



Planning and Economic Development Committee Agenda REGULAR MEETING

July 17, 2025
4:00 pm–5:30 pm
Hybrid Meeting

This meeting will be conducted in a hybrid format with in-person and remote options for public participation. The meeting will be broadcast on SeaTV Government Access Comcast Channel 21 and live streamed on the City's website <https://seatacwa.gov/seatvlive> and click the "live" channel 1 grey box.

A quorum of the Council may be present.

Committee Members: Councilmember James Lovell, Chair
Councilmember Jake Simpson
Mayor Mohamed Egal

Staff Coordinator: Evan Maxim, CED Director

ITEM	TOPIC	PROCESS	WHO	TIME
1	Call to Order		Chair	4:00
2	PUBLIC COMMENTS: The committee will hear in-person public comments and will also provide remote oral and written public comment opportunities. All comments shall be respectful in tone and content. Providing written comments and registering for oral comments must be done by 2:00 pm, the day of the meeting. Registration is required for remote comments and encouraged for in-person comments. Any requests to speak or provide written public comments which are not submitted following the instructions provided or by the deadline will not be included as part of the record. <ul style="list-style-type: none">Instructions for registering to providing oral public comments are located at the following link: Registration for Oral Public Comments - Council Committees and Citizen Advisory CommitteesSubmit email/text public comments to pedpubliccomment@seatacwa.gov. The comment will be mentioned by name and subject and then placed in the committee handout packet posted to the website.		Chair	4:00 (5 min)
3	Minutes of 05/15/2025 regular meeting	Review and approve	Committee	4:05 (5 min)

4	SeaTac Central Plan: Update	Informational Briefing	Kaelene Nobis	4:10 (10 min)
5	Parking Study: Report and Next Steps	Informational Briefing	Zack Shields	4:20 (20 min)
6	Farmer's Market, Roadhouse, and Projects for Public Spaces	Informational Briefing	Aleksandr Yeremeyev / Maria Langbauer	4:40 (20 min)
7	Directors Update	Informational Briefing	Evan Maxim	5:00 (10 min)
8	Adjourn		Chair	5:10



Planning & Economic Development Committee Minutes

Thursday, May 15, 2025

4:00 PM – 5:30 PM

* Hybrid Meeting *

Commenced: 4:00 pm

Adjourned: 5:35 pm

Committee Members:	Present	Absent	Excused	Unexcused
James Lovell, Chair	X			
Mohamed Egal, Mayor		X	X	
Jake Simpson, Councilmember	X			
Other Councilmembers:	None			

Staff & Presenters: CED Director **Evan Maxim**, Planning Manager **Jenn Kester**, Economic Development Manager **Aleksandr Yeremeyev**, Associate Planner **Laura Stilwell**, Admin Assistant 3 **Barb Mailo**, Executive Manager South King Housing and Homelessness Partners **Claire Vanessa Goodwin**

1. Call to Order	Chair Lovell called the meeting to order at 4:00 pm and roll call.
2. Public Comments	Written comments: <ul style="list-style-type: none">• Written Public Comments: Aaron Hundtofte• Remote comments:• In-person comments:
3. Minutes of the 03/20/2025 regular meeting	Review and Approve <ul style="list-style-type: none">• Consensus approval of the meeting minutes by the PED Committee.
4. South King Housing & Homelessness Partners (SKHHP): 2026 Workplan and Budget	Review and Recommendation <p>Presented by <i>Executive Manager South King Housing and Homelessness Partners</i> Goodwin.</p> <p>Discussion commenced with <i>Councilmember</i> Simpson, <i>Chair</i> Lovell, and <i>Executive Manager South King Housing and Homelessness Partners</i> Goodwin.</p> <ul style="list-style-type: none">• Committee recommended to the consent agenda for June RCM, but send email to Council before moving to consent agenda

<p>5. Code Amendments: Middle Housing & Accessory Dwelling Unit (ADU)</p>	<p style="text-align: right;">EXHIBIT 2: Page 2 of 3 DATE: 7/17/2025</p> <p>Review and recommendation</p> <p>Introduction by <i>Planning Manager</i> Kester.</p> <p>Presented by <i>Associate Planner</i> Stilwell.</p> <p>Parking Requirements:</p> <p>First discussion commenced with <i>Chair Lovell</i>, <i>Associate Planner Stilwell</i>, and <i>Planning Manager Kester</i>.</p> <p>Second discussion commenced with <i>Councilmember Simpson</i>, <i>Associate Planner Stilwell</i>, and <i>Planning Manager Kester</i></p> <ul style="list-style-type: none"> • ADUs – Height & Design: • Introduction to Middle Housing: • Middle Housing - Buffer Map: • Middle Housing – Lot Lines: (Chair, Director, Kester) • Middle Housing – Residential Standards: • Middle Housing – Landscaping & Tree Retention: (Chair, Stilwell, Kester) • Middle Housing – Townhouse & Duplex Design Standards: <p>Discussion commenced with <i>Chair Lovell</i> and <i>Associate Planner Stilwell</i> regarding above items.</p> <p>General discussion commenced with <i>Chair Lovell</i>, <i>CED Director Maxim</i>, <i>Planning Manager Kester</i></p> <p>Action Requested:</p> <ul style="list-style-type: none"> • Committee recommended to the consent agenda for June RCM
<p>6. Economic Development Work Update</p>	<p>Informational Briefing</p> <p>Presented by <i>Economic Development Manager Yermeyev</i>.</p> <p>Discussion commenced with <i>Councilmember Simpson</i> and <i>Chair Lovell</i></p>
<p>7. Director's Update</p>	<p>Informational Briefing</p> <p>Presented by <i>CED Director Maxim</i>.</p> <ul style="list-style-type: none"> • New <i>Principal Planner</i> Kaelene Nobis started work in CED; top priority starting work around Sub Area Plan around City Center, Laura Stilwell, Zack Shields, and the rest of Planning Team • Sustainable Airport Master Plan currently under review, update to the expected timeline received, FAA bumped back to 2025 Quarter 3, anticipate conversation regarding

	<p>FIFA subject</p> <p>EXHIBIT 2: Page 3 of 3 DATE: 7/17/2025</p> <ul style="list-style-type: none">• Co-living standards – going to be picking up June/July once Middle Housing work has completed• June 19 PED meeting cancelled
8. Adjourn	<p><i>Chair</i> Lovell adjourned the meeting at 5:35 pm.</p>



MEMORANDUM COMMUNITY & ECONOMIC DEVELOPMENT

Date: 7/17/2025
To: Planning & Economic Development (PED) Committee
From: Kaelene Nobis, AICP, Principal Planner
Subject: SeaTac Central RFP

Summary

A briefing on the recently issued Request for Proposals (RFP) for Phase 2 of the SeaTac Central Subarea Plan and Development Code Update. This multi-year planning effort will replace the 22-year-old City Center Plan with a modern, community-supported subarea plan and zoning code tailored to today's market conditions, equity priorities, and growth strategies. This is an informational update and the first in a series of regular briefings through project completion in Winter 2026.

Background

The City of SeaTac has released an RFP seeking qualified consultant teams to complete the next phase of the SeaTac Central Subarea Plan and Development Code Update. The plan area—formerly known as the City Center/Airport Station—is a key redevelopment district adjacent to SeaTac/Airport Light Rail Station and SeaTac International Airport. It includes roughly 200 acres, covering 40% of the city's designated Urban Center.

The effort builds on:

- The City Center Plan Update Phase 1 Vision Report (2020)
- Phase 2 technical work through early 2024, including market and infrastructure analyses
- The newly adopted Envision SeaTac 2044 Comprehensive Plan, which includes an "Urban Villages" framework and sets high-level policy direction for the Urban Center

SeaTac Central is envisioned as a thriving, walkable, transit-oriented business and residential district that supports both regional mobility and neighborhood livability. This project will help implement that vision with a plan and code that promote equitable access to opportunity, increased housing options, economic investment, and improved quality of life.

Project Objectives

The overarching goal is to complete a well-supported and actionable subarea plan and development code that will guide SeaTac Central's transformation. Key objectives include:

- Refining and expanding upon the vision and urban design framework established in the last 5 years of planning
- Leveraging proximity to the airport and light rail to optimize regional growth and economic development
- Developing strategies to attract compatible development, promote local businesses, and integrate future tourism goals
- Conducting inclusive outreach to residents, businesses, and community partners
- Recommending realistic actions to implement the vision based on physical, economic, and regulatory conditions

The RFP also emphasizes alignment with regional frameworks, including:

- PSRC Vision 2050
- King County Countywide Planning Policies for Urban Centers
- Funding and grant criteria related to equity, opportunity, and growth targets

The result will be a plan that is implementation-ready, grounded in community priorities, and strategically aligned with regional planning efforts and future investment.

Draft Project Schedule as outlined in the RFP:

Milestone	Estimated Date
RFP Issued	June 2025
Proposals Due	August 2025
Consultant Selection / Contract Execution	August 2025
Project Kickoff	September 2025
Existing Conditions Summary	September – December 2025
Community Engagement Launch	January 2026
Draft Land Use & Development Concepts	February – March 2026
Preferred Alternative + Infrastructure/Policy Framework	April – May 2026
Draft Subarea Plan + Code Concepts	June – August 2026
Final Draft Plan, Code, & SEPA Checklist	September – October 2026
Public Hearings & Final Revisions	October – November 2026
Code Recommendations Finalized	December 2026
Council Adoption Deadline (Plan Only)	December 2026

Budget Significance

The project is funded in the 2025–2026 biennial budget. Any additional funding needs will be presented at a later time.

PED Committee Direction

This is an informational update. No Committee action is requested

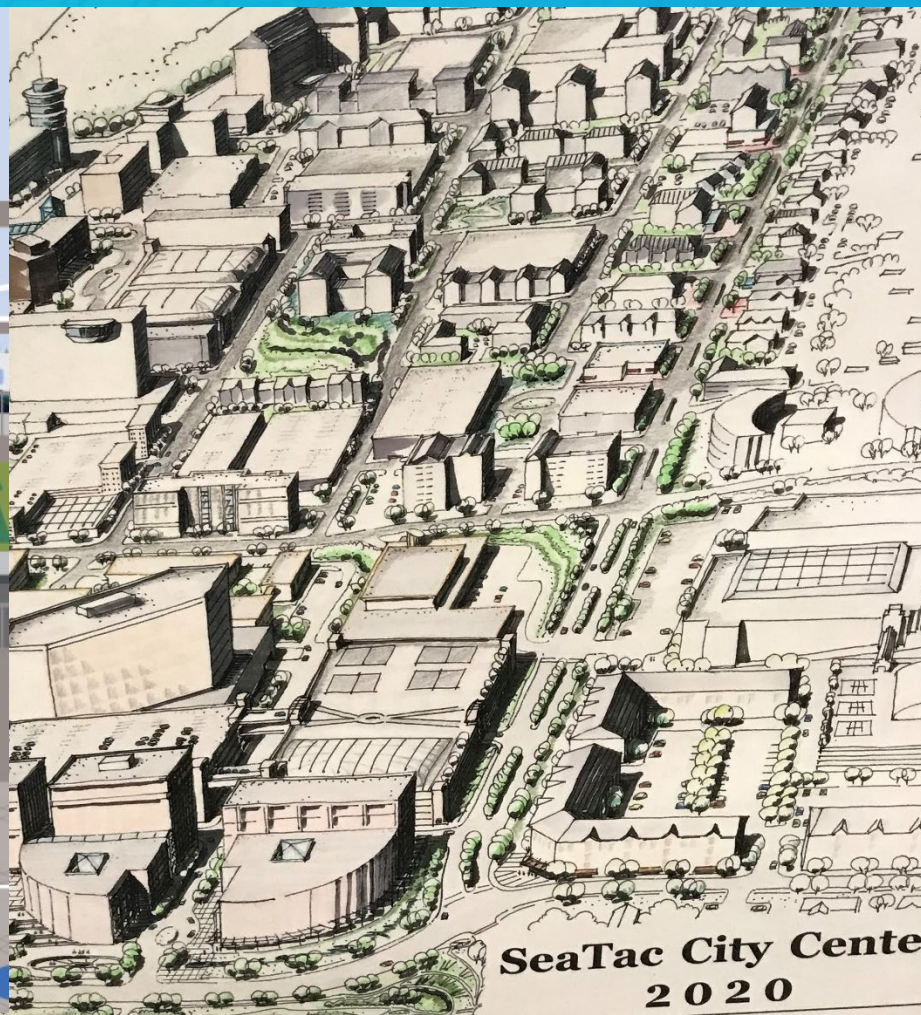
Packet Materials

The RFP and presentation slides are included for additional context.

SeaTac Central

July 17, 2025

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PURPOSE OF PRESENTATION

- PED Briefing on SeaTac Central RFP Process

WHY IS THIS ISSUE IMPORTANT?

1. Project is continuation/ restart of City Center/Airport District Subarea Planning Process to replace 24-year-old City Center Plan, and its related development code.
2. Briefing intended to be first of series of regular updates and work sessions through project's anticipated end date in Winter 2026.
3. RFP has been issued for consultants, with a due date of July 31, 2025.



POTENTIAL ACTION

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DATE: 7/17/2025

NO ACTION REQUESTED:

- Information Only

REVIEWS TO DATE:

- First Review

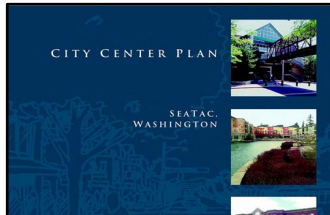


RECAP: PROJECT HISTORY

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DATE: 7/17/2025

1999



2020



City Center/
Airport District
Subarea Plan Project

2023



2024



PURPOSE OF THE RFP

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DATE: 7/17/2025



The City is seeking qualified planning and design consultants for the next phase of the **SeaTac Central Subarea Plan and Development Code Update**, focused on the area around the SeaTac/Airport Light Rail Station.

Why It Matters

- SeaTac Central is the city's most urban, transit-connected area.
- It borders Sea-Tac Airport, with 20,000+ workers and 150,000 daily travelers—like a small city in itself.
- This plan will align with Envision 2044 to guide growth, support mixed-use development, and enhance livability around this vital hub.



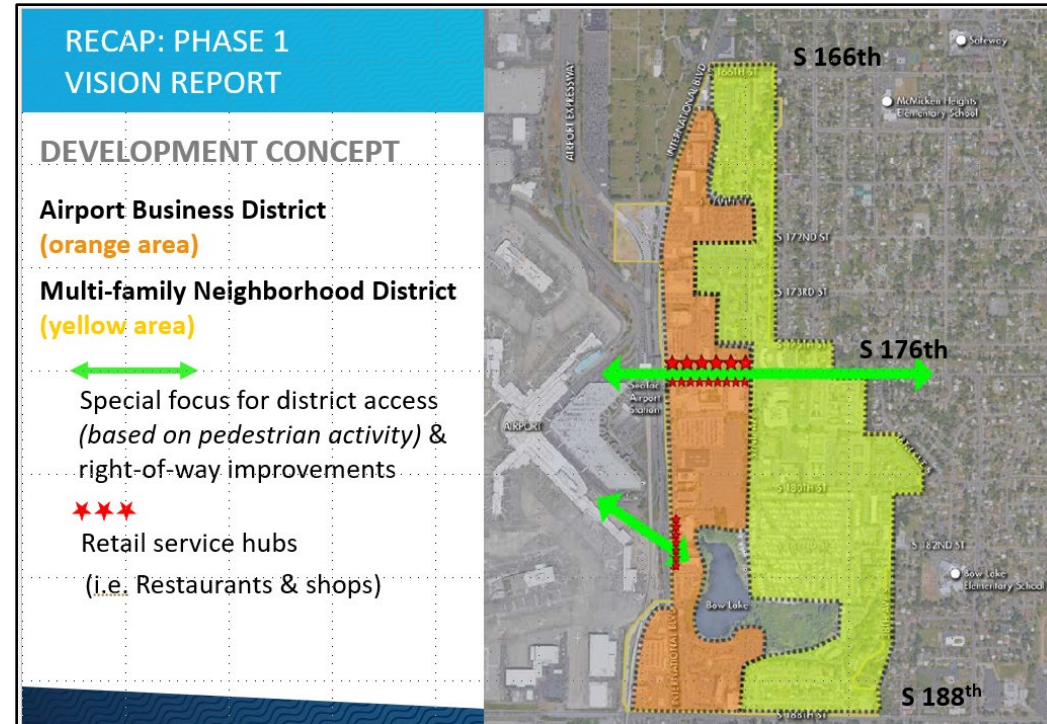
WHAT THE RFP COVERS

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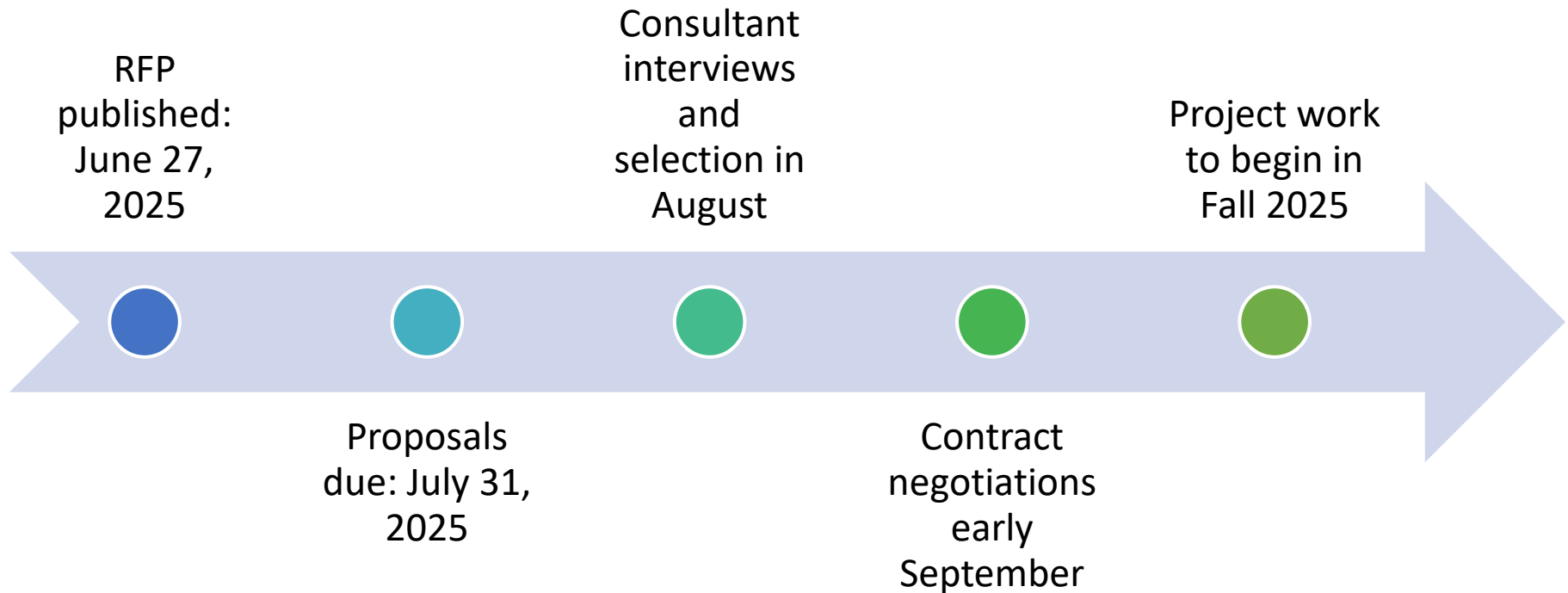
The scope includes:

- Reaffirming and refining 2020 -2024 vision and concepts to today's market realities.
- Land use and zoning recommendations
- Urban design and placemaking strategies
- Transportation and access improvements
- Community engagement and equitable outreach
- Drafting implementing regulations



RRP AND CONSULTANT SELECTION TIMELINE

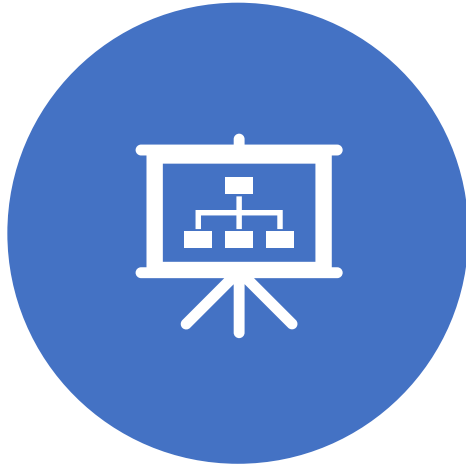
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COMMITTEE AND COUNCIL ROLE

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DATE: 7/17/2025



THIS IS AN ADMINISTRATIVE STEP IN
ADVANCING COUNCIL-ADOPTED POLICY
DIRECTION.



