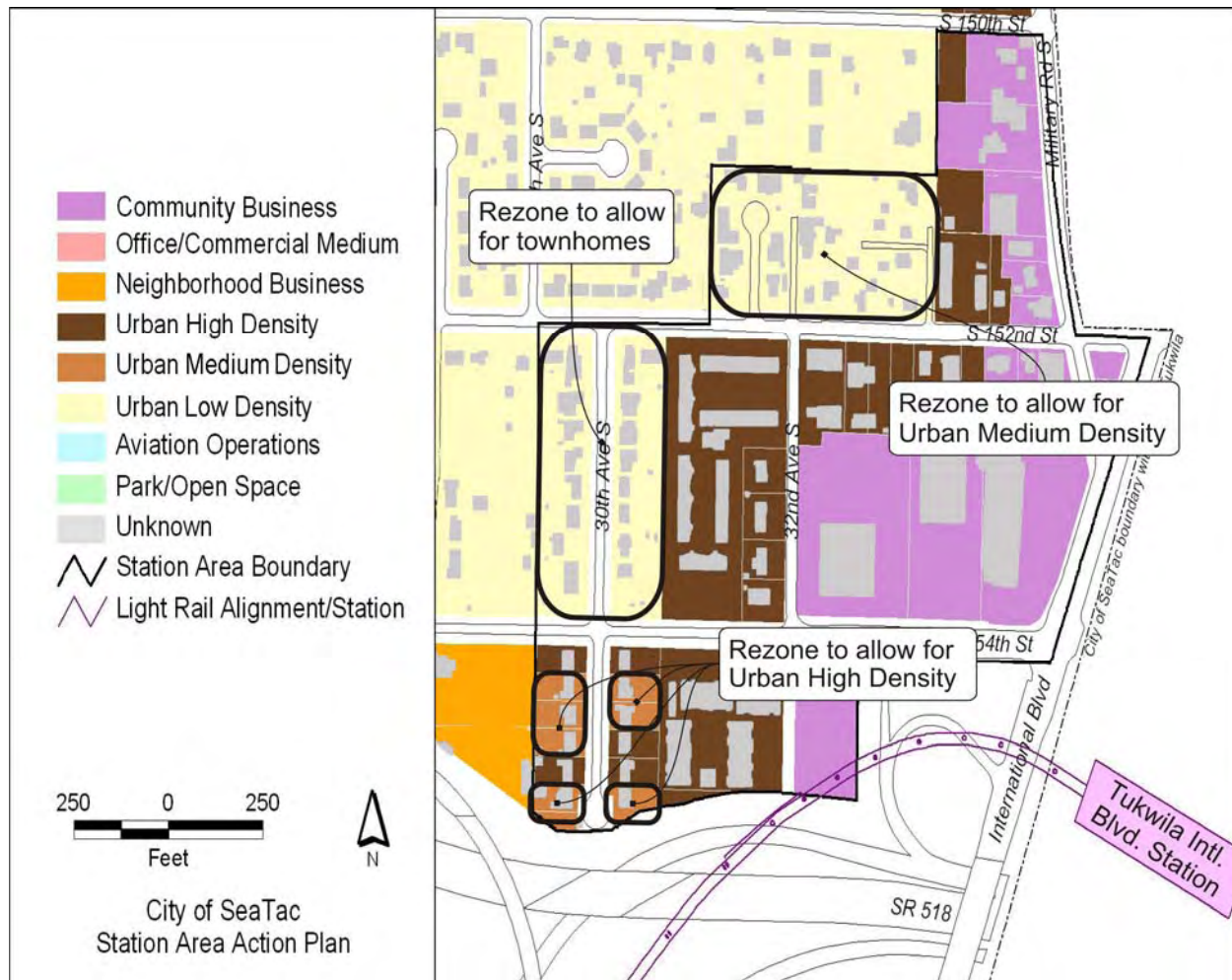


Figure 55. Rezone areas of the S. 154th St. Station Area to comply with plan.