FUTURE BRIEFINGS AND APPROVALS WILL
OCCUR AT KEY PROJECT MILESTONES,
INCLUDING REVIEW OF DRAFT PLAN.



PROJECT MANAGER CONTACT

EXHIBIT 4b: Page 9 of 9

DATE: 7/17/2025



All questions related to the RFP or consultant inquiries should be directed to

Kaelene Nobis, AICP,
Principal Planner

knobis@seatacwa.gov





MEMORANDUM COMMUNITY & ECONOMIC DEVELOPMENT

Date: 7/17/2025
To: Planning & Economic Development (PED) Committee
From: Zack Shields, Senior Planner
Subject: SeaTac Citywide Parking Code Study Report

Summary

In May 2023, the City of SeaTac retained a consultant to conduct a citywide parking code study, assessing the existing demand for and supply of parking in SeaTac. The goal of the study was to evaluate the effectiveness of current parking requirements and to propose improvements to SeaTac's municipal parking code for new developments, including multifamily housing, hotels, offices, retail establishments, and restaurant projects. This review focused on areas around the three light rail stations: S. 154th Street, City Center, and Angle Lake Urban Villages.

SeaTac's unique geographic and economic landscape is shaped by its proximity to Seattle-Tacoma International Airport, strong transit connections (including Link Light Rail, King County Metro, and RapidRide services), and a growing, diverse population. These factors all influence current parking usage, as well as future capacity and mobility trends. Furthermore, the COVID-19 pandemic and its impacts have significantly affected occupancy rates.

Recognizing these dynamics, the study outlines several strategies to modernize the city's parking approach. These include adjusting parking minimums based on land use and location, expanding shared parking options, introducing permit or time-limited parking in high-demand areas, and better supporting residents with work-related vehicle needs. The findings emphasize the importance of customizing parking policies to SeaTac's unique conditions, especially its role as a major regional airport hub, its diverse housing and employment options, and changing mobility patterns. The study does not recommend immediate code modifications but provides a foundation for future policy discussions that aim to balance housing affordability, multimodal transportation, and local parking needs in advance of our upcoming code amendment work plan.

Analysis

Current Conditions vs. Legacy Regulations:

The report was developed through a combination of on- and off-street parking utilization surveys, an online public engagement survey, a review of best practices guidance, and an analysis of recent state legislation that impacts local parking standards.

Historically, parking design in SeaTac prioritized vehicle capacity, often at the expense of pedestrian and cyclist connectivity. This legacy has resulted in a parking code that does not always align with actual usage patterns and the city's evolving development and mobility trends. While the study provides a snapshot of parking use patterns and identifies opportunities for policy refinement, the findings must be considered in the context of ongoing recovery from the COVID-19 pandemic. Travel behavior, commuting patterns, and office utilization remain in flux, and further study will support long-term code updates.

In 2018, SeaTac conducted a parking study to evaluate on-street parking in three areas of the city adjacent to light rail stations where parking concerns had been identified. In 2019, the City of SeaTac introduced its Permit Parking Program (PPP) to the McMicken Heights Neighborhood Village. Following the implementation of the PPP and the subsequent COVID-19 pandemic, further study was necessary to evaluate the effectiveness of current requirements.

The timeline for analysis coincided with concurrent work on the development and adoption of a new comprehensive plan, *Envision 2044*. In addition, the COVID-19 pandemic and years-long recovery period significantly disrupted travel behavior and parking demand patterns, introducing greater uncertainty in assessing post-pandemic parking trends and necessitating a cautious and informed approach.

The findings of the study, stratified by use, indicate that off-street parking demand for office parking occupancy was consistently under 50%, largely due to the remote work trends that emerged during the COVID-19 pandemic. This suggests a significant shift in office space use; however, the study did not fully capture current conditions related to the recent “return-to-office” transitions. Meanwhile, apartment parking demand ranged from 67-72%, with higher demand observed where off-street supply was lower. Restaurant uses showed consistently high occupancy (86-92%), indicating that requirements for this use type remain aligned with observed demand. Retail demand variations were observed across the study area, with more substantial utilization in the South 154th Street Station Area.

On-street parking patterns showed an average utilization of 34%, though occupancy varies widely by location and time of day. Higher demand was observed near apartment buildings with lower parking ratios and in areas with higher concentrations of households owning multiple vehicles.

Impact of Recent Legislation:

Recent state legislation has relaxed parking requirements for new housing developments, especially in transit-accessible areas and within a one-mile radius of the airport and near high-capacity transit, to promote affordable housing. This change is consistent with findings from the study, which point to opportunities for updating local code requirements to better match demand.

Demand and Utilization Trends:

Survey data and driver licensing trends (noting a high number of TNC drivers relative to similar cities) suggest that the current parking inventory may be excessive or poorly allocated relative to actual demand. The study identifies a trend toward shared parking arrangements and flexible management strategies that would support multimodal transportation and accommodate a reduction in private vehicle reliance. Additionally, the study highlighted a significant presence of Transportation Network Companies (TNCs) and a shift in travel behavior, such as increased remote work, which may lead to a reduction in traditional vehicle ownership and parking demand.

Post-COVID-19 considerations remain impactful. Many patterns identified in this study reflect a transitional moment in travel and work behavior. The persistence of remote work, shifts in commuting, and increasing adoption of alternative mobility (e.g., EVs, TNCs) are reshaping parking demand.

Multimodal and Transit-Oriented Context:

The Urban Center’s proximity to robust public transportation networks (including frequent Link Light Rail service and multiple bus routes) supports a move toward transit-oriented development. Updated parking policies could help streamline land use, reduce conflicts between various modes, and enhance overall urban mobility.

SeaTac's minimum parking requirements are generally higher than those recommended by national standards like ITE and ULI, especially for residential and office uses. The study recommends aligning requirements more closely with actual demand and offering greater flexibility in areas with strong transit access. Policy options include adjusting minimum and maximum requirements based on location and use type, creating a new overlay zone around the 1-mile airport buffer to better reflect state exemptions, expanding shared parking, bicycle parking, and permit parking policies where suitable, and exploring flexible design options such as tandem parking, mechanical systems, and unbundled parking.

PED Committee Direction

This is an informational briefing only. No action requested. Further code amendment analysis is planned to commence in the late 2025 to early 2026 timeframe, incorporating the findings of this study.

Packet Materials

1. Citywide Parking Code Study Report
2. Appendix A: Online Survey Results

SeaTac *Citywide Parking* *Code Study*

Prepared for:
City of SeaTac

Submitted on:
June 2025

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Glossary of Terms

Accessory Dwelling Units (ADUs): Secondary housing units on the same lot as a primary residence. They can be attached, detached, or conversions of existing structures.

Block Face: block-face refers to the aggregate of all the building facades on one side of a block. This term is often used to describe the side of a city block that faces the street and includes all the buildings and structures along that side.

Commercial Parking: Parking facilities dedicated to serving commercial establishments, such as retail stores, offices, and restaurants.

High-Capacity Transit (HCT): Public transportation systems that can carry a large number of passengers, such as light rail or bus rapid transit.

Multimodal Transportation: Transportation systems that integrate multiple modes of travel, such as walking, cycling, public transit, and driving.

Off-Street Parking: Parking facilities located off the public street, typically in parking lots or garages.

On-Street Parking: Parking spaces located on public streets, often regulated by time limits or permit requirements.

Park-and-Fly: Parking facilities that cater to travelers looking for long-term parking near airports.

Parking Inventory: The total number of parking spaces available in a specific area, including both on-street and off-street parking.

Parking Management Strategies: Policies and practices aimed at optimizing the use of parking resources, such as permit programs, time limits, and shared parking.

Parking Supply Ratios: The ratio of parking spaces provided per unit of development, such as per residential unit or per 1,000 square feet of commercial space.

Remote Work: The practice of working from a location other than the traditional office, often from home, which can impact parking demand and office space utilization.

Shared Parking: A parking management strategy where multiple users or properties share parking facilities, optimizing the use of available spaces.

Tandem Parking: Parking spaces arranged one behind the other, allowing two vehicles to park in a single elongated space.

Transportation Network Companies (TNCs): Companies that provide ride-hailing services, such as Uber and Lyft.

Transit-Oriented Development (TOD): Development projects designed to maximize access to public transit, often featuring higher density and mixed-use development near transit stations.

Vehicle Ownership: The number of vehicles owned by households, which can impact parking demand and transportation planning.

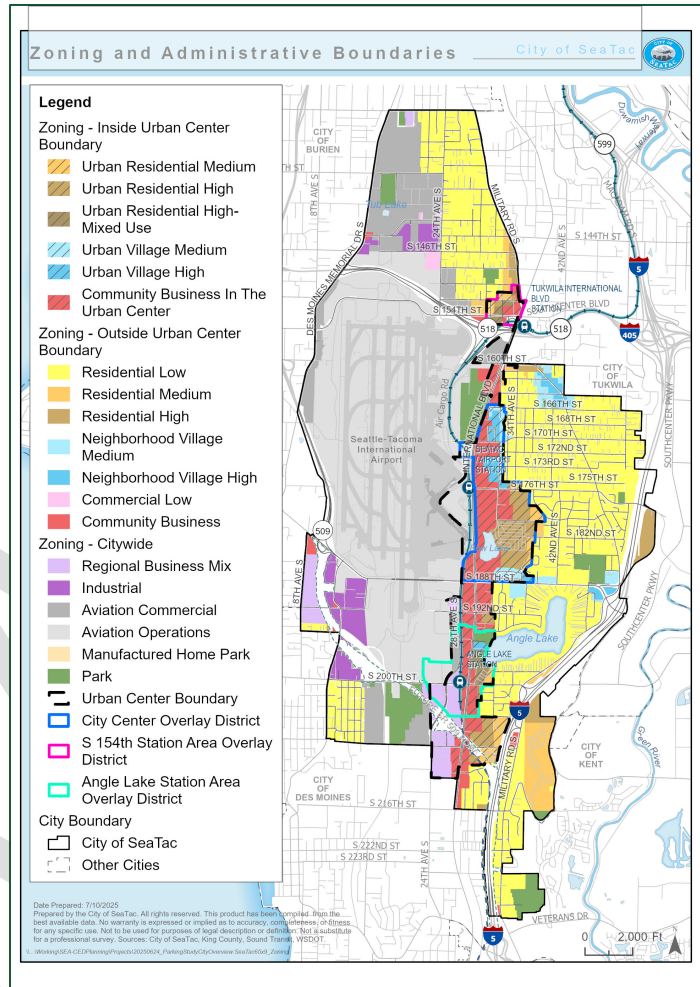
1. Introduction

1.1 Purpose of This Study

The aim of the study was to optimize parking requirements in the City of SeaTac's Municipal Code for new developments, including multi-family, hotel, office, retail, and restaurant infill development projects within the Urban Center, which encompasses the urban village and station areas. The primary goal was to analyze how residents, employees, and visitors utilized existing on- and off-street parking within the Urban Center, focusing on the three station districts: S 154th St Station District, City Center, and Angle Lake Station District.

Adopting a data-driven approach, the study conducted focused surveys of on-street and off-street parking adjacent to and within relevant land-use types, alongside an online community survey to gauge the community's needs and perceptions about parking. Additionally, the study reviewed recent state legislation, case studies, and industry best practices to recommend updates to the city's parking requirements and potential parking management strategies.

Figure 1: SeaTac Urban Center Area



Source: City of SeaTac

1.2 Contextual Setting

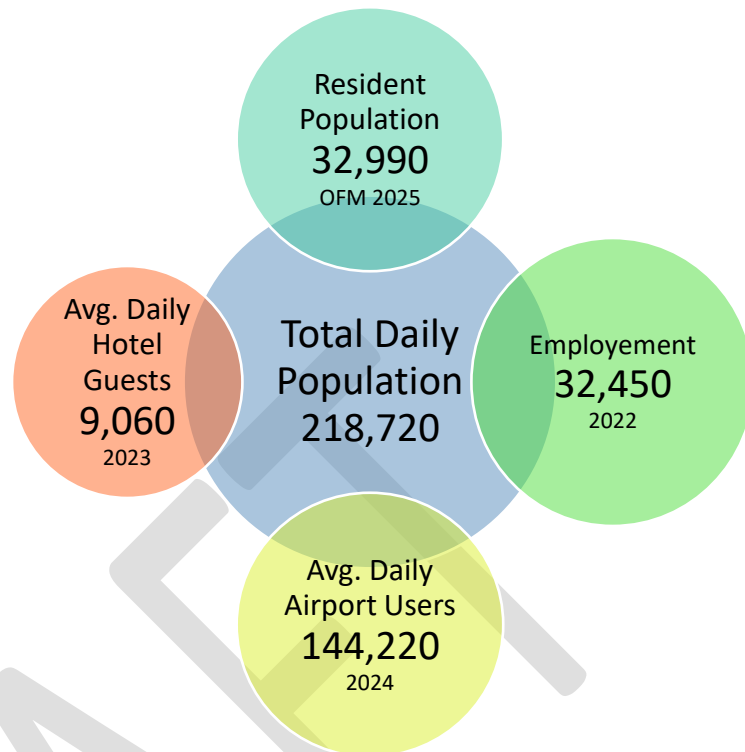
Located in the southern part of King County, SeaTac is a vibrant, diverse, and growing community in which more than 32,000 residents call home. Named after the Seattle-Tacoma International Airport, the City of SeaTac comprises the airport to the west of International Boulevard (SR 99), the lower-density residential neighborhoods to the east of the boulevard, and a mix of residential and commercial south of the airport. The City's Urban Center is a three-mile corridor along International Boulevard (SR-99), adjacent to Sea-Tac International Airport and a designated Regional Growth Center. The city is proactively promoting mixed-use development opportunities in the areas surrounding the three light rail stations at South 200th Street, 176th Street, and 154th Street. Each station serves as a catalyst for adjacent redevelopment. Dominated by airport-related commercial

activity, the area features a mix of commercial, office, and residential developments, ranging from low-density to high-density. The Urban Center benefits from strong connections to the regional transportation network, including SR-99, SR-518, Link Light Rail, and the airport, creating significant economic opportunities despite the airport's strong influence on the physical environment. The Urban Center is served by a combination of King County Metro buses and Sound Transit services, including RapidRide, providing frequent and reliable public transportation to key destinations in the region. Sound Transit trains are scheduled as frequently as every eight minutes during weekday peak hours, every ten minutes during weekday off-peak hours, and on weekends. The service operates every

15 minutes during late evening hours. The Link light rail serves the City at the Tukwila International Boulevard, SeaTac/Airport, and Angle Lake stations, bringing high-capacity transit options to the city. Metro RapidRide A Line, which operates along Pacific Highway South (International Boulevard), offers fast and frequent service between the Tukwila International Boulevard Station, the Sea-Tac Airport, and Federal Way. King County Metro operates several local bus routes through the SeaTac Urban Center, connecting it to nearby areas like Burien, Tukwila, Renton, and Seattle. These include Route 180, 156, and 574 (Sound Transit). The city has encouraged higher density of development as part of its transit-oriented development strategy near these transit stations and within its Urban Center.

Residents are an important component of SeaTac's daytime population. Residents and workers are from diverse cultural backgrounds and countries of origin. Many of the local residents' livelihoods are closely tied to the airport and its complementary employers, such as hotels, park-and-fly businesses, and others.

SeaTac is uniquely located in a strategic position within the Puget Sound Region. It is the home of the Seattle-Tacoma International Airport, a key regional transportation hub. The area's geography is defined by its proximity to Puget Sound waters and its role as a gateway for both international and domestic air and sea travel. Major highways like Interstate 5 and State Route 509 run through the area, further strengthening its role as a transportation and logistics center and enhancing regional connectivity.



Source: City of SeaTac – Demographics

This study considered SeaTac's geographic and demographic needs, analyzed existing parking data, demographic trends, best practices, and code requirements. By doing so, it aimed to recommend updates to the parking code to better align with the future mobility needs of the community.

Recent housing legislation in Washington, (HBs 1110 and 1337, ESHB 1998, SB 5184, SB 6015) has relaxed parking requirements for new housing developments, especially in areas near public transit, to promote affordable housing and reduce reliance on cars. Notably, SB 5184 and SB 6015 explicitly exempt developments within a one-mile radius of Sea-Tac Airport, recognizing the city's unique airport-related traffic and parking needs.

King County publishes annual reports on transportation network companies (TNCs) like Uber and Lyft, which include data on driver licensing across cities. King County's database, at the time of the study, showed that SeaTac had the second-highest number of TNC drivers registered with the county (Seattle has the most), compared to other cities. These reports compare the number of TNC drivers, licensing trends, and other metrics across different areas in the county, and indicate that many of these individuals primarily earn a living as taxi, limo, or TNC drivers, such as Uber, Lyft, or delivery services.

1.2.1 Multimodal Infrastructure context

SeaTac's Urban Center is served by major highways such as SR-99 (International Boulevard), SR-518, and nearby I-5, providing crucial vehicular access. The road system supports local traffic, airport-related transportation, and regional connectivity. As discussed above, the area is well-connected by public transit, including the Link Light Rail system, which has a station at Sea-Tac International Airport and provides direct access to downtown Seattle and other regional destinations. King County Metro bus services also operate throughout the area, connecting SeaTac and nearby cities. Sea-Tac Airport is a key feature of the urban center, influencing much of the area's transportation infrastructure. The airport is a major hub in the Pacific Northwest for international and domestic flights, supported by extensive shuttle, taxi, and ride-hailing services. The roadway system in the City



of SeaTac has a history that reflects its origins and the evolving needs of its community. Initially, this system was developed while the area was under the jurisdiction of King County before the City was incorporated in 1990. Roadway design in the past typically focused on maximizing vehicle capacity, with limited consideration for multimodal access or safety. New developments were constructed for decades without requirements for frontage improvements, including pedestrian facilities. This has

created gaps in connectivity for pedestrians and cyclists, forcing residents to walk in unsafe conditions.

This legacy has resulted in a patchwork network that hinders mobility and connectivity, particularly for those without access to a vehicle. Only in recent decades have sidewalk requirements been integrated into city development codes, but the backlog of missing infrastructure remains a significant challenge. Bridging these gaps is essential for improving safety, accessibility, and walkability in SeaTac's evolving urban neighborhoods.

Where nonmotorized facilities exist, they may not comply with current laws around accessibility for all users. In the McMicken Heights Neighborhood Village area, for example, some portions of street frontages were developed with sidewalks. These sidewalks are notably narrow, limiting pedestrian access and less accommodating, a high volume of foot traffic. The sidewalk is not wide enough to comfortably accommodate all users, including those with mobility devices or strollers.

Given the historic patchwork nature of connectivity in the city, SeaTac has limited bicycle facilities. The original roadway designs did not include dedicated lanes or bicycle paths, reflecting the lesser focus on multimodal transportation options in the past in favor of automobile-friendly infrastructure. The absence of comprehensive bicycle infrastructure presents challenges for cyclists, who must share the road with motor vehicles, potentially compromising safety and accessibility for non-motorized transportation. The City of SeaTac, recognizing that these limitations strongly influence people's travel choices and parking demand, has been working to improve its transportation infrastructure to better serve the needs of all its residents, including those who walk and cycle. The city has aligned efforts to improve pedestrian walkways and bicycle lanes, particularly along the International Boulevard.

The study found that parking for residents in SeaTac's Urban Center, particularly those relying on Transportation Network Companies (TNCs) such as Uber and Lyft, was notably constrained due to airport-related demand. The high demand for parking, driven by proximity to Sea-Tac International Airport and the concentration of airport-related businesses, has limited available spaces for local residents. Many parking spaces were allocated for commercial or airport use, leaving fewer options for SeaTac's residents. Additionally, TNC drivers struggle to find accessible parking during off-duty hours, as the Urban Center prioritizes short-term and paid parking, which further restricts affordable, long-term parking for those who depend on operating TNCs. This shortage complicates both personal and work-related vehicle storage for TNC operators.