## RC-8 Replace Interim Standards with Final Station Area Development Regulations

The City should develop, implement and adopt standards as necessary to help create a favorable development market within the station area.

**RC-9 Establish a minimum building height**

The City should consider specifying a minimum building height for new projects in the station area.

**RC-10 Density bonus**

The City should consider allowing new developments within the station area to receive a density bonus when implementing transit-oriented or pedestrian-friendly actions or design techniques.

**RC-11 Improve aesthetics in and adjacent to station area through proactive code enforcement**

Work with property owners and developers to preserve and enhance station area's aesthetics.

**Parking Management****RC-12 Employ strong standards for parking garages**

The City should consider employing strong design standards for parking garages in the S. 154<sup>th</sup> St. station area. Standards might include the following:

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

**RC-13 Consider implementing parking management practices that discourage “hide-and-fly” and “hide-and-ride” parking practices in the station area**

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

**RC-14 Establish joint use of parking spaces**

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

**RC-15 Establish maximum parking standards**

The City should continue to enforce a maximum on parking allowances within the station area and codify new development standards that address parking allowances such as decreasing parking requirements in return for providing public amenities.



*Figure 56. Examples of successful parking garage designs (shown in three images above).*



## Public-Private Partnerships

### Stakeholders

#### **PP-1 Facilitate property owner cooperation**

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

#### **PP-2 Continue the Business Outreach program**

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

#### **PP-3 Implement Business Ambassador Team**

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

### Collaboration

#### **PP-4 Residential housing opportunities**

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

#### **PP-5 Implement low interest rate loans and programs**

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

#### **PP-6 Work with Washington State Department of Transportation (WSDOT) to address timing of pedestrian crossing signals on International Blvd.**

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



Figure 57. Example of unified landscaping, lighting, sidewalk and street furniture design in Kirkland, WA.



Figure 58. Retail/commercial space with residential above in Bellevue, WA.



Figure 59. Post Office Square in Boston is a popular, privately owned park open to the public that sits atop a 1,500-car parking garage.



## Assistance

### **PP-7 State Environmental Policy Act (SEPA) assistance**

The City should consider completing a Programmatic Environmental Impact Statement (EIS) for the S. 154<sup>th</sup> St. Station Area that would then be applied to any proposed developments in the area. The City may also want to consider evaluating impacts and establishing mitigation for envisioned developments by performing traffic studies and utility capacity assistance for developers.

### **PP-8 Grants**

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

### **PP-9 Creation of Business Improvement District**

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



*Figure 60. Water features and public art are examples of potential business improvement district investments.*



*Figure 61. This fountain, located at the Piazza Park in downtown Renton, WA, was funded through the One Percent for Art fund.*

## Implementation Strategies Matrix

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

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

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

**Table 2. Implementation Strategies**

PROPOSED ACTIONS	IMPLEMENTATION STRATEGIES	PRIMARY RESPONSIBILITY	TIME LINE
<b>Physical Improvements</b>			
<b>Street Improvements</b>			
PI-1 Improve streetscapes along International Blvd. and S. 154 <sup>th</sup> St. east of 32 <sup>nd</sup> Ave. S.	<ul style="list-style-type: none"> <li>Construct curb, gutter, sidewalk, street trees, illumination and underground utilities.</li> </ul>	Sound Transit City Council City Staff	Short Term (1-2 years)
PI-2 Improve streetscape along S. 154 <sup>th</sup> St. west of 32 <sup>nd</sup> Ave. S.	<ul style="list-style-type: none"> <li>Reconstruct and widen roadway; install curb, gutter, sidewalk, bike lanes and planting strips.</li> </ul>	City Council City Staff	Short Term (1-2 years)
PI-3 Improve streetscape along Military Rd. S.	<ul style="list-style-type: none"> <li>Reconstruct and widen roadway for drainage; install bicycle lanes and other pedestrian facilities.</li> </ul>	City Council City Staff	Short Term (1-2 years)
PI-4 Improve streetscape along S. 152 <sup>nd</sup> St.	<ul style="list-style-type: none"> <li>Reconstruct and widen roadway; install curb, gutter and sidewalk.</li> </ul>	City Council City Staff	Short Term (1-2 years)
PI-5 Improve streetscapes along 32 <sup>nd</sup> Ave. S.	<ul style="list-style-type: none"> <li>Reconstruct and widen roadway; install curb, gutter and sidewalk.</li> </ul>	City Council City Staff	Short Term (1-2 years)