Considering SeaTac's unique context regarding land use, car ownership, and the presence of transportation network companies (TNCs) like Uber and Lyft, this study examined changes to the City's parking standards and recommends provisions that could optimize parking supply for developments by exploring active transportation options, analyzing the airport's Sustainable Airport Master Plan materials, and parking policies and strategies tailored to SeaTac's specific needs.

¹ Most recent code requirements for frontage improvements were adopted in 2004 and 2020.

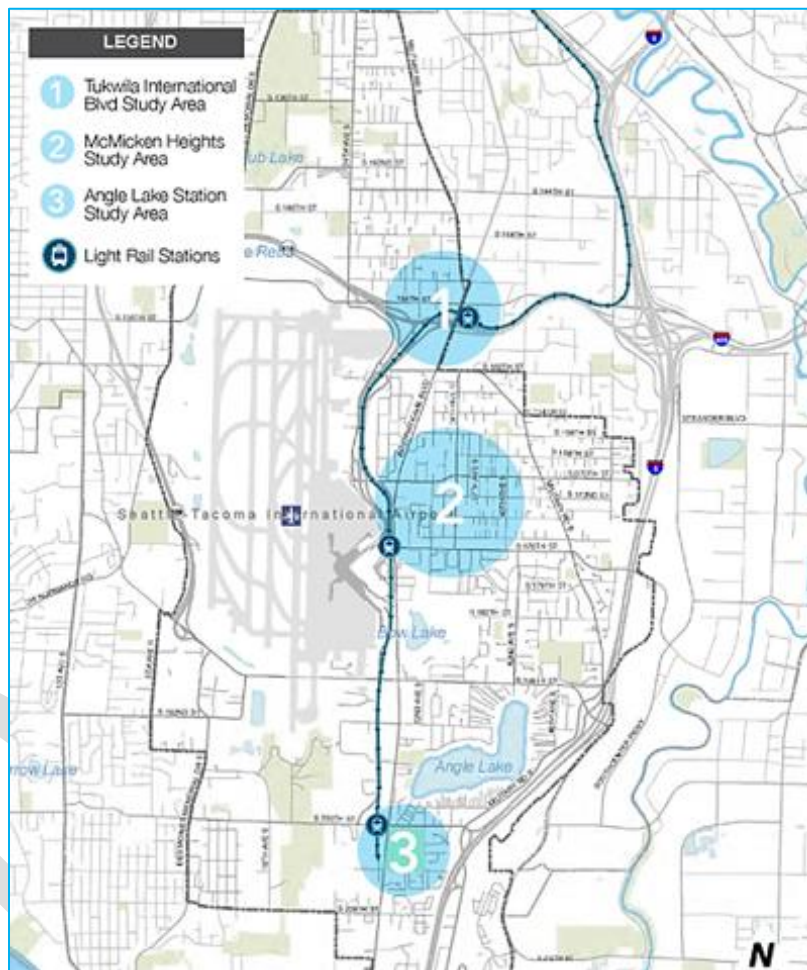
1.2.2 Recent Parking Planning Activities

In 2018, SeaTac conducted a parking study to evaluate on-street parking in three neighborhoods adjacent to light rail stations where parking concerns had been identified. The study introduced the City's first Permit Parking Program (PPP) to the McMicken Heights neighborhood area, which overlaps with the central sector of SeaTac's City Center District. **Figure 2** shows the three areas included as part of the 2018 study area.

The 2018 Permit Parking Program established designated permit zones where only residents and their guests with valid permits could park vehicles, aiming to reduce congestion and improve parking availability for local road users.

The purpose of the study was to evaluate on-street parking in three neighborhoods where parking concerns have been identified, and to implement a program to allow the city to better manage the supply to meet community needs. Provided below are key highlights of the study:

Figure 2: Areas for City of SeaTac 2018 Study Area



Source: Figure 2, Study Areas, Transpo Group, May 2018

- **Higher Utilization in Specific Areas:** Certain areas, particularly the southwest portion of the McMicken Heights Neighborhood, experienced higher parking utilization rates, indicating greater demand.
- **Resident Measures in McMicken Heights:** Residents used cones and barriers to deter non-residents from parking on their streets, highlighting the need for a more structured parking management solution.
- **Majority of Parked Vehicles:** About 75-80% of parked vehicles were registered in SeaTac, suggesting that local residents primarily used the parking spaces.

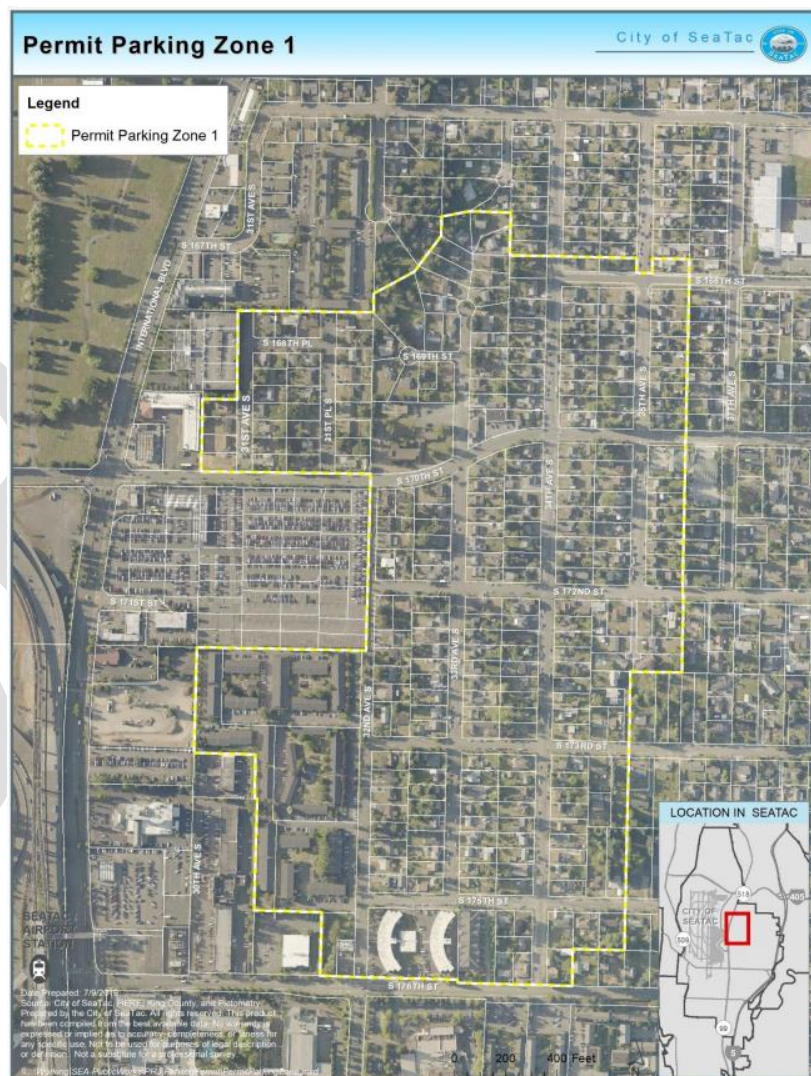
- **Transit Parking Demand:** The parking lots at Tukwila International Boulevard and Angle Lake Light Rail Stations were consistently full, showing high demand for transit commuter parking.

Recommended Permit Parking Zones (PPZ) Program:

- Prioritize residential and short-term visitor parking over commuter parking for public on-street spaces.
- Permits for longer duration parking.
- Primarily for residents in residential areas. Possible permits for commercial or non-residential users in mixed land use areas.
- PPZ designed and managed based on resident input within the permit area.
- 75% resident support required to initiate a petition for a permit zone.
- City-initiated zones can be opposed by 75% resident petition.
- Encourage residents to form a committee to provide input on permit zone management.
- Establish an initial Permit Parking Zone in McMicken Heights based on community feedback and coordination with City staff.
- New City ordinance to establish regulations.

In January 2019, the city introduced a Permit Parking Program near the SeaTac-Airport Link light rail station, with specific permit allowances for single-family and multifamily residences. The study was reviewed to compare and contrast on-street parking demand findings post pandemic. **Figure 3** shows the boundary of the permit parking Zone 1.

Figure 3: McMicken Heights Permit Parking Zone Map



Source: City of SeaTac, 2019

2. *Where, When, and Who Uses Parking?*

This section of the study examined the existing parking conditions within the three designated Urban Village subareas: S 154th St Station District, City Center, and Angle Lake Station District. Parking inventory and temporal parking occupancy data were analyzed to understand where, when, and who uses parking on streets and within select land uses. The existing parking demand data was also examined to understand the acute effects of disruptive transportation trends on parking resulting from post-pandemic changes in travel behavior and the continued growth in users of technology-enabled transportation services.

2.1 Existing Parking Conditions

New parking inventory occupancy surveys were conducted in 2023 to understand the existing parking conditions post-COVID 19. Surveys were undertaken on select on and off-street parking facilities within the three designated Urban Village subareas, including the S 154th Station Urban Village, City Center Urban Village, and Angle Lake Station Urban Villages. Surveys were conducted on a typical weekday and a weekend day. In addition to street segments, surveyed land uses included multifamily and apartment sites, as well as hotels, offices, restaurants, and retail businesses.

Additionally, to obtain public input on local parking behaviors and priorities, a detailed online survey was conducted of SeaTac residents and business owners to understand where, how, and why they use public on-street and private off-street parking.

2.1.1 Data Collection Summary

In 2023, a comprehensive data collection effort was undertaken within the Urban Center, in or near the City's three designated Urban Villages, to identify the existing off-street parking demand and supply within apartment complexes and various commercial businesses. Weekday surveys were conducted on Wednesday, June 7th, with off-street facilities surveyed at 10:00 AM and on-street facilities surveyed from 10:00 AM to 7:00 PM. Weekend surveys were conducted on Saturday, June 10th, when off-street facilities were surveyed between 6:00 AM and 8:00 PM and on-street facilities between 6:00 AM and 7:00 AM². The data collected on a Saturday morning would represent the demand for overnight parking for residents parking on the streets.

² According to the Time-of-Day Distribution of Parking Demand, ITE Parking Generation Manual, 5th Edition – Parking for multifamily housing (Land Use 220) is at its peak on a weekday during the period of 12:00 AM – 4:00 AM and on Saturdays during the period of 5:00 AM – 7:00 AM

Table 1 shows a summary of surveyed off-street parking, including the type of land use, total number of spaces, and the time at which the data was collected.

DRAFT

Table 2 shows details of the on-street parking surveyed, including the side of the street, total number of spaces, and the time period of the survey.

DRAFT

Table 1: Summary of Off-Street Parking Data Collection

Lot	Lot Type	Total Spaces	Time of Collection
Tax Services	Office	14	10am – Wednesday
Seattle Southside Tourism Authority	Office	109	10am – Wednesday
Alaska Airlines	Office	739	10am – Wednesday
Finley Apartments	Apartment	35	6-7am – Saturday
Polaris	Apartment	439	6-7am – Saturday
Avion Apartments	Apartment	11	6-7am – Saturday
Skyview Park Villa	Apartment	214	6-7am – Saturday
The Hanover Apartments	Apartment	213	6-7am – Saturday
The Reserve	Apartment	114	6-7am – Saturday
Coast Gateway	Hotel	71	6-7am and 5pm – Saturday
Hilton Seattle Airport & Conference Center	Hotel	463	6-7am and 5pm – Saturday
Pancake Chef	Restaurant	50	12pm and 8pm – Saturday
Sharps Roast House	Restaurant	20	12pm and 8pm – Saturday
Las Palmas	Restaurant	13	12pm and 8pm – Saturday
Mana Market	Retail	47	2pm – Saturday
7-Eleven	Retail	12	2pm – Saturday
SeaTac International Mall	Retail	28	2pm – Saturday

Source: Fehr & Peers, 2023

Table 2: Summary of On-Street Parking Data Collection

Street Name	Side of Street	Zoning along the Street ³	Total Spaces	Restrictions	Time of Collection
33rd Ave S between S 170th St and S 172nd St	West	Urban Low Density Residential	12	3 Hour Parking Except by Zone 1 Permit	10am-7pm - Wednesday; 6-7am - Saturday
33rd Ave S between S 170th St and S 172nd St	East	Urban Low Density Residential	13	3 Hour Parking Except by Zone 1 Permit	10am-7pm - Wednesday; 6-7am - Saturday
33rd Ave S between S 172nd St and S 173rd St	West	Urban Low Density Residential	17	3 Hour Parking Except by Zone 1 Permit	10am-7pm - Wednesday; 6-7am - Saturday
33rd Ave S between S 172nd St and S 173rd St	East	Urban Low Density Residential	15	3 Hour Parking Except by Zone 1 Permit	10am-7pm - Wednesday; 6-7am - Saturday
33rd Ave S between S 173rd St and S 175th St	East	Urban Low Density Residential	14	3 Hour Parking Except by Zone 1 Permit	10am-7pm - Wednesday; 6-7am - Saturday
33rd Ave S between S 173rd St and S 175th St	West	Urban Low Density Residential	17	3 Hour Parking Except by Zone 1 Permit	10am-7pm - Wednesday; 6-7am - Saturday
S 180th St from 32nd Ave S to end of roadway	South	Urban High Density Residential	26	Unrestricted	10am-7pm - Wednesday; 6-7am - Saturday
S 152nd St between 30th Ave S and 31 Pl S	North	Urban Low Density Residential; Urban Medium Density Residential	8	Unrestricted	10am-7pm - Wednesday; 6-7am - Saturday
S 152nd St between 30th Ave S and 31 Pl S	South	Townhouse; Urban High Density Residential	16	Unrestricted	10am-7pm - Wednesday; 6-7am - Saturday

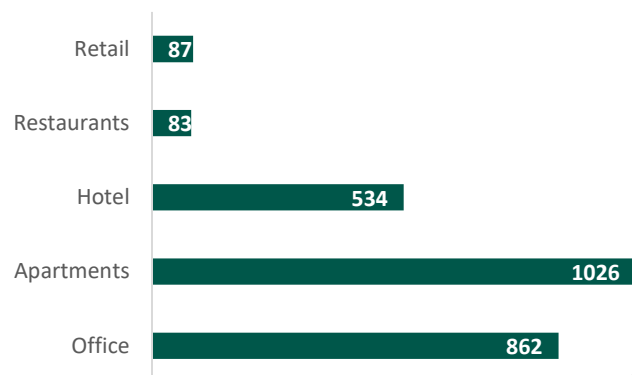
³ City of SeaTac, Zoning and Planning Interactive Map.
<https://cityofseatac.maps.arcgis.com/apps/webappviewer/index.html?id=77d8689c6f0747c9aeacf9f3e56ea72c>

Street Name	Side of Street	Zoning along the Street ³	Total Spaces	Restrictions	Time of Collection
S 152nd St between 31st PI S and 32nd Ln S	North	Urban Medium Density Residential	3	Unrestricted	10am-7pm - Wednesday; 6-7am - Saturday
S 152nd St between 31st PI S and 32nd Ln S	South	Urban High Density Residential	2	Unrestricted	10am-7pm - Wednesday; 6-7am - Saturday
S 152nd St between 32nd Ln S and 32nd PI S	North	Urban Medium Density Residential	7	Unrestricted	10am-7pm - Wednesday; 6-7am - Saturday
S 152nd St between 32nd Ln S and 32nd PI S	South	Urban High Density Residential	13	Unrestricted	10am-7pm - Wednesday; 6-7am - Saturday
S 152nd St between 32nd PI S and Military Rd S	North	Urban High Density Residential; Community Business in Urban Center	6	Unrestricted	10am-7pm - Wednesday; 6-7am - Saturday
S 152nd St between 32nd PI S and Military Rd S	South	Urban High Density Residential; Community Business in Urban Center	7	Unrestricted	10am-7pm - Wednesday; 6-7am - Saturday
S 192nd St between International Blvd and 32nd Ave S	North	Urban Low Density Residential	4	Unrestricted	10am-7pm - Wednesday; 6-7am - Saturday
S 192nd St between 32nd Ave S and 33rd Ave S	North	Urban Low Density Residential	7	Unrestricted	10am-7pm - Wednesday; 6-7am - Saturday

Source: Fehr & Peers, 2023

Figure 4: Surveyed Parking Categorized by Land Use Type

Off Street Parking Surveyed



Parking inventory and utilization data was collected for both on-street and off-street parking spaces. A total of 187 on-street parking spaces and 2,592 off-street parking spaces were surveyed. Among all off-street parking spaces surveyed, 862 spaces served office uses, 1,026 spaces served apartment residents, 534 were surveyed at hotels, 83 spaces served restaurants, and 87 spaces served local retail shops.

Among all on-street parking spaces surveyed, 88 spaces on 33rd Avenue S between S 170th Street and S 175th

Street are in Zone 1 of the City's Parking Permit Program. Other on-street parking spaces included in the survey are not under any time or usage restrictions. Amongst all 187 on-street parking spaces, 181 of them are in residential zones, and six spaces on S 152nd Street between 32nd Place S and Military Road S are located along the Community Business in Urban Center zoning.

2.2 Off-Street Parking: Findings

Based on the on-site data collection, weekday data for off-street parking was only collected for office lots. **Table 3** below summarizes the demand observed for off-street office parking facilities in each of the three transit districts. Data collection for this study was conducted during specific time periods of highest parking demand for each type of use. These periods were chosen in collaboration with City staff, based on a review of past parking demand data and industry's best practices. For instance, residential parking demand was measured in the early morning hours of 6–7 AM, when most residents are still at home. In contrast, office parking occupancy was recorded between 10–11 AM, a time when most office employees are typically present. This approach ensured that the data accurately reflected peak usage patterns for each category.

As shown in **Table 3** below, office parking demand at all three locations was observed to be below 50%. This trend can be attributed to the widespread adoption of remote work following the COVID-19 pandemic. With more employees working from home, the need for on-site parking has significantly decreased. Consequently, many office buildings are operating at historically low occupancy levels, reflecting the reduced demand for physical office space. This shift not only impacts parking utilization but also suggests a broader transformation in workplace dynamics and urban planning considerations. More recently, many businesses are requiring their staff to return-to-office on all or some of the weekdays. This is an evolving trend, and our 2023 observations does not capture the RTO effect. This underscores the importance of further evaluating parking requirements for office use and also incorporating provisions and strategies to accommodate these evolving trends in office space usage.

Table 3: Weekday Peak Hour Occupancy for Off-Street Office Lots

Weekday Peak Hour Occupancy			
Lot Land Use Type	District		
	S 154th St Station Area	City Center	Angle Lake District Station Area
Office	21% (10-11am)	19% (10-11am)	42% (10-11am)

Source: Fehr & Peers, 2023.

Weekend data for off-street parking was collected for other lot types. **Table 4** below summarizes the demand observed for off-street parking facilities for apartments, hotels, restaurants, and retail surveyed in SeaTac.

Table 4: Weekend Peak Hour Occupancy for Apartment, Hotel, Restaurant, Retail Off-Street Lots

Weekend Peak Hour Occupancy			
Lot Land Use Type	District		
	S 154th St Station Area	City Center	Angle Lake District Station Area
Apartment	69%* (6-7am)	72% (6-7am)	67% (6-7am)
Hotel	-	40% (6-7am)	-
Restaurant	86% (12-1pm)	90% (8-9pm)	92% (12-1pm)
Retail	85% (2-3pm)	33% (2-3pm)	32% (2-3pm)

Note: Since the Polaris Apartment was only 51% occupied (187 out of 364 units are currently occupied) at the time of surveys conducted in 2023, its supply was considered 51% of its fully built supply (226 in supply instead of 439).

Source: Fehr & Peers, 2023.

We calculated parking supply ratios from observed data to understand the current parking supply ratios provided in residential or hotel uses, both with peak demand occurring late evening to early morning.

Table 5 presents the parking supply ratios observed at apartments and hotels, expressed as spaces per unit or room. This ratio is determined by dividing the total parking supply observed across all

residential uses by the total number of units or rooms. As illustrated below, the 154th Street Station offers 2.20 parking spaces per unit, whereas the Angle Lake Station Area has a significantly lower ratio of 0.73 spaces per unit.