PROPOSED ACTIONS	IMPLEMENTATION STRATEGIES	PRIMARY RESPONSIBILITY	TIME LINE
PI-6 Improve streetscapes along 30 <sup>th</sup> Ave. S.	<ul style="list-style-type: none"> <li>Reconstruct and widen roadway; install curb, gutter and sidewalk.</li> </ul>	City Council City Staff	Short Term (1-2 years)
PI-7 Improve International Blvd. intersections and pedestrian connections at S. 154 <sup>th</sup> St. and S. 152 <sup>nd</sup> St.	<ul style="list-style-type: none"> <li>Install pedestrian-actuated traffic signals</li> <li>Install crosswalk paving</li> <li>Post pedestrian walk times</li> </ul>	City Council City Staff City Council City Staff City Council City Staff	Short Term (1-2 years) Short Term (1-2 years) Short Term (1-2 years)
PI-8 Coordinate with Washington State Department of Transportation to improve access from SR 518	<ul style="list-style-type: none"> <li>Decide on and select proper alternative for improved access from SR 518, specifically for northbound International Blvd. traffic.</li> </ul>	City Council City Staff	Medium (6-10 years)
<b>Redevelopment</b>			
PI-9 Encourage the redevelopment of the southwest corner of S. 152 <sup>nd</sup> St. and International Blvd.	<ul style="list-style-type: none"> <li>Close off the portion of Military Rd. S. located between S. 152<sup>nd</sup> St. and International Blvd. to allow for redevelopment with a strong pedestrian orientation while continuing to provide access and parking for commercial vehicles.</li> <li>Construct a public plaza at S. 152<sup>nd</sup> St. and International Blvd.</li> </ul>	City Council City Staff  City Council City Staff	Short Term (1-2 years)  Short Term (1-2 years)
PI-10 Construct a neighborhood park on the old Riverton Heights fire station site and open spaces at other sites in the station area	<ul style="list-style-type: none"> <li>Consider constructing a neighborhood park on the existing fire station site when the fire station relocates to a new site.</li> <li>Encourage formation of a Farmers Market in conjunction with the neighborhood park.</li> </ul>	City Council City Staff  City Staff	Medium (6-10 years)  Medium (6-10 years)

PROPOSED ACTIONS	IMPLEMENTATION STRATEGIES	PRIMARY RESPONSIBILITY	TIME LINE
PI-11 Construct a public access garage or enter into public private partnership to provide public parking spaces in a private parking garage	<ul style="list-style-type: none"> <li>Consider partnering with private developer to construct public access parking spaces in a new private garage.</li> </ul>	City Council City Staff	Short Term (1-3 years)
	<ul style="list-style-type: none"> <li>Consider securing funding for design and construction of a public access garage.</li> </ul>	City Council City Staff	Short Term (3-6 years)
PI-12 Promote development opportunities through public actions	<ul style="list-style-type: none"> <li>Install gateway markers such as public art, hanging baskets, signs and banners.</li> </ul>	City Council City Staff	Immediate
	<ul style="list-style-type: none"> <li>Provide other public amenities such as fountains and water features.</li> </ul>	City Council City Staff	Immediate
<b>Regulatory Changes</b>			
<b>Incentives</b>			
RC-1 Create incentives to attract desired land uses to station area	<ul style="list-style-type: none"> <li>Develop set of incentives to attract quality mixed use developments.</li> </ul>	City Staff	Immediate
RC-2 Facilitate the construction of public open spaces	<ul style="list-style-type: none"> <li>Provide land suitable for parks, public uses and civic activities through acquisition, dedication or joint use agreements.</li> </ul>	City Staff	Immediate
	<ul style="list-style-type: none"> <li>Establish incentives to dedicate open space, such as decreasing open space requirements in exchange for Transit-Oriented Development (TOD) amenities.</li> </ul>	City Council City Staff	Immediate
	<ul style="list-style-type: none"> <li>Establish locations of public open spaces to be acquired or set aside by developers as open space, or in return for public benefits.</li> </ul>	City Council City Staff	Short Term (1-6 years)