Table 5: Weekend Parking Supply per Unit for Residential and Hotel Uses

Weekend Parking Supply per Unit			
Lot Land Use Type	Districts		
	S 154th St Station Area	City Center	Angle Lake District Station Area
Apartment	2.20	0.95	0.73
Hotel	-	0.99	-

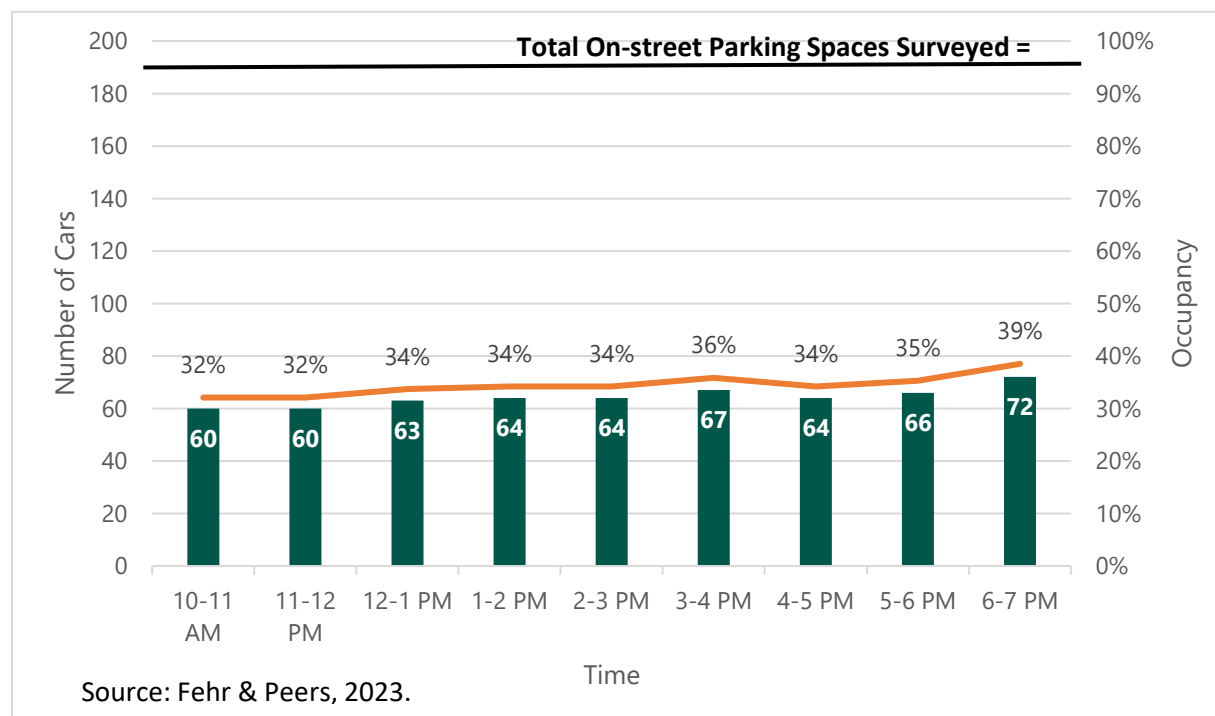
Source: Fehr & Peers, 2023.

For comparison, the City’s municipal code mandated a minimum parking requirement for multifamily residential properties, ranging from 1 to 2 spaces per unit based on the number of bedrooms. If the property is located near high-capacity transit, a 10% reduction in this requirement can be applied. For hotels, a minimum parking requirement of 0.9 space per room is required.

2.3 On-Street Parking

On-street parking occupancy observations were conducted along a total of 17 block faces to understand the temporal demand for parking provided on public streets within the study area. Observers followed a planned route, counting parked vehicles at regular intervals throughout the day. This data helped identify peak demand times and overall parking patterns in the area. Among the 17 block faces surveyed, eight are in the 154th Street Station Area District, seven are in the City Center District, and two are adjacent to the Angle Lake Station Area District. **Figure 5** below illustrates the overall weekday on-street parking occupancy from 10 AM to 7 PM across all 17 block faces. Generally, the occupancy rate for all surveyed blocks gradually increased from midday to the PM peak hour, remaining between 30% and 40%, with an average of 34%.

Figure 5: Weekday On-Street Parking Occupancy from 10 AM to 7 PM



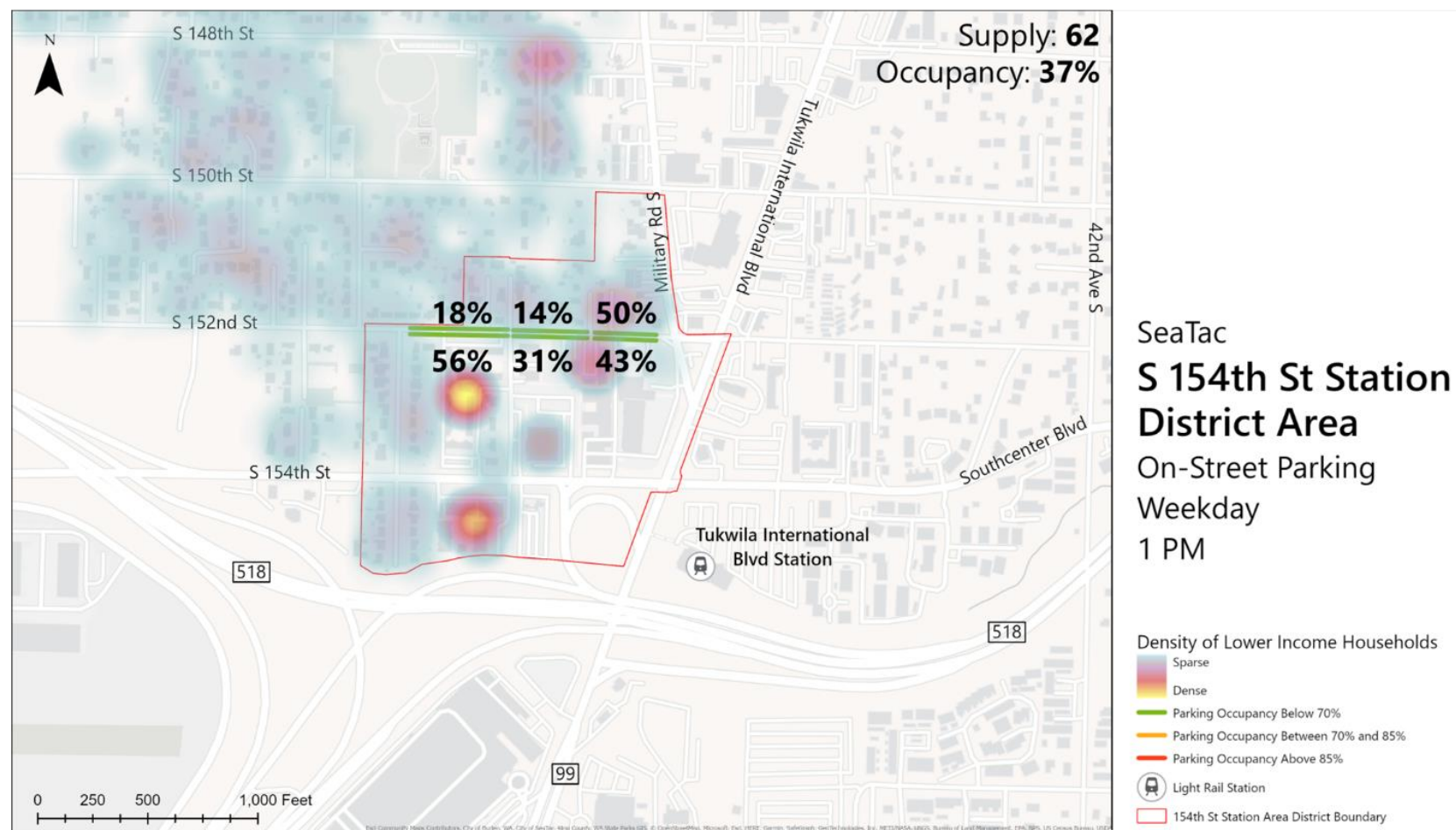
However, looking closely at each station district, occupancy rates could vary across different districts or vary at different places within a district. **Figure 6, Figure 7, and Figure 8** below shows the highest occupancy rates surveyed at each district within an hour. To better understand local on-street parking demand, **Figure 6** through **Figure 8** incorporate the density of low-income households. The low-income standards are defined by the number of the people in the household and 80% of King County's annual median income data, according to King County Housing Authority's subsidized housing eligibility. **Figure 9** through **Figure 11** illustrate parking occupancy alongside the density of households with two or more vehicles.

Table 6: King County Housing Authority – Average Median Income Standards

Household Size	80% AMI
1	\$ 70,650
2	\$ 80,750
3	\$ 90,850
4	\$100,900
5	\$109,000
6	\$117,050
7	\$125,150
8	\$133,200
9	\$141,300
10	\$149,350

Source: King County Housing Authority, 2023.
<https://www.kcha.org/housing/subsidized/eligibility>.

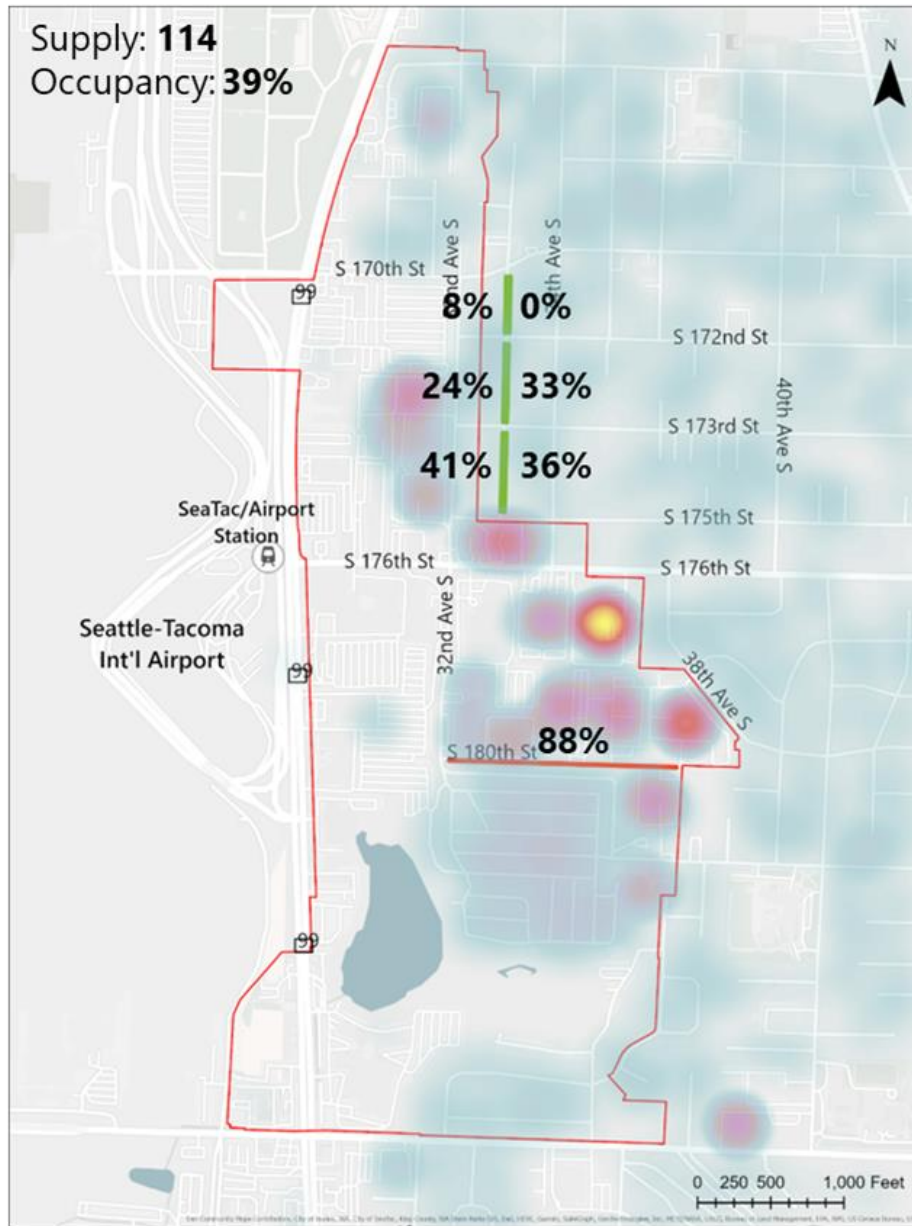
Figure 6: Peak Hour Occupancy (1-2PM) at S 154th St Station Area District



Source: Fehr & Peers, 2023⁴

⁴ Figures 6 – 11 are a preliminary work product and will be updated to conform to City of SeaTac GIS Product Standards.

Figure 7: Peak Hour Occupancy (6–7PM) in City Center District



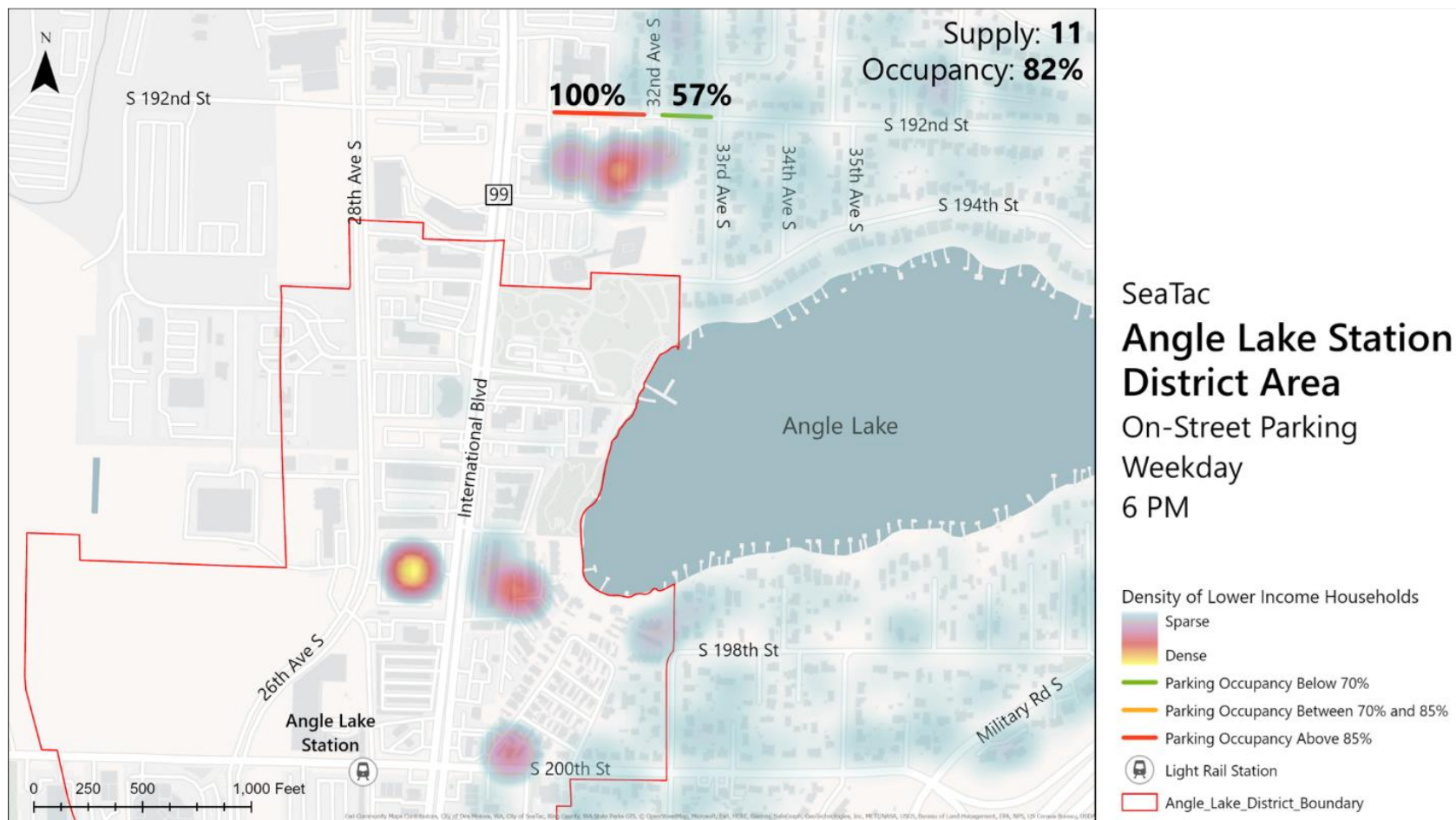
SeaTac
City Center
On-Street Parking
Weekday
6 PM

Density of Lower Income Households

- Sparse
- Dense
- Parking Occupancy Below 70%
- Parking Occupancy Between 70% and 85%
- Parking Occupancy Above 85%
- Light Rail Station
- City_Center_District_Boundary

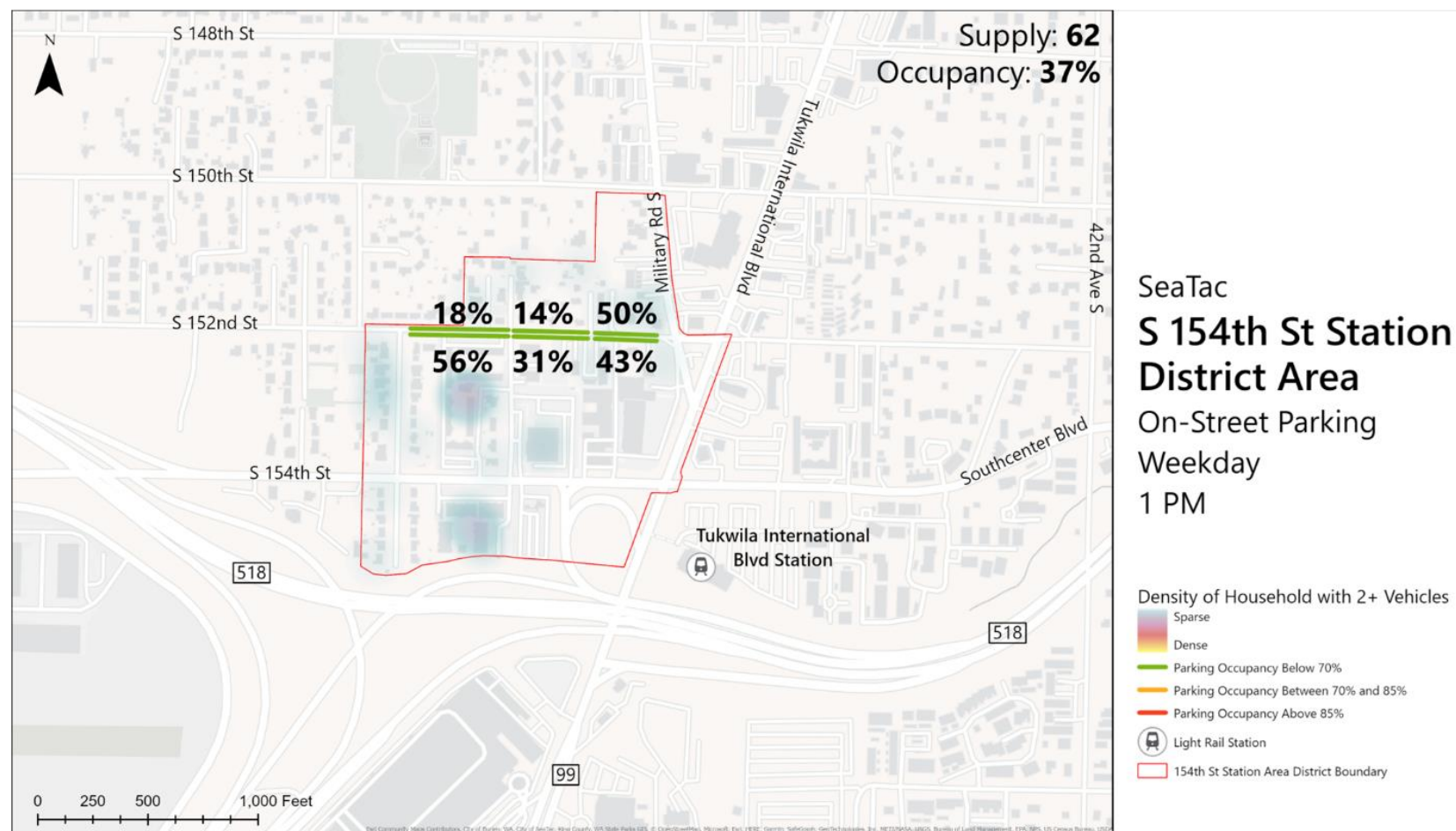
Source: Fehr & Peers, 2023

Figure 8: Peak Hour (6–7PM) Occupancy near Angle Lake Station Area District



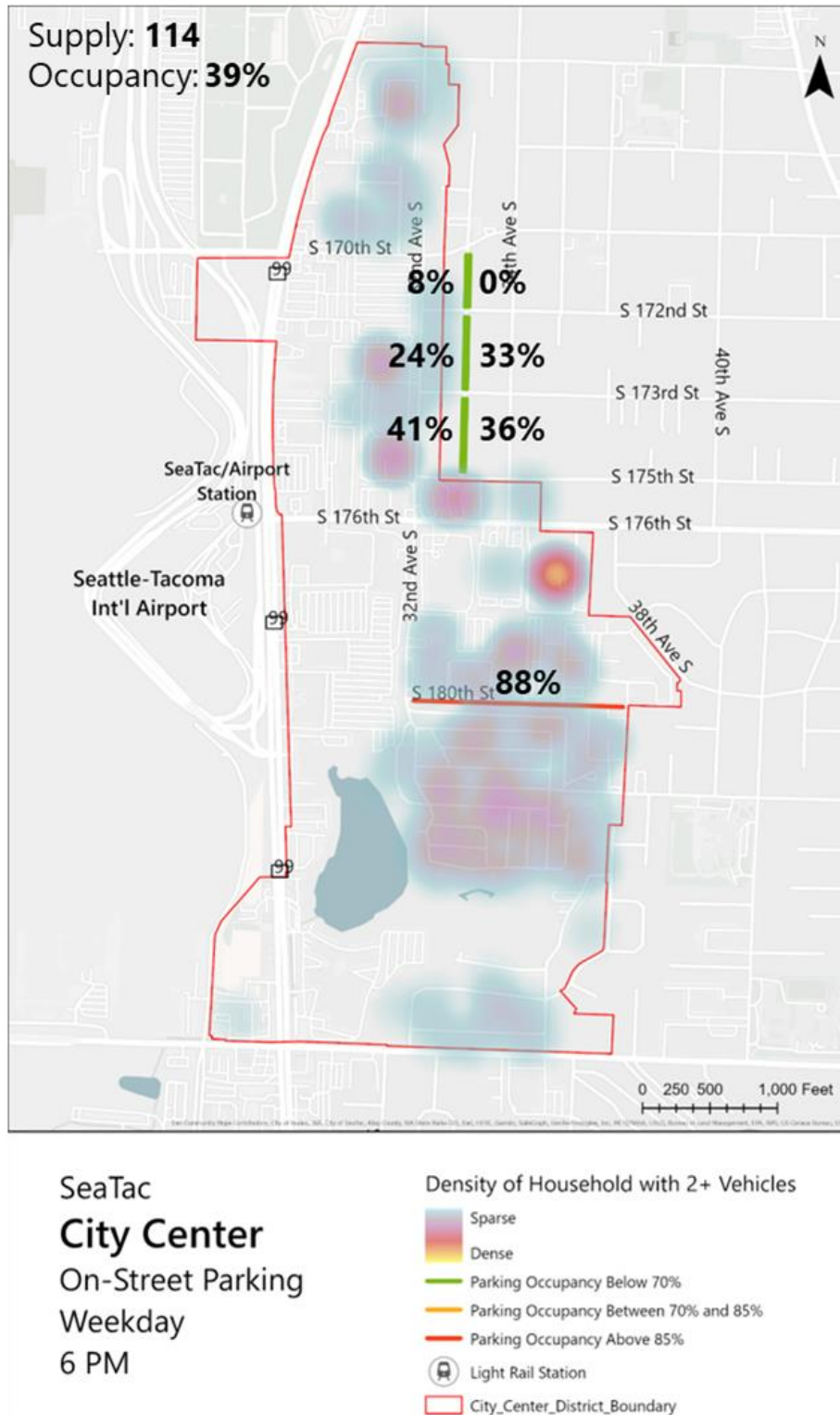
Source: Fehr & Peers, 2023

Figure 9: Density of Households with Two or More Vehicles at S 154th St Station Area District



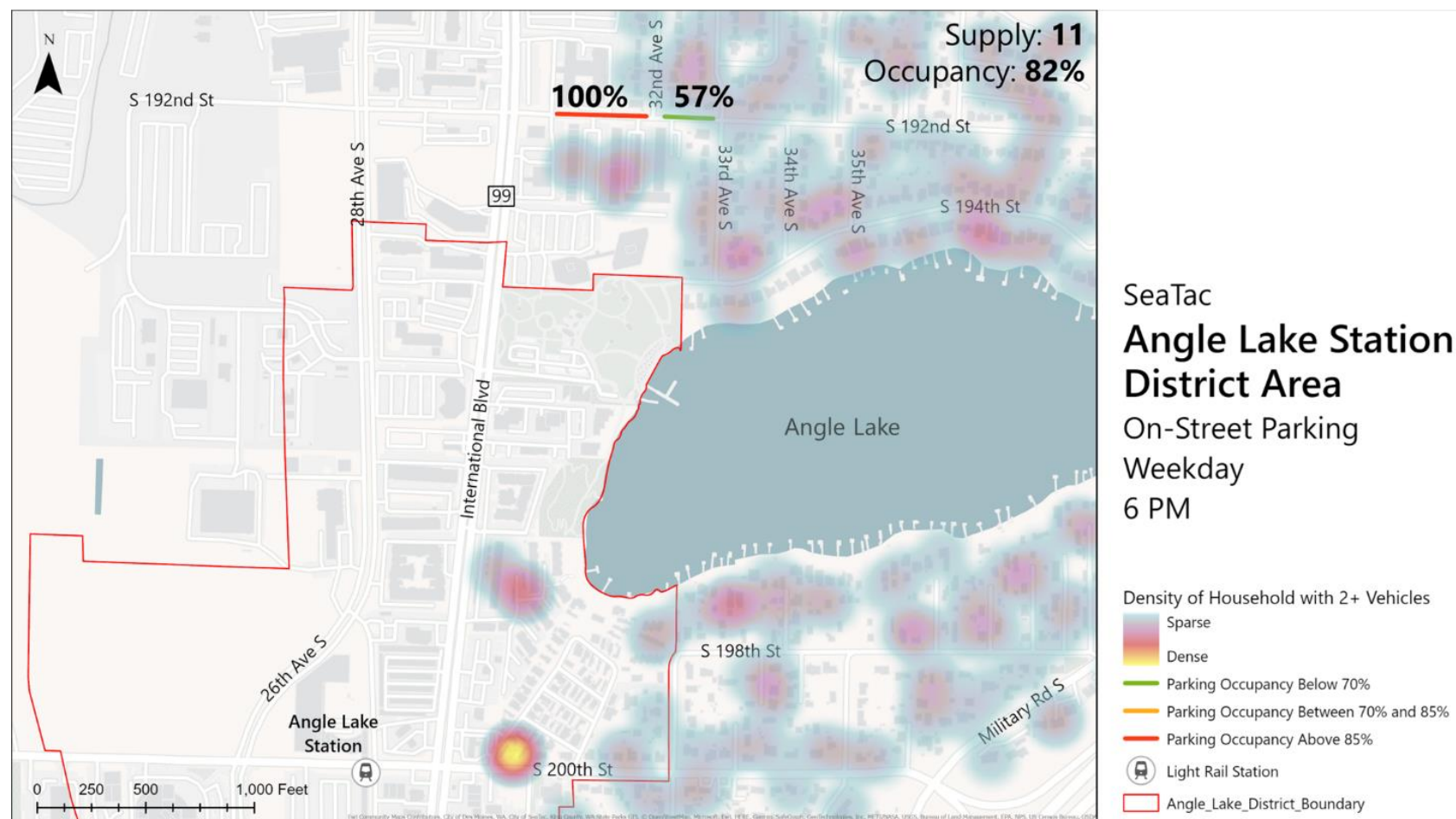
Source: Fehr & Peers, 2023

Figure 10: Density of Households with Two or More Vehicles in City Center District



Source: Fehr & Peers, 2023

Figure 11: Density of Households with Two or More Vehicles at Angle Lake Station Area District



Source: Fehr & Peers, 2023

As shown in **Figure 9** through **Figure 11**, the S 154th St Station Area District experienced peak occupancy from 1 to 2 PM, which is during midday, while both the City Center District (**Figure 7** and **Figure 10**) and Angle Lake District (**Figure 8** and **Figure 11**) had a peak hour at 6–7 PM, which is in the evening. Note that some small block faces were aggregated for better graphic presentation.

2.4 Data Collection Key Takeaways

Provided below are some key findings from the on- and off-street parking surveys conducted in SeaTac. These findings highlight the need for adaptive parking strategies to accommodate changing usage patterns and urban development trends.

2.4.1 Off-Street Parking

As summarized above, parking inventory and occupancy counts were conducted at select uses, including office, hotel, retail, restaurant, and residential multifamily apartments uses, within the three station areas districts. Provided below are some key highlights from the surveys by use type:

2.4.1.1 Office

Parking utilization at office uses was generally found to be below 50% during the typical peak hour of 10 – 11 AM on a weekday, with offices in the S 154th Street Station area at 21%, the City Center area at 19%, and Angle Lake District Station at 42%. This highlighted the continued impact of remote work on office use post-pandemic, with broader implications for a shift in workplace dynamics and the need to reassess parking requirements for office spaces. As mentioned earlier in the report, many businesses, more recently, are requiring their staff to return to the office on all or some weekdays. This is an evolving trend, and our 2023 observations do not capture this RTO effect. Further study is necessary to investigate the degree to which occupancy and market demographics have continued to change.

2.4.1.2 Hotel

Parking occupancy was observed at a hotel in the City Center; 40% of the spaces were found to be occupied during the early morning hours of 6:00 – 7:00 am. Parking supply was provided at approximately 1 space per room, consistent with municipal code requirements.

2.4.1.3 Retail

Retail uses were surveyed between 2 and 3 PM on a weekday, when retail parking demand is typically at its highest. Parking occupancy in the S 154th Street district was significantly higher at 85%, compared to the surveyed areas in the City Center and Angle Lake districts, where occupancy was below 35%. Several reasons could explain the low parking utilization in the City Center and Angle Lake districts, such as low unit occupancy, limited retail activity, occupancy at nearby anchor tenants, or shifts in customer preferences. Occupancy levels of commercial office and retail/restaurant uses can directly influence parking demand on adjacent streets.

2.4.1.4 Restaurant

Restaurant use was observed with the highest parking demand compared to the available supply. Peak demand ranged from 86% to 92% within all three surveyed districts. This indicates that the restaurant parking supply and municipal requirements were optimal for restaurant use.

2.4.1.5 Residential Multifamily Apartments

Residential parking occupancy was observed to be between 67% and 72% among the different uses surveyed during the hour of 6 – 7 AM, with 69% occupancy observed in the S 154th Street Station area, 72% in the City Center area, and 67% in the Angle Lake District Station area. In general, among the uses surveyed, a higher parking supply ratio of greater than 2 per unit was observed at S 154th Street Station area compared to the other two station area districts of City Center and Angle Lake, where parking supply at residential units was under 1 space per unit, potentially creating a higher demand of on-street parking spaces from households with more than 2 vehicles per unit.

2.4.2 On-Street Parking

Out of 17 block faces observed from 10 AM to 7 PM, total parking utilization remained below 40% across all street segments in the three surveyed districts. However, occupancy rates vary among different districts and within districts. Closer inspection shows on-street parking near residential apartment buildings with about 1 space per unit in the City Center and Angle Lake station areas had higher occupancy rates compared to those near apartments in the S 154th Street Station area, where the supply exceeded 2 spaces per unit. The survey segments in the City Center and Angle Lake station areas were also closer to areas with a higher density of low-income households owning two or more vehicles, suggesting that these households might depend on their vehicles for their livelihood.

Online Survey of SeaTac Residents and Business Owners

In March 2024, an online survey about parking and other travel behaviors was published on the City's Parking Code Study website. The survey was created on the Social Pinpoint platform and included twelve multiple-choice questions related to parking. After completing these questions, participants were asked if they would like to answer three more optional questions about their travel choices. Detailed questions are provided in Appendix B.

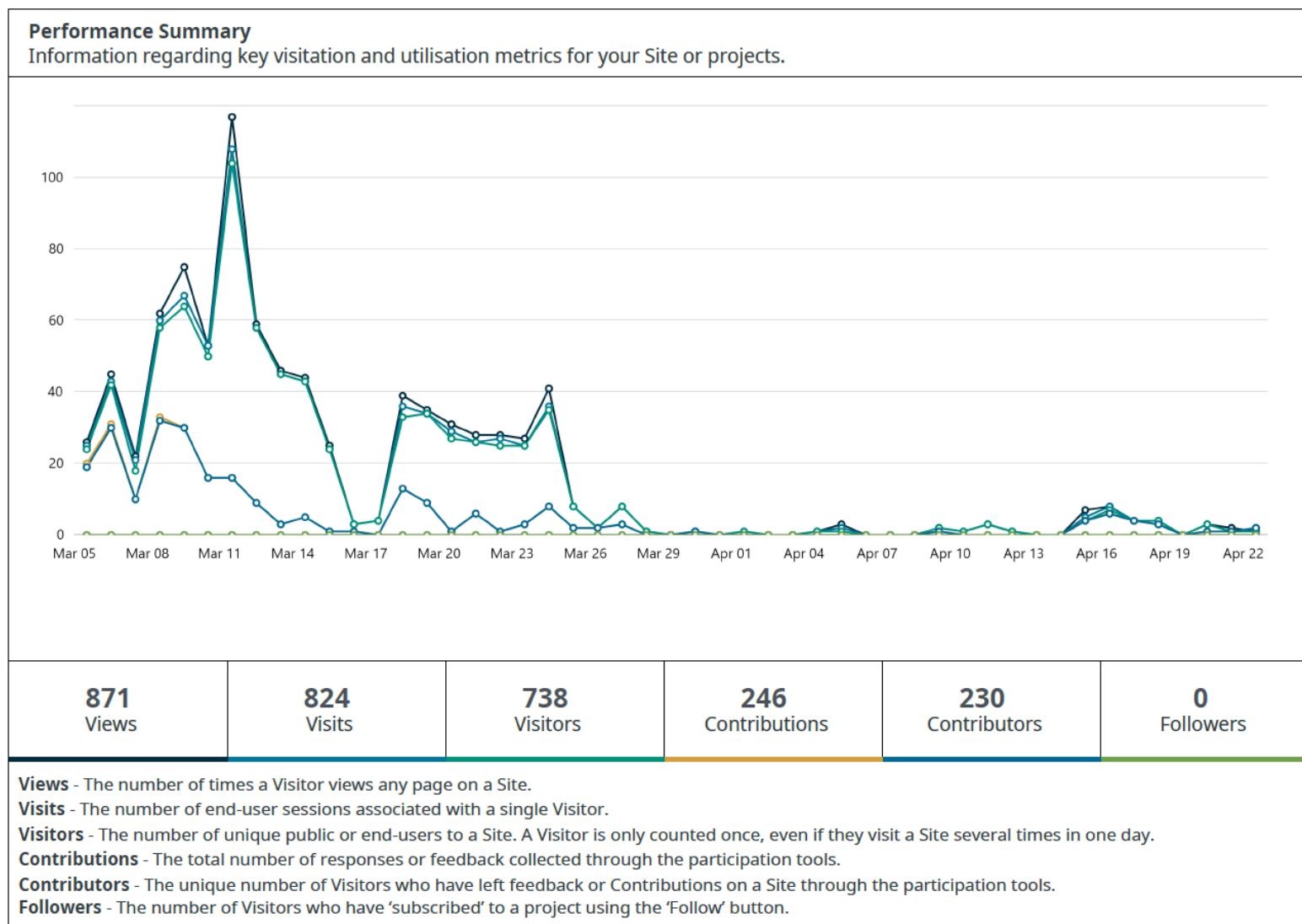
Participation

The survey was open for public responses from March 5, 2024, to April 22, 2024. Once the survey was live, City staff promoted it through the City's blog and social media accounts, including Facebook, LinkedIn, and Instagram. During the 7-week period, the survey was viewed 871 times by 738 unique visitors and received 246 contributions.

Figure 12 shows the visitation and contributions over time. Note that all contributions were from unique individuals; however, responses from the same device by different people were counted as a single contributor. In total, participants spent approximately 18 hours on the survey website. More than half of the visits came from social media.

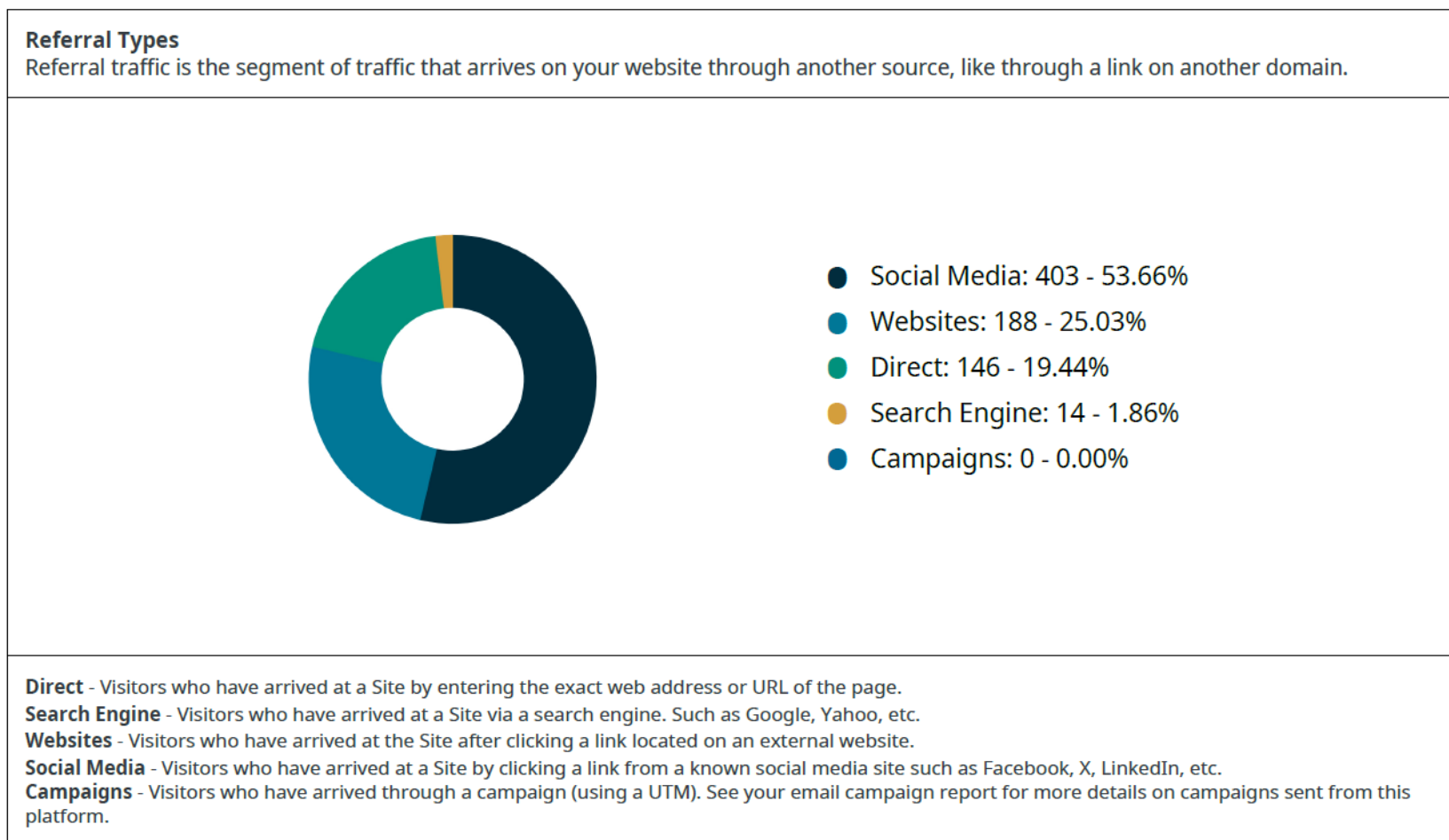
Figure 13 shows the share of different sources of engagement.

Figure 12: Visitations and Contributions to the Survey



Source: Fehr & Peers, 2024.

Figure 13: Sources of Visitations



Source: Fehr & Peers, 2024.