PROPOSED ACTIONS	IMPLEMENTATION STRATEGIES	PRIMARY RESPONSIBILITY	TIME LINE
RC-3 Streamline permit process	<ul style="list-style-type: none"> <li>Revise Zoning Code to improve efficiency of permit process.</li> </ul>	City Council City Staff	Immediate
	<ul style="list-style-type: none"> <li>Engage development community in discussion of most desirable changes.</li> </ul>	City Staff	Short Term (1-2 years)
RC-4 Develop expedited development review for mixed use and residential projects	<ul style="list-style-type: none"> <li>Develop fast track permitting and expedited development review processes for projects that result in high quality transit-oriented development in the station area, including mixed use and residential projects.</li> </ul>	City Council City Staff	Short Term (1-3 years)
RC-5 Traffic Impact Reduction Allowances	<ul style="list-style-type: none"> <li>Allow trip generation deductions for mixed use and residential development in the station area.</li> </ul>	City Staff	Short Term (1-3 years)
RC-6 Tax Incentives	<ul style="list-style-type: none"> <li>Work with the State Legislature to eliminate the current State law's population threshold in order to allow SeaTac to grant multi-family tax exemptions.</li> </ul>	City Staff	Immediate
<b>Development</b>			
RC-7 Rezone areas to comply with plan	<ul style="list-style-type: none"> <li>Develop process to consider phasing of the rezones including consideration of City sponsored rezones in appropriate areas.</li> </ul>	City Council City Staff	Short Term (1-2 years)
RC-8 Replace Interim Standards with Final Station Area Development Regulations	<ul style="list-style-type: none"> <li>Develop, implement and adopt standards as necessary to help create a favorable development market within the station area.</li> </ul>	City Council City Staff	Immediate
RC-9 Establish a minimum building height	<ul style="list-style-type: none"> <li>Consider specifying a minimum building height for new projects in the station area.</li> </ul>	City Council City Staff	Short Term (1-2 years)

PROPOSED ACTIONS	IMPLEMENTATION STRATEGIES	PRIMARY RESPONSIBILITY	TIME LINE
RC-10 Density bonus	<ul style="list-style-type: none"> <li>The City should consider allowing new developments within the station area to receive a density bonus when implementing transit-oriented or pedestrian-friendly actions or design techniques.</li> </ul>	City Council City Staff	Short Term (1-2 years)
RC-11 Improve aesthetics in and adjacent to station area	<ul style="list-style-type: none"> <li>Work with property owners and developers to preserve and enhance the station area's aesthetics.</li> </ul>	City Staff Private Sector	Ongoing
<b>Parking Management</b>			
RC-12 Employ strong design standards for parking garages	<ul style="list-style-type: none"> <li>Develop and implement design standards for parking garages that enhance the pedestrian environment.</li> </ul>	City Staff City Council	Immediate
RC-13 Consider implementing parking management practices that discourage "hide-and-fly " and "hide-and-ride" parking practices in the station area	<ul style="list-style-type: none"> <li>Develop and implement parking management techniques that prevent airport and light rail users from leaving their vehicles for long periods of time on neighborhood streets.</li> </ul>	City Staff	Short Term (1-3 Years)
RC-14 Encourage joint use of parking spaces	<ul style="list-style-type: none"> <li>Work with property owners and developers to encourage shared parking.</li> <li>Establish a fund for a shared parking structure in the station area.</li> </ul>	City Staff  City Council City Staff	Ongoing  Medium Term (6-10 years)
RC-15 Establish a maximum allowance on parking	<ul style="list-style-type: none"> <li>Continue to enforce maximum allowance on parking.</li> <li>Codify new development standards that address parking allowances such as decreasing parking requirements in return for providing public amenities.</li> </ul>	City Council City Staff  City Council City Staff	Short Term  Short Term