2.4.3 Results

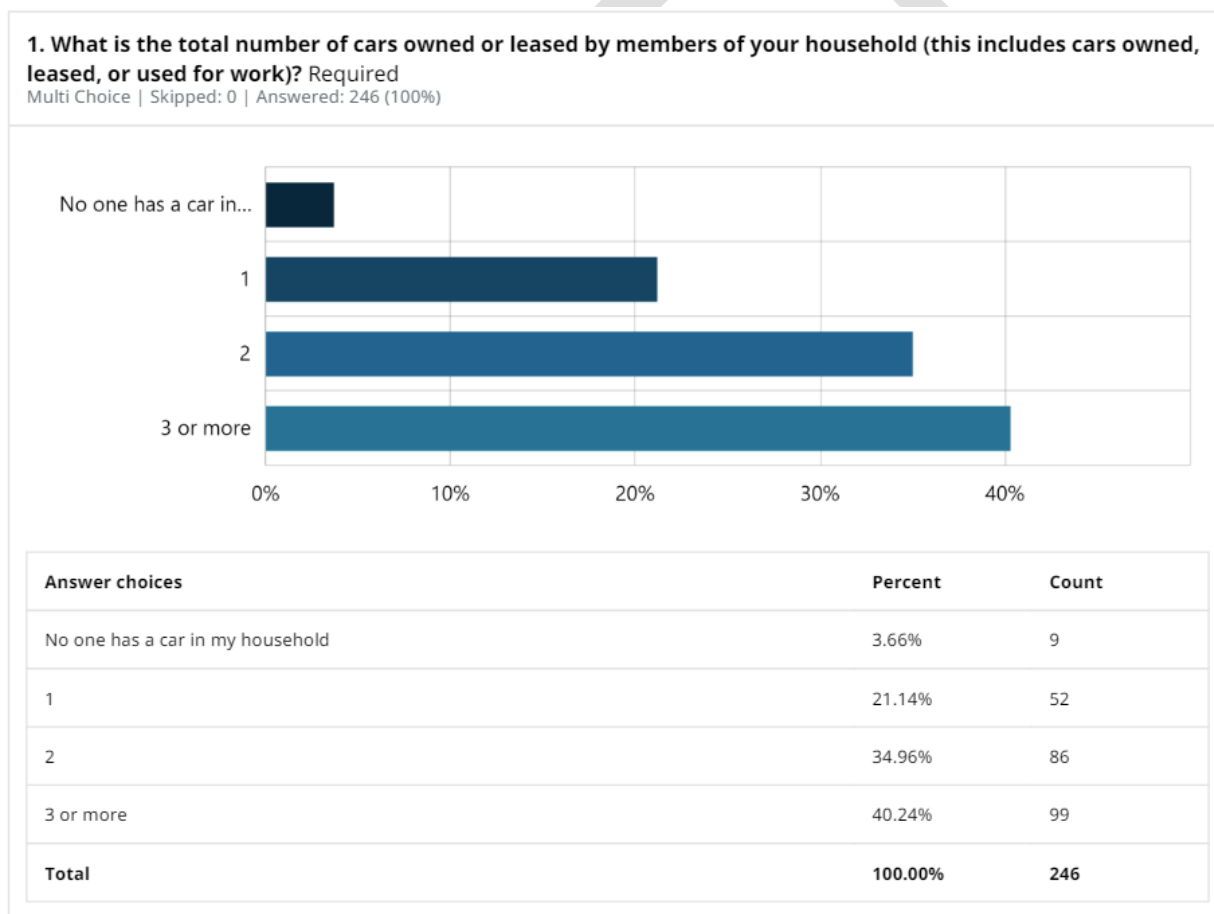
Key findings from the survey are described below. The percentages mentioned in the next section are calculated out of 246 – the number of total unique responses.⁵ A detailed summary of results was documented in a technical memorandum, which is provided in the appendix.

2.4.3.1 Parking Related Questions (Question 1-12)

HOUSEHOLD VEHICLE OWNERSHIP

Figure 14 below shows the distribution of respondents' household vehicle ownership. 35% of the respondents owned two vehicles, and 40% owned three or more vehicles.

Figure 14: Car Ownership per Household

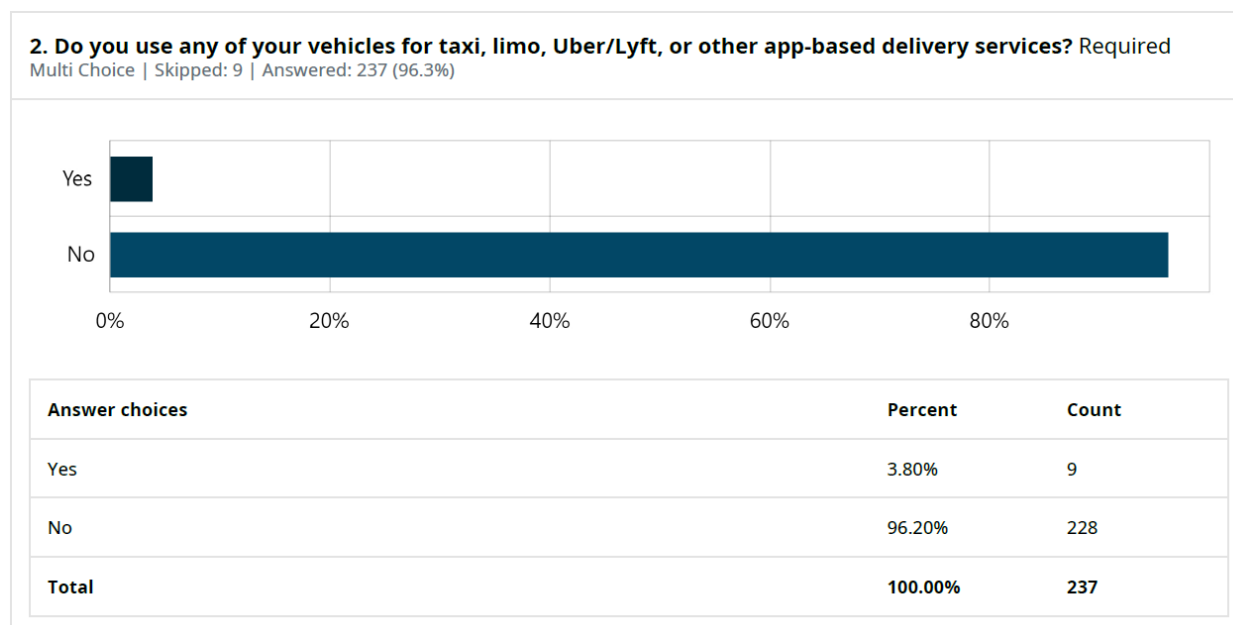


Source: Fehr & Peers, 2024.

⁵ Within the 246 responses collected, 28 respondents indicated they were neither residents nor business owners of the City.

To understand if any of the respondents used their vehicles as a source of income, including providing taxi or ride-hailing services, 5% responded that yes, they use their vehicles for taxi, limo, Uber/Lyft, or other app-based delivery services. **Figure 15** shows the results of the survey to this question.

Figure 15: Use of Personal Vehicle for Taxi, Limo, Uber/Lyft, or other App-Based Delivery Service



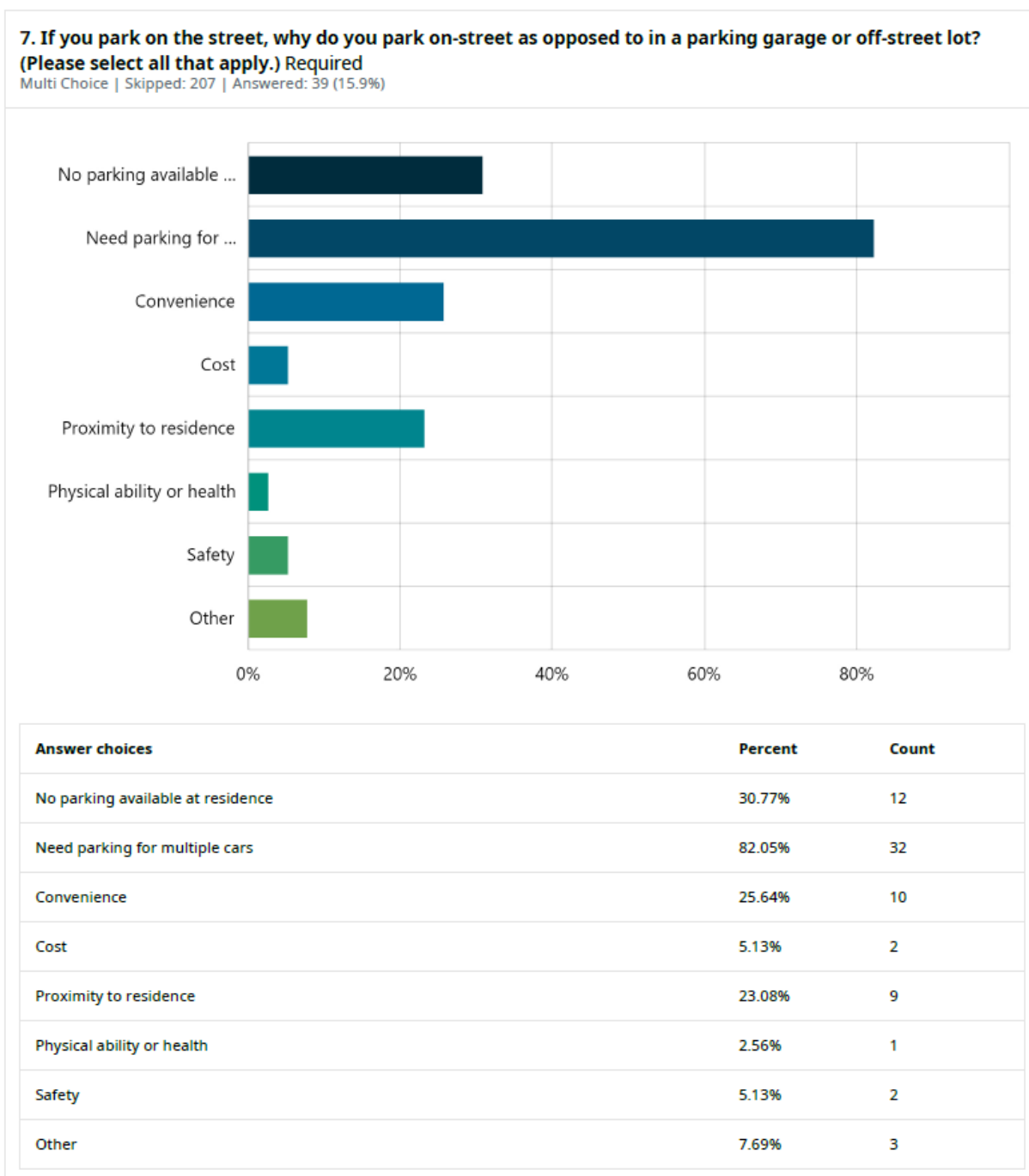
Two of the nine respondents who do not have a car indicated that they would be willing to participate in a focus group, but neither of the respondents lives nor owns a business within the city.

2.4.3.2 Parking Locations: On- and Off-Street

76% of the respondents who live in SeaTac parked at least one vehicle at their home. Approximately 9% of respondents living in SeaTac apartments pay separately for parking, in addition to their rent, including one respondent who pays only for on-street parking. 16% of SeaTac residents park at least one vehicle on the street. The main reason for street parking is to accommodate multiple cars.

The breakdown below shows why people choose to park on the street.

Figure 16: Reasons for On-Street Parking



Source: Fehr & Peers, 2024.

Furthermore, about 5% of the respondents stated that they are employers or business owners in SeaTac. Two of them do not offer parking for their employees, while others do provide on-site parking.

2.4.3.3 Travel Behavior Related Questions (Questions 14–16)

The survey also included optional travel behavior questions to help the city better understand residents' travel habits. 95% of respondents chose to answer these questions, while the remaining participants ended the survey before reaching this section.

Safety was the primary concern, with 75% of respondents worried about vandalism/theft and 46% about personal safety. A detailed summary of results was documented in a technical memorandum, which is provided in the appendix.

Figure 17 illustrates concerns regarding on-street parking. Additionally, 6% of respondents expressed concerns about the lack of electric vehicle (EV) charging facilities, indicating a potential future issue as EVs become more common.

2.4.3.4 Concerns raised by participants included:

- **Too many cars parked on the street:** Several comments mentioned that neighbors operating car rental or limo services often occupy most on-street parking spaces.
- **Lack of curb spaces:** Respondents noted that narrow streets make it difficult to provide parking, and vehicles parked on both sides can block traffic and emergency vehicles.
- **Lack of regulation/enforcement:** There were calls for more enforcement and better striping to manage parking effectively.

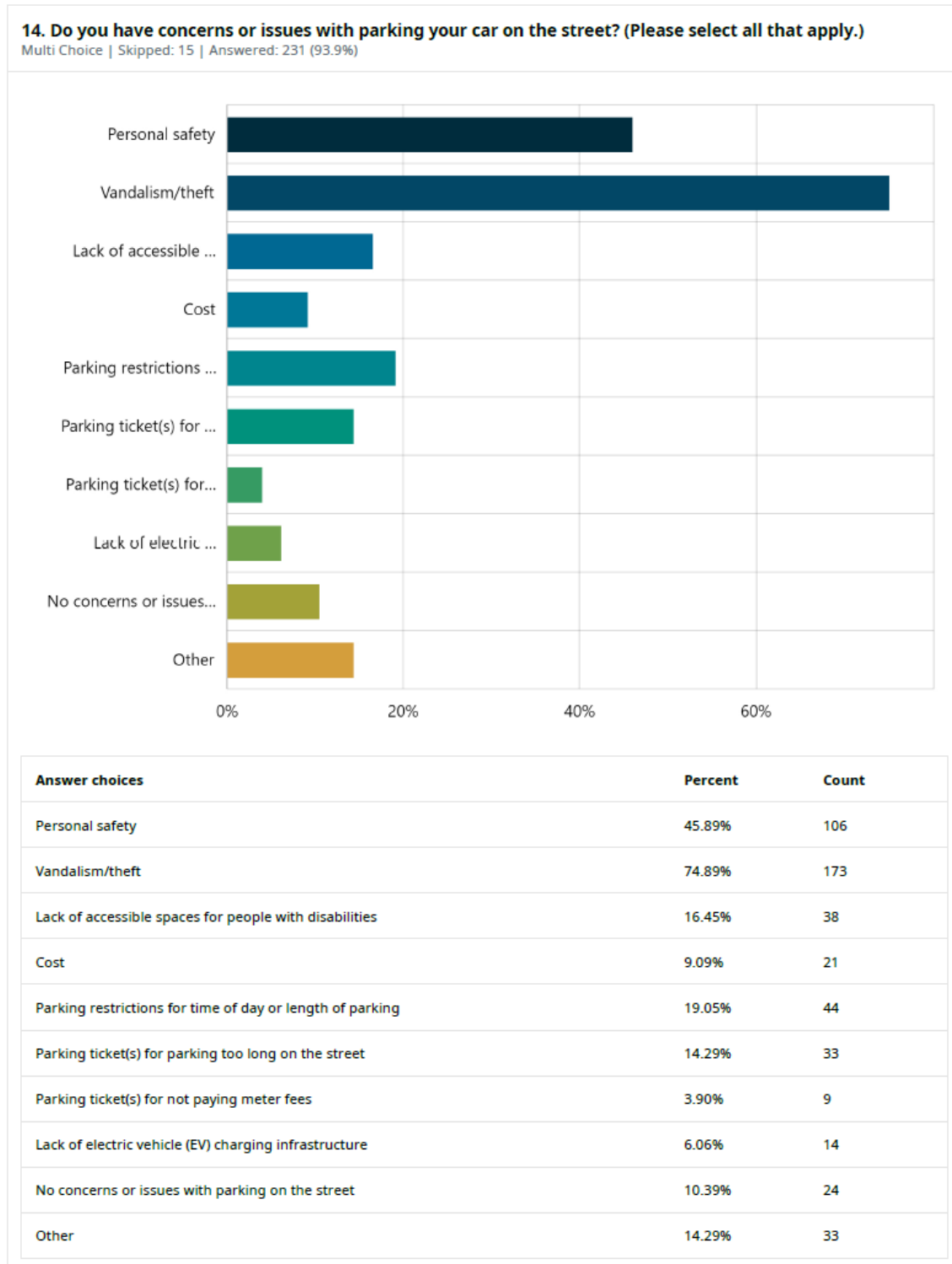
The survey also asked about mode choice for people to get to or from home or jobs. The top mode choice responses were:

- 90% of the respondents drive a personal vehicle
- 20% of the respondents use public transportation as their primary or secondary mode choice.

Another question explored the factors influencing people's preference for driving over alternative modes of transportation. The majority of respondents cited convenience as the primary reason (70%), followed by travel time (58%) and distance (37%). Additional comments highlighted concerns about safety and the environment on public transportation and at light rail station parking lots. Other considerations included the presence of seniors or children, the need for better walkability to groceries and retail stores, and the desire for a safer pedestrian environment.

A detailed summary of results was documented in a technical memorandum, which is provided in the appendix.

Figure 17: Concerns about On-Street Parking



Source: Fehr & Peers, 2024.

3. How is SeaTac Different?

The City of SeaTac presents a unique set of challenges and opportunities in parking management. As a relatively small city with a population of just over 32,000 residents, SeaTac is home to one of the busiest airports in the Pacific Northwest—Seattle–Tacoma International Airport (Sea–Tac). In 2024, Sea–Tac airport traffic reached 52,640,716 total passengers and 43,200 average weekly trips over the city’s transportation network.⁶ This dual identity as both a residential community and a major transportation hub has created distinct parking dynamics that differ significantly from those in other cities of similar size. The presence of the airport not only influences local traffic patterns; it also impacts the demand for both on–street and off–street parking. Understanding these nuances is crucial for developing effective parking strategies that cater to the needs of residents, businesses, and travelers alike.

Compared to other peer cities in Washington of similar size, SeaTac has its own unique context regarding the factors discussed below.

3.1 Vehicle Ownership

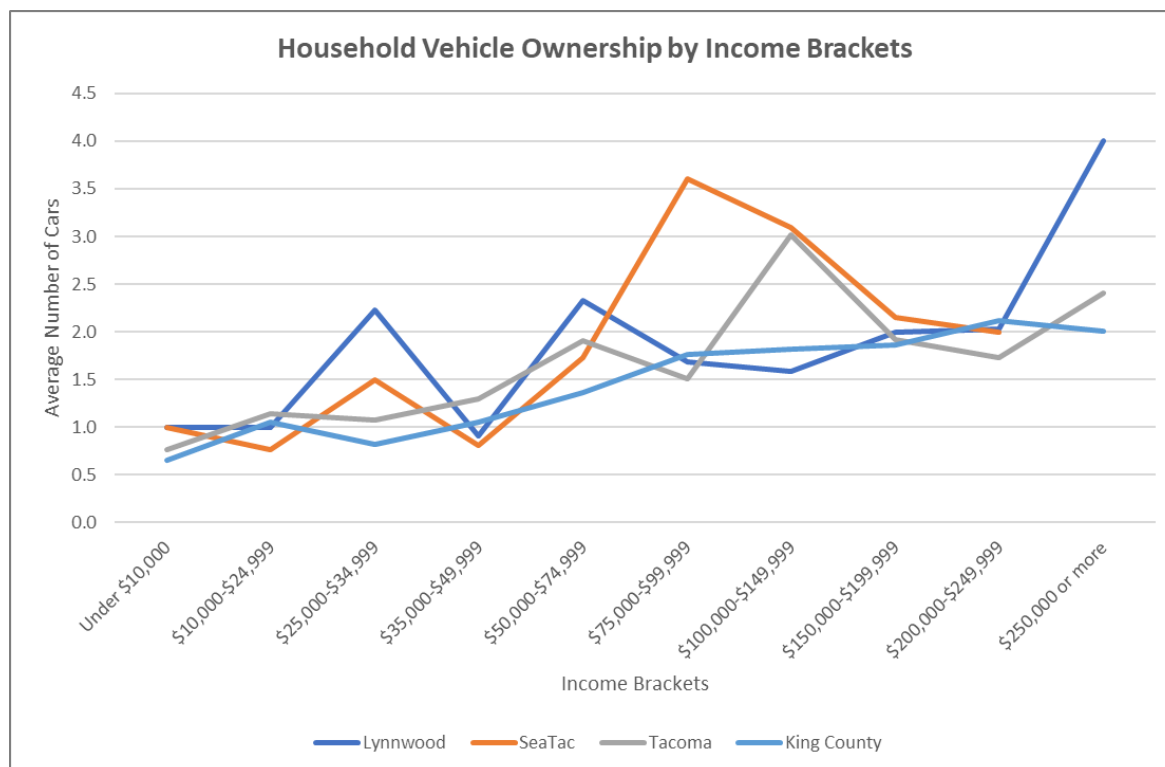
Based on the household travel survey conducted by the Puget Sound Regional Council (PSRC) in 2021, the weighted number of vehicles available per household was summarized by income brackets.

Figure 18 below plots the trend in Lynwood, SeaTac, Tacoma, and King County as a whole. Notably, there is a significant spike in vehicle ownership within the \$75,000–\$99,999 income bracket for SeaTac. This indicates that households in SeaTac within this income range own, on average, more vehicles compared to households in some other cities and the broader King County area.

The higher vehicle ownership among SeaTac households in the \$75,000–\$99,999 income bracket suggests a greater reliance on personal vehicles for transportation within this income group. This trend underscores the necessity for customized parking and transportation policies that cater to the unique needs of these residents, ensuring sufficient parking availability and supporting infrastructure to meet their requirements.

⁶ Source: SEA Airport Weekly Dashboard – SEA Activity Measures, April 2025

Figure 18: Comparison of Car Ownership by Income Groups with Similar-Sized Cities



Source: PSRC Household Travel Survey, 2021. Fehr & Peers, 2023.

3.2 Impact of the Sea-Tac Airport on Parking within the Surrounding Communities

The presence of Seattle-Tacoma International Airport (Sea-Tac) significantly influences parking dynamics within the City of SeaTac. Provided below are some key impacts:

- Park-and-Fly/Commercial Parking:** SeaTac offers numerous park-and-fly options, both at the airport and within the city. These commercial parking lots cater to travelers looking for convenient long-term parking solutions. The Economic Development staff at the city have mapped these lots and estimated the total number of commercial parking stalls, highlighting the extensive infrastructure dedicated to accommodating airport-related parking needs.
- Employee Parking Challenges:** Airport employees face a shortage of dedicated parking spaces at Sea-Tac. Currently, the airport does not provide adequate employee parking provisions. Consequently, employees are often directed to use park-and-fly lots or hotel parking facilities, which can be less convenient and more costly. The Sustainable Airport Master Plan (SAMP)⁷ does include two employee parking facilities in the near future. A new 1,500-space surface lot will be constructed on Port-owned property north of SR 518. A new parking structure would provide additional capacity to accommodate increased demand and/or replace stalls displaced by

⁷ Executive Summary Report, Sustainable Airport Master Plan, Seattle-Tacoma International Airport, May 2018

potential cargo development on the existing North Employee Parking Lot (NEPL). A new parking structure of up to 2,000 stalls would be constructed on Port property adjacent to and west of NEPL.

- **On-Street Parking Restrictions:** On-street parking near the airport is limited and heavily regulated. The Permit Parking Program restricts parking in areas adjacent to the airport and the SeaTac/Airport station, making it difficult for both residents and visitors to find convenient on-street parking options.

The unique parking challenges posed by Sea-Tac Airport necessitate targeted strategies to manage both commercial and employee parking demands. Addressing these issues is crucial for minimizing the impact on local residents and ensuring efficient use of available parking resources.

3.3 For Hire and Transit Network Company (TNC) Drivers

SeaTac has a significant proportion of its population that earns a living by providing ride-hailing services (such as Uber, Lyft, or other similar companies) to airport patrons. Based on data of permitted-for-hire drivers within King County, SeaTac has approximately 4.5% of its population permitted to provide ride-hailing services.⁸⁵ For comparison to peer cities, Des Moines had 1.23%, Burien had 0.45%, and Renton had 0.25% of its total population involved in providing ride-hailing services. Data from King County for-hire licensing indicates that clusters of for-hire drivers reside near the airport. There is also a correlation between these clusters and the two King County Housing Authority apartment complexes in the City Center. Additionally, King County For-hire Licensing staff have observed similar clusters of for-hire drivers' addresses within Seattle Housing Authority and King County Housing Authority residential developments throughout the Puget Sound Region.

Figure 19 shows the hotspots of permitted for-hire drivers within the city. The figure shows that a majority of the drivers live close to the airport, with a significant population located in the City Center between the Airport and 42nd Avenue South, between South 166th Street in the north and South 182nd Street in the south.

⁸⁵ King County 2023 For-Hire Permit data by jurisdiction

3.4 Recent Housing Legislation with Parking Requirements⁹

3.4.1 SHB 2343

As codified in RCW 36.70A.620 – Minimum Parking Requirements

Under the Revised Code of Washington 36.70A.620, the following minimum residential parking requirements apply:

Affordable Housing: For units affordable to very low-income or extremely low-income individuals within 1/4 mile of a transit stop with frequent service (at least twice per hour for 12+ hours/day), the maximum parking requirement is one space per bedroom or 0.75 spaces per unit.

Housing for Seniors and People with Disabilities: For units specifically for seniors or people with disabilities within 1/4 mile of a transit stop with frequent service (at least four times per hour for 12+ hours/day), no minimum parking requirements for residents are imposed.

Market Rate Multifamily Housing: For market rate units within 1/4 mile of a transit stop with frequent service (at least four times per hour for 12+ hours/day), the maximum parking requirement is one space per bedroom, or 0.75 spaces per unit.

3.4.2 ESSB 6617

As codified in RCW 36.70A.698 – Accessory Dwelling Units – Off Street Parking – When Prohibited

Per this revised code, cities cannot require off-street parking for accessory dwelling units (ADUs) within 1/4 mile of a major transit stop, except when there is a lack of street parking capacity, physical space constraints, or other evidence-based reasons making on-street parking infeasible, or when cities have adopted or significantly amended ADU regulations within the four years prior to June 11, 2020.

3.4.3 HB 1337

Accessory Dwelling Units (Passed 2023)

In 2023, HB 1337 introduced significant changes to local government regulations for ADUs within urban growth areas pertaining to ADUs. The bill¹⁰ aimed at expanding housing options by easing barriers to the construction and use of accessory dwelling units (ADUs) within fully planning cities and counties and prohibits certain ADU regulations within these areas. The legislation created allowance for ADUs, which can be attached, detached, or conversions of existing structures. The bill addressed issues such as owner occupancy and sale; impact fees, size and zoning; and parking requirements. Pertaining to parking requirements, – cities may not require the provision of off-street parking for ADUs within a quarter mile of a major transit stop, such as a high-capacity transportation system stop, a rail stop, or certain bus stops, unless the city determines that on-street parking is

⁹ Recent legislation since the study, such as HB 1061, 1183, 1491 all include language for parking: for cross-driveway, lot size, Transit Oriented Development, and special parking needs.

¹⁰ [1337 HBA HOUS 23](https://app.leg.wa.gov/documents/billdocs/2023-24/Htm/Bill%20Reports/House/1337%20HBA%20HOUS%2023.htm) – <https://app.leg.wa.gov/documents/billdocs/2023-24/Htm/Bill%20Reports/House/1337%20HBA%20HOUS%2023.htm>

infeasible for the ADU. The provision of off-street parking does not apply to cities within 1-mile radius of a commercial airport in Washington with at least nine million annual enplanements.

3.4.4 HB1110

Increasing Middle Housing Within Areas dedicated to Single-Family Detached Housing

Housing Bill 1110 (E2SHB 1110), passed by the Washington State Legislature in 2023, is aimed at increasing middle housing in areas traditionally dedicated to single-family detached housing. The bill mandates that certain cities planning under the Growth Management Act (GMA) authorize minimum development densities in residential zones allow middle housing types on lots previously limited to single-family homes. Cities like SeaTac, categorized as Tier 2 (population 25,000–75,000), must permit at least two dwelling units per lot in residential zones, and at least four units per lot if near a major transit stop or if one unit is affordable housing.

Parking Requirements: The law includes specific parking requirements based on proximity to transit and lot size. In terms of parking, under the new law, the city shall not require a middle housing development on a lot of less than 6,000 square feet to provide more than one off-street parking space per unit and shall not require a middle housing development on a lot of more than 6000 square feet to provide more than two off-street parking space per unit.⁷

Key Exemptions:

- Per RCW 36.70A.635(7)(a), local governments can submit an empirical study by a qualified expert to the department, demonstrating that applying parking limitations for middle housing is significantly less safe than applying the jurisdiction's parking requirements for the same number of detached houses. If the department certifies these findings, it must provide guidance to cities on what to include in such studies.
- Areas within a 1-mile radius of a commercial airport with at least nine million annual enplanements are exempt from these parking requirements.

Figure 20 below illustrates the 1-mile buffer from the Seattle-Tacoma International Airport. The three station districts are all included in this buffer.

⁷ <https://deptofcommerce.app.box.com/s/yjo6h53f2jhjlxopbc6lxzo28dsh2h9k>

3.4.5 SB 6015

Requires Cities and Counties to Enforce Certain Parking Configurations for Residential Developments

Under Senate Bill 6015, developers have been provided with additional options to meet parking supply requirements as part of residential uses. This new law includes the following provisions for residential developments in Washington counties and cities:

- Garage and carports may not be required as a way to meet minimum parking requirements for residential developments.
- Adjacent on-street parking spaces count towards off-street parking mandates at a rate of one space for each 20 linear feet of uninterrupted curb space.
- Parking spaces counting towards minimum parking requirements may be enclosed or unenclosed.
- Tandem parking spaces will count towards the minimum parking requirements.
- Other provisions related to dimensions of the space, surface materials, compliance with tree retention, etc.

These provisions do not apply to portions of the cities within a one-mile radius of a commercial airport. Therefore, the above provisions only apply to parts of SeaTac outside the dotted red line as shown in **Figure 20**. The new laws only apply to small portions of the city located in the south and east.

3.5 SeaTac's Current Parking Strategies and Codes

This section provides an overview of the current regulations governing parking within the city, highlighting key requirements, special provisions, and any exemptions that cater to the diverse demands of residents, businesses, and airport-related activities.

3.5.1 City's Multimodal Strategies Summary

The City's current land use policies focus on promoting moderate and high-density residential and retail developments in the City Center and the three station areas. They also aim to reduce the block size and create more connected networks in those areas to promote walkability and transit accessibility. The land use policies encourage reducing parking requirements for retail in areas with high residential densities.¹¹ The city will also consider flexible parking requirements for new developments that balance supply and demand while promoting different modes to minimize the potential for overspill into neighborhoods¹².

3.5.2 Existing Parking Standards

Below is a summary of the minimum off-street parking requirements for different land uses within the City of SeaTac as described in Chapter 15.455 of its Municipal Code. The table shows the minimum parking standards for the entire city, unless the use is located within the City Center, Angle Lake Station Area, or S 154th Street Station Area overlay districts. The table focuses on office, residential, retail, restaurant, and hotel use for this summary.

¹¹ Comprehensive plan – Land Use Element Policy 2.2E

¹² Comprehensive plan – Transportation Element Policy 4.6A

Table 7: Summary of Minimum and Maximum Parking Requirements

Land Use	Minimum Requirements ¹³ and Reduction ¹⁴		Minimum and Maximum Requirements		
			City Center ¹⁵	Angle Lake Station Area Overlay District ¹⁶	S 154 th St Station Area Overlay District ¹⁷
Business Services					
Conference/ Convention Center	1 per 3 fixed seats, plus 1 per 40 sf for assembly areas without fixed seats		5 per 1,000 sf and up to 7.5 per 1,000 sf of building area upon agreement between the city and a developer	The minimum requirement can be reduced by 40%.	The minimum requirement can be reduced by 40%.
Professional Office	1 per 300 sf of office building			Maximum requirement is 10% above minimum parking spaces required.	Maximum requirement is 20% above minimum parking spaces required.
Residential					
Duplex	Within one-mile radius of SeaTac International Airport – 1.25 per dwelling unit Within one-half-mile radius of the major transit stops and beyond one-mile radius of SeaTac International Airport: <ul style="list-style-type: none">No off-street parking is required Beyond one-half-mile radius of the major transit stops: <ul style="list-style-type: none">1 per dwelling unit for lot no greater than 6,000 square feet1.25 per dwelling unit for lot greater than 6,000 square feet	Up to 10% reduction with proof of viable high-capacity transit (HCT) linkage or station	2 per dwelling unit	The minimum number of required parking may be reduced by up to 35% based on the frequency of transit service and proximity to transit. Maximum requirement is 10% above minimum parking spaces required.	The minimum number of required parking may be reduced by up to 35% based on the frequency of transit service and proximity to transit. Maximum requirement is 20% above minimum parking spaces required.

¹³ Based on SeaTac Municipal Code 15.455.120 Parking Chart for Required Off-Street Spaces unless specifically specified.

¹⁴ Based on SeaTac Municipal Code 15.455.140 Parking Reductions unless specifically specified.

¹⁵ SeaTac Municipal Code 15.300.410 (A)2 Maximum Parking Requirements.

¹⁶ SeaTac Municipal Code 15.310.410 (A)2 Maximum Parking Requirements.

¹⁷ SeaTac Municipal Code 15.305.410 (B).

Land Use	Minimum Requirements ¹³ and Reduction ¹⁴	Minimum and Maximum Requirements		
		City Center ¹⁵	Angle Lake Station Area Overlay District ¹⁶	S 154 th St Station Area Overlay District ¹⁷
Dwelling Unit, Detached	2 per dwelling unit	-		
Multi-Family	Studio Unit: 1 per dwelling unit	1 per bedroom, up to 2 per dwelling unit maximum (unless modified by a parking plan demonstrating an increased need to serve residents)		
	1 Bedroom Unit: 1.5 per dwelling unit			
	2-3 Bedroom Unit: 2 per dwelling unit			
Townhouse	Within City Center or station areas: 1 per dwelling unit, plus 0.25/unit for visitor parking ¹⁸	2 per dwelling unit		
	Outside of City Center and station areas: 2 per dwelling unit, plus 0.25/unit for visitor parking	-		
Manufactured/ Modular Home (HUD)	2 per dwelling unit	-		
Mobile Home (nonHUD)	2 per dwelling unit	-		
Mobile Home Park	2 per dwelling unit	-		

¹⁸ SeaTac Municipal Code 15.505.610 Required On-Site Parking.

Land Use	Minimum Requirements ¹³ and Reduction ¹⁴		Minimum and Maximum Requirements		
			City Center ¹⁵	Angle Lake Station Area Overlay District ¹⁶	S 154 th St Station Area Overlay District ¹⁷
Residential, Retirement and Assisted Living					
Retirement Apartments	0.75 per dwelling unit		1 per unit (unless modified by a parking plan demonstrating an increased need to serve residents)	The minimum number of required parking may be reduced by up to 35% based on the frequency of transit service and proximity to transit. Maximum requirement is 10% above minimum parking spaces required.	The minimum number of required parking may be reduced by up to 35% based on the frequency of transit service and proximity to transit. Maximum requirement is 20% above minimum parking spaces.
Accessory Dwelling Unit (ADU)	Within one-mile radius of SeaTac International Airport: <ul style="list-style-type: none">• 1 per accessory dwelling unit• 2 per accessory dwelling unit greater than 600 square feet in area Within one-half-mile radius of the major transit stops and beyond one-mile radius of SeaTac International Airport: <ul style="list-style-type: none">• No off-street parking is required Beyond one-half-mile radius of the major transit stops: <ul style="list-style-type: none">• 1 per accessory dwelling unit• 2 per accessory dwelling unit greater than 600 square feet in area, located on lots larger than 6,000 square feet		-	The minimum number of required parking may be reduced by up to 35% based on the frequency of transit service and proximity to transit. Maximum requirement is 10% above minimum parking spaces required.	The minimum number of required parking may be reduced by up to 35% based on the frequency of transit service and proximity to transit. Maximum requirement is 20% above minimum parking spaces required.
Retail and Commercial					
Restaurant	1 per 150 sf of leasable space	Up to 30% reduction with proof of viable HCT linkage or station	-	The minimum number of required parking may be reduced by up to 30% based on the frequency of transit service and proximity to transit.	The minimum number of required parking may be reduced by up to 30% based on the frequency of transit service and proximity to transit.
Restaurant, Fast Food	1 per 150 sf of leasable space (plus 5 stacking spaces with drive-through)		-		
Retail, Big Box	1 per 250 sf of leasable space		4 per 1,000 SF of leasable space		

Land Use	Minimum Requirements ¹³ and Reduction ¹⁴		Minimum and Maximum Requirements		
			City Center ¹⁵	Angle Lake Station Area Overlay District ¹⁶	S 154 th St Station Area Overlay District ¹⁷
Retail, General	1 per 250 sf of leasable space			Maximum requirement is 10% above minimum parking spaces required.	Maximum requirement is 20% above minimum parking spaces required.
Retail and Commercial, Lodging					
Hotel/Motel and Associated Uses	Basic Guest and Employee (no shuttle service): 0.9 per bedroom		1 per bedroom plus the following for associated uses: 1) with restaurant/lounge/bar: 4 per 1,000 SF of building area. 2) with banquet/meeting room: 5 per 1,000 SF of gross building area.	The minimum number of required parking may be reduced by up to 30% based on the frequency of transit service and proximity to transit. Maximum requirement is 10% above minimum parking spaces required in SMC 15.455.120 chart	The minimum number of required parking may be reduced by up to 30% based on the frequency of transit service and proximity to transit. Maximum requirement is 20% above minimum parking spaces required.
	Basic Guest and Employee (with shuttle service): 0.75 per bedroom				
	With restaurant/lounge/bar: 1 per 150 gsf				
	With banquet/meeting room: 1 per 150 gsf				
	Retail (15,000 gsf or less): 1 per 1,000 gsf				
	Retail (greater than 15,000 gsf): 1.5 per 1,000 gsf				

The code also allows for the following provisions for reductions:

- Requirements for ride share and accessible parking spaces within off-street parking. If a land use utilizes employees to calculate the required off-street parking spaces, one ride-share parking space should be reserved per 15 required spaces.
- Parking reductions for uses that are located along regularly scheduled high-capacity transit routes. Maximum levels of reductions are different for different types of uses.
- The number of parking spaces can be reduced for mixed-use development proposing shared parking between two or more uses. When a parking facility is shared for two or more uses, or adjacent to an existing use, up to a 10% reduction for each use is allowed. Parking for two or more non-profit uses can be reduced by way of shared parking, regardless of the zoning code requirements.
- Up to 50% parking reductions are allowed for uses that propose joint use of driveways and parking areas for day and night use.
- The code also allows for provisions for off-site parking locations. These provisions are provided for specific uses, maximum allowed percentage, and detailed criteria.

The code also summarizes requirements for off-street loading, bicycle parking requirements, and dimensions of parking spaces.

3.5.3 Key Takeaways

The City of SeaTac's parking requirements allow for reductions to minimum parking for developments near high-capacity transit to encourage the use of public transportation. These reductions vary across land use types. For example, the reduction is 10% from minimum parking requirements for multifamily apartments versus 30% for retail and restaurants in all parts of the city. The reductions are much higher in the two station areas of Angle Lake Station Area and S 154th Street Station Area districts, ranging from 30 – 40%. Additionally, the city imposes maximum parking limits within the three station areas in the Urban Center to manage parking supply effectively and promote a more transit-oriented development pattern. These are typically expressed in specific ratios within the City Center Subarea versus 10% – 20% above minimum parking requirements for S 154th Street and Angle Lake districts, varying across different uses.

4. *Parking Best Practices*

Below is a discussion of parking and industry-wide best practices, including a comparison of the City's zoning code to parking demand rates and a review of parking policy options available to the city to update its existing municipal code requirements.

4.1 Comparative Analysis of Code

Provided below is a comparison of the minimum parking rate requirements by the City's Municipal Code with parking demand rates from two different sources:

- **Institute of Transportation Engineers (ITE) Parking Generation 5th Edition** includes data, and statistics that describe the current state-of-the-practice understanding of the relationship between parking demand and many characteristics associated with an individual development site or land use. The manual presents land use descriptions and data plots for all combinations of available land uses, time-periods, independent variables, and settings in the ITE database. For the purpose of comparison, we focused on the rates provided in the manual with multiple data points. It was determined that rates for the General urban/suburban category would be appropriate for SeaTac due to its low to mid-level density and diverse mix of residential, commercial, and industrial uses, as well as its proximity to Sea-Tac Airport. Additionally, depending on the type of use, the higher weekday or weekend average rates were applied.
- **Urban Land Institute Shared Parking 3rd Edition** is a comprehensive guide that provides detailed methodologies and best practices for implementing shared parking strategies in urban environments. This edition builds upon previous versions by incorporating updated research, real-world case studies, and advanced planning techniques to optimize parking resources and enhance land use efficiency. Similar to under ITE, because of the level of density, and diversity of uses in addition to SeaTac's proximity to Sea-Tac Airport, for the purpose of comparison, higher of the weekday or weekend average rates were used.