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

PROPOSED ACTIONS	IMPLEMENTATION STRATEGIES	PRIMARY RESPONSIBILITY	TIME LINE
	<ul style="list-style-type: none"> <li>Develop joint venture concepts with the King County Housing Authority and other affordable housing developers.</li> </ul>	City Staff	Ongoing
PP-5 Implement low interest rate loans and programs	<ul style="list-style-type: none"> <li>Work with banks, financial institutions and Puget Sound Regional Council to explore low interest rate loan options and programs.</li> </ul>	City Staff	Immediate
PP-6 Work with WSDOT to address timing of pedestrian crossing signals on International Blvd.	<ul style="list-style-type: none"> <li>Conduct study to assess the feasibility of adjusting signal timing to allow more time for pedestrian crossing of International Blvd. at signalized intersections.</li> </ul>	City Staff	Short Term (1-6 years)
	<ul style="list-style-type: none"> <li>Work with WSDOT to implement signal timing changes where deemed feasible.</li> </ul>	City Staff	Short Term (1-6 years)
<b>Assistance</b>			
PP-7 State Environmental Policy Act (SEPA) assistance	<ul style="list-style-type: none"> <li>Consider performing programmatic Environmental Impact Statement (EIS) for entire station area or district-wide environmental review.</li> </ul>	City Staff	Short Term (1-3 Years)
	<ul style="list-style-type: none"> <li>Perform traffic studies/ analyses in order to educate potential developers and facilitate the redevelopment process.</li> </ul>	City Staff	Short Term (1-3 Years)
PP-8 Grants	<ul style="list-style-type: none"> <li>Explore potential grant sources for TOD related developments.</li> </ul>	City Staff	Immediate
PP-9 Creation of Business Improvement District	<ul style="list-style-type: none"> <li>Educate and support to station area businesses in efforts to create Business Improvement Districts.</li> </ul>	City Staff	Short Term (1-6 Years)



# Appendix A – “Viewpoint Concept” Alternative

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During 2000 and 2001 the City worked on a similar Station Area Planning Project, which was abandoned due to uncertainty about the location of the two stations. Sound Transit was considering a proposal to amend the system’s route through Tukwila, known as the Tukwila Freeway Route alternative, and the Port of Seattle was rethinking the plan for a separate north end airline terminal after the attacks of September 11, 2001. Both of these considerations resulted in uncertainty about the locations of the SeaTac/Airport Station, and the station that would serve the Tukwila International Boulevard section of Tukwila, and adjacent parts of SeaTac.

Although that Station Area Planning Project was not completed, a concept for the S. 154<sup>th</sup> St. Station Area was developed that took advantage of views from that area, and included a mixed use pedestrian mall running northwest from the corner of International Blvd. and S. 154<sup>th</sup> St. This was known as the “Viewpoint Concept.”

The “Viewpoint Concept” still enjoys support, although it presents implementation challenges. The current S. 154<sup>th</sup> St. Station Area Action Plan proposes a plan that can be implemented as individual properties redevelop.

Because the “Viewpoint Concept” represents a desirable future alternative for the S. 154<sup>th</sup> St. Station Area, it is included in this Plan as an alternative development scenario. If the implementation challenges were overcome (by consolidated ownership of the various parcels, for example), the City would like for a developer to consider this concept.



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