Table 8 shows a comparative analysis of City's existing minimum parking requirements compared to recommended ratios in the ITE Parking Generation (5th Edition) and Urban Land Institute Shared Parking (3rd Edition)

Table 8: Summary Comparison of City's Minimum Parking Requirements with ITE and ULI Parking Demand Rates

Land Use	Minimum Requirements ¹⁹	Other Industry-Wide Resources	
		ITE Parking Generation 5 th Edition [1]	ULI Shared Parking (3 rd Edition Base Rate)
Residential			
Multifamily Housing – Low Rise ²⁰	<ul style="list-style-type: none">- Studio Unit: 1 per dwelling unit- 1 Bedroom Unit: 1.5 per dwelling unit- 2–3 Bedroom Unit: 2 per dwelling unit	<ul style="list-style-type: none">- Average rate = 0.80 space per bedroom (No nearby transit)- Average rate = 0.58 space per bedroom (< ½ mile to transit)	<ul style="list-style-type: none">- Studio – 1 space per unit- 1 bedroom – 1.05 space per unit- 2 bedroom – 1.80 spaces per unit- 3+ bedroom – 2.65 spaces per unit
Multifamily Housing – Mid Rise ²¹		<ul style="list-style-type: none">- Average rate = 0.77 space per bedroom (No nearby transit)- Average rate = 0.61 space per bedroom (< ½ mile to transit)	
Affordable Housing – Income Limit ²²		Average rate = 0.54 space per bedroom OR Average rate = 0.99 space per unit	
Affordable Housing – Senior ²³		Average rate = 0.39 space per unit	N/A
Senior Housing ²⁴	0.75 per dwelling unit	Average rate = 0.61 per unit	0.85 space per unit
Office			
General Office ²⁵	1 space per 300 sf (3.33 spaces per 1,000 sf)	Average 2.39 spaces per 1,000 sq. ft. GFA	Depending on the size, rates range from 2.80 spaces (>500 Ksf) to 3.93 spaces (25Ksf – 100Ksf) per 1,000 sf – Average rate is 3.50 spaces per 1,000 sf.

¹⁹ Based on SeaTac Municipal Code 15.455.120 Parking Chart for Required Off-Street Spaces unless specifically specified.

²⁰ ITE Land Use Code 220 – Multifamily Housing (Low-Rise) – Pages 77 – 81

²¹ ITE Land Use Code 221 – Multifamily Housing (Mid-Rise) – Pages 97 – 98

²² ITE Land Use Code 223 – Affordable Housing – Income Limit – Pages 141 – 142

²³ ITE Land Use Code 223 – Affordable Housing – Senior Housing – Page 153

²⁴ ITE Land Use Code 252 – Senior Adult Housing – Attached – Page 166

²⁵ ITE Land Use Code 710 – General Office – Page 467

Land Use	Minimum Requirements ¹⁹	Other Industry-Wide Resources	
		ITE Parking Generation 5 th Edition [1]	ULI Shared Parking (3 rd Edition Base Rate)
Retail			
General Retail ²⁶	1 space per 250 sf of leasable space (4 spaces per 1,000 sf)	2.91 spaces per 1,000 sf GLA (non-December)	Average of 4.00 spaces per 1,000 sf of GLA
Restaurant			
Restaurant ²⁷	1 per 150 sf of leasable space or 6.67 spaces per 1,000 sf	<ul style="list-style-type: none">- Quality Restaurant – 17.00 spaces per 1,000 sf of GFA- High Turnover (sit Down) restaurant – 12.28 spaces per 1,000 sf GFA	<ul style="list-style-type: none">- Fine Dining – 17.50 spaces per 1,000 sf- Family Restaurant – 17.10 spaces per 1,000 sf
Restaurant, Fast Food ²⁸	1 per 150 sf or 6.67 space per 1,000 sf of leasable space (plus 5 stacking spaces with drive-through)	<ul style="list-style-type: none">- Fast-food (without drive through) – 9.91 spaces per 1,000 sf GFA- Fast food (with drive through) – 12.41 sf GFA	<ul style="list-style-type: none">- Fast Food – 14.70 spaces per 1,000 sf
Hotel			
General Hotel ²⁹	Basic Guest and Employee (no shuttle service): 0.9 per bedroom	- 1.15 spaces per room	- 1.15 spaces per room
	Basic Guest and Employee (with shuttle service): 0.75 per bedroom		
	With restaurant/lounge/bar: 1 per 150 gsf		9.0 spaces per 1,000 sf
	With banquet/meeting room: 1 per 150 gsf		N/A
	Retail (15,000 gsf or less): 1 per 1,000 gsf		N/A
	Retail (greater than 15,000 gsf): 1.5 per 1,000 gsf		N/A

²⁶ ITE Land Use Code 820 – Shopping Center – Non December – Page 558

²⁷ ITE Land Use Codes 932 – High Turnover Restaurant – Page 731 and ITE Land Use Code 931 – Quality Restaurant – Page 715

²⁸ ITE Land Use Code 933 – Fast Food Restaurant without Drive Through – Pages 754 and Land Use Code 934 – Fast Food Restaurant With Drive Through – Page 760

²⁹ ITE Land Use Code 310 – Hotel – Page 204

4.1.1 Takeaways

Provided below are some key highlights from the above comparative assessment of parking requirements between SeaTac's municipal code, ITE Parking Generation, and ULI Shared Parking for different land uses:

4.1.1.1 Residential

- **City Code:** Typically requires higher parking minimums (e.g., 1-2 spaces per unit), with fixed rates based on unit size. For example, ITE recommends a range of 0.58 to 0.80 space (depending on proximity to transit and density of development) for one-bedroom while the City's parking requirements are 1 space per studio unit and 1.5 spaces for a one-bedroom unit.
- **ITE:** Suggests lower rates, especially for areas near transit, with parking demand based on bedroom count rather than unit size.
- **ULI:** Similar to ITE but more refined in providing detailed rates for different unit types. ULI suggests lower parking rates, especially in transit-oriented areas.

4.1.1.2 Office

- **City Code:** Requires 3.33 spaces per 1,000 sq. ft., which can be on the higher end for typical office uses.
- **ITE:** Provides slightly lower parking needs (~2.39 spaces per 1,000 sq. ft.), accounting for regional and contextual factors.
- **ULI:** Aligns with City Code in many cases but offers a wider range depending on the building size, with smaller offices requiring more parking than larger ones.

4.1.1.3 Retail

- **City Code:** Requires 4 spaces per 1,000 sq. ft. of leasable space, a relatively high fixed rate.
- **ITE:** Suggest slightly lower parking demand (~2.91 spaces per 1,000 sq. ft.), with seasonal adjustments.
- **ULI:** Similar to City Code, around 4 spaces per 1,000 sq. ft., though it may vary depending on retail size and type.

4.1.1.4 Restaurant

- **City Code:** Sets a high baseline of 6.67 spaces per 1,000 sq. ft., with additional requirements for fast food establishments with drive-throughs.
- **ITE:** Varies by restaurant type, with fine dining and family restaurants demanding as much as 17 spaces per 1,000 sq. ft.
- **ULI:** Matches ITE's upper ranges, reflecting higher parking needs for sit-down restaurants compared to fast food or casual options.

4.1.1.5 Hotel

- **City Code:** Typically requires 0.75 to 0.9 spaces per bedroom, with additional parking for restaurants and meeting spaces.
- **ITE:** Aligns with City Code (~1.15 spaces per room) but includes more detailed breakdowns for additional facilities like restaurants and banquet rooms.

- **ULI:** Similar to ITE, but ULI allows flexibility based on hotel location and amenities.

Overall, the City's current parking requirements tend to have higher, more rigid minimums across all land uses. However, this does not apply to the two station area districts of 154th Street and Angle Lake, where minimum parking spaces can be reduced by 30 to 40%, depending on the type of use, frequency of transit service, and proximity to transit. Outside of these station area districts, the city has limited provisions to reduce parking for developments, even when considering factors such as development scale, active transportation-friendly design, diversity of uses, proximity to transit, and regional job destinations. These factors tend to influence parking demand significantly.

ITE and ULI recommended parking demand ratios are based on actual observations in a variety of contextual environments. They have attempted to incorporate these variables into their recommended base parking demand ratios.

5. *Parking Policy and Strategy Options*

Provided below is a summary of potential parking policies and parking management strategies that could be considered by SeaTac for the purpose of modernizing its parking requirements, and provisions to encourage active transportation while reducing single-occupancy vehicle ridership and associated parking demand:

5.1.1 Adopt an overlay zone with a boundary within a 1-mile buffer from the Sea-Tac Airport boundary

Legislative actions as part of HB 1337, HB 1110, and ESHB 1998 include rules limiting parking requirements and allowing provisions to developments towards providing parking supply. The above-mentioned laws exclude any portion within a 1-mile radius of Sea-Tac Airport as it meets the criteria of at least nine million annual enplanements. As shown in **Figure 20**, the majority of the city falls within this 1-mile buffer zone. The new laws only apply to small portions of the city located in the north, south, and eastern boundaries of the city limits.

5.1.2 Calibrate Minimum and Maximum Parking Requirements

To strike a delicate balance between current needs of residents in multifamily housing and also avoiding to require excessing parking from new residential development, which will reduce the burden of parking costs on housing and achieve other sustainability benefits, provided below are options for the city to consider to calibrate parking requirements, especially in areas well served by transit or where walking and cycling are viable options with low stress and high-quality active transportation infrastructure.

Recognizing the unique nature of the City's location surrounding a regional airport, as highlighted in Figure 14, a higher density of households reside immediately adjacent to the airport, and they earn their livelihood providing ride-hailing and taxi services to airport patrons and depending on a parking space for their vehicle. Conversely, the city should do what it can to future-proof its parking requirements from disruptive transportation trends such as the potential of autonomous vehicles to provide ride-hailing services without the need for a driver, in which case parking adjacent to the owner's residence may not be necessary.

5.1.2.1 Residential Uses

The city could consider the following changes to the maximum parking requirements for specific residential uses listed below. Currently, the parking maximums only apply to the three transit districts: City Center, Angle Lake Station Area, and S 154th Street Station Area. The city might consider setting the maximum parking requirements to match those of the station areas. For instance, the citywide maximum could be no more than 20% higher than the minimum parking requirements. This approach would help ensure that new multifamily housing developments do not overbuild parking and prevent passing on the higher costs of development related to excessive parking, which can lead to other indirect costs for tenants, new owners, and the broader community.

Several cities in the USA have recently eliminated or replaced minimum parking requirements with parking maximums. These include City of Port Townsend.³⁰ Port Townsend created an interim rule to make off-street parking mandates into recommendations instead of requirements.

One issue with replacing parking minimums with parking maximums is that this approach may not recognize the unique needs and context of development and uses the arbitrary minimum number of spaces to be the maximum number.

Table 9: Potential Changes to Minimum Parking Requirements

Type of Residential Use	Current Minimum Parking Requirements	Proposed changes to Minimum Parking Requirements	Proposed changes to minimum requirements in Transit Districts
Multifamily Housing	<ul style="list-style-type: none"> - Studio Unit: 1 per dwelling unit - 1 Bedroom Unit: 1.5 per dwelling unit - 2-3 Bedroom Unit: 2 per dwelling unit 	<ul style="list-style-type: none"> - Studio Unit and 1-bedroom units: 1 per dwelling unit - 2 Bedroom Unit: 1.5 per dwelling unit - 3+bedrooms Unit: 2 per dwelling unit <p>In addition, a minimum of 0.15 space per unit for guest parking. Developments with under 10 units exempt from providing guest parking.</p>	<ul style="list-style-type: none"> - Studio Unit: 0.5 per dwelling unit - 1-bedroom and 2-bedroom units: 1 per dwelling unit - 3+ bedrooms Unit: 2 per dwelling unit <p>In addition, a minimum of 0.15 space per unit for guest parking. Developments with under 10 units exempt from providing guest parking.</p>
Townhomes	<ul style="list-style-type: none"> - Within City Center or station areas: 1 per dwelling unit, plus 0.25/unit for visitor parking - Outside of City Center and station areas: 2 per dwelling unit, plus 0.25/unit for visitor parking 	<ul style="list-style-type: none"> - 1-bedroom unit: 1 per dwelling unit, - 2 Bedroom Unit: 1.5 per dwelling unit - 3+bedrooms Unit: 2 per dwelling unit <p>In addition, a minimum of 0.15 space per unit for guest parking. Developments with under 8 units exempt from providing guest parking.</p>	<ul style="list-style-type: none"> - 1 per unit for up to 2-bedroom dwelling unit - 2 per unit for 3+ bedroom units. <p>In addition, a minimum of 0.15 space per unit for guest parking. Developments with under 8 units exempt from providing guest parking.</p>
Add: Affordable housing		1 per dwelling unit	0.5 per bedroom

5.1.2.2 Office Uses

Office parking demand was seen to be the most impacted as a result of remote-work trends and the resulting lower occupancy of office buildings surveyed as part of this study. The parking requirement

³⁰ [These Cities Recently Passed Parking Reforms \(and Yours Can Too\)](https://www.strongtowns.org/journal/2024/10/9/these-cities-recently-passed-parking-reforms-and-yours-can-too) - <https://www.strongtowns.org/journal/2024/10/9/these-cities-recently-passed-parking-reforms-and-yours-can-too>

of 1 per 300 sf or 3.33 per 1,000 sf can be reduced to 2 per 1,000 sf for new office development in the three transit districts served by high-capacity transit. The maximum parking could be readjusted to 4 per 1,000 SF. For other parts of the city, the minimum requirement can be retained at 3.33 per 1,000 SF and the maximum can be adjusted to 5 spaces per 1,000 SF. Although this change is smaller in terms of the minimum parking requirements, it will limit the number of spaces an office building can build on top of the minimum parking requirements, avoiding excess parking attached to office buildings.

5.1.3 Shared Parking Policy

Shared parking policies enable multiple users or properties to share parking facilities, optimizing the use of available spaces. This strategy is particularly effective in mixed-use developments where different users have varying peak parking times. For example, church parking, which is predominantly used on weekends, can be shared with an adjacent school on weekdays. Similarly, an office building's parking spaces during the day can be shared with nearby restaurants at night.

Shared parking can benefit developers by reducing the cost of providing excess parking supply, and benefit the city by accommodating parking supply sustainably in high-density areas, where the parking footprint can be reduced and land is dedicated to the highest and best use, while encouraging active transportation. SeaTac Municipal Code 15.455.140 allows for a maximum 10% reduction in the minimum parking requirements and a maximum 50% reduction for parking spaces that serve different day and night uses. Land uses that have a complementary parking demand throughout the day could exceed the 10% reduction currently afforded by the current provision in the Zoning Code. The city could consider removing the 10% maximum reduction limitation and base the reduction on a case-by-case basis. Since all mixed-use developments are unique in their scale and diversity of uses, their density of use, design features, demographics, and distance to transit, among other factors, the city could require a potential new mixed-use development to provide a detailed shared parking analysis prepared by a qualified transportation professional to justify the parking reductions.

5.1.4 Bicycle Parking Policy

Bicycle parking policies mandate the provision of secure and accessible parking facilities for bicycles in new developments. By ensuring that cyclists have safe places to store their bikes, these policies can encourage cycling as a viable and convenient mode of transportation.

The city currently has bicycle parking requirements provided in its municipal code (15.455.300). Many cities have specific covered and uncovered bicycle parking space requirements for multifamily residential and commercial uses. The city could also consider providing credit towards a specific percentage of the automobile parking requirements if developments provide adequate bicycle parking spaces for multifamily residential and commercial uses. For example, new or existing automobile parking spaces required by the City of Los Angeles's Zoning Code for all uses may be replaced by bicycle parking at a ratio of one automobile parking space for every four bicycle parking spaces provided at a site. This replacement can be made for up to 20% of the required automobile parking spaces for non-residential uses. Residential buildings may replace 10% of the required automobile parking with bicycle parking under the same ordinance.

5.1.5 Permit Parking Program

Permit parking programs could be implemented in other residential neighborhoods to protect them from commercial parking intrusion. Permit parking can protect residential neighborhoods from parking intrusion by employees and customers of nearby businesses and attractions. However, if the on-street parking supply is inadequate or the permits are oversubscribed, residents may not always find parking in front of their residences. This issue is particularly pronounced in areas with greater number of multifamily housing, leading to grievances from residents that they are not able to find parking easily. Before a permit parking decision is made, each neighborhood must be analyzed for its unique demand for parking permits and compared to available supply within convenient walking distance for all residents within the neighborhood.

While permit parking is an effective tool to protect residential neighborhoods from customer and employee parking from adjacent commercial areas, it becomes less effective as housing density increases, resulting in higher demand for on-street parking.

5.1.6 Time Limit Restrictions

The city could also consider implementing time-restricted parking for on-street parking near multifamily housing adjacent to commercial or business areas. Parking time limits discourage long-term parking by nearby employees and protect the spaces during peak demands for the residents, who can park using a permit. In commercial areas, such as small businesses next to the Polaris at SeaTac multifamily apartments in the S 154th St Station District, time limits can also effectively encourage turnover of parking spaces that should provide short-term parking to customers and visitors of the commercial uses. Enforcement of time restrictions is an important aspect of this strategy to be successful and yield the desired result.

5.1.7 Urban Design and Traffic Calming

Improving walkability can reduce demand for vehicle trips and parking. In a dense area, such as the City Center, walkability can be improved through urban design. By designing more walkable connections between existing parking spaces and destinations, the need to add new parking spaces right next to the destinations can be reduced. Improving safety will stimulate more active transportation trips.

Traffic calming, which moderates traffic speeds and creates a safer walking and biking environment, can support parking management by encouraging people to walk or bike more often instead of driving. In commercial and residential areas within the City Center, SeaTac can invest in traffic calming techniques such as improving visibility of speed limit signs, installing speed bumps, and widening sidewalks.

5.1.8 Requiring Unbundling Cost of Parking

Unbundling parking separates parking costs from residential or commercial property costs. Selling or leasing parking spaces separately from the price or rent. By letting property owners and tenants choose parking, this approach uses parking resources more efficiently. It can reduce car ownership and usage, promote alternative transportation, and lower housing costs by not charging residents for parking they may not use. The city could consider requiring this as part of all future multifamily housing and office developments within ½ mile of the three station area districts in SeaTac. This

change will allow residents and employees to rent or own parking spaces based on their needs, as opposed to the cost of spaces being built in as part of their lease and purchase price.

In April 2018, the City of Seattle implemented policies³¹ requiring the unbundling of parking costs from residential or commercial property costs. This ordinance mandates that landlords separate housing rent charges from parking rent charges, allowing tenants to choose whether or not to pay for parking, thereby reducing their housing costs.

In the context of SeaTac, this policy could be applied to multifamily housing developments in the Urban Center. To ensure its effectiveness, the policy should be supplemented with a provision that prohibits leasing unoccupied parking spaces to non-tenants. This would prevent developments from renting parking to airport patrons or app-based rental car companies, maintaining the intended benefits for residents.

5.1.9 Tandem Parking

Section 15.455.430 of the Municipal Code allows tandem parking spaces for select uses such as vehicle rental and sales, and for commercial uses where tandem parking is allowed with a valet requirement. A valet parking system operations plan is required for uses proposing tandem parking for commercial uses other than vehicle parking or vehicle rental and sales. In order to reduce the footprint of parking spaces in a development, the city could expand the provision of tandem parking for multifamily residential uses for units with more than one bedroom. Residents requiring two parking spaces for their household could use the tandem parking without the use of a valet service. If tandem parking is permitted for residential uses, the city could include the following restrictions:

- At least one parking space per dwelling unit and all guest spaces shall be individually and easily accessible.
- At least one standard space per dwelling unit shall be provided.
- Tandem parking shall be limited to a maximum of two cars in depth in a private garage or private parking area.

5.1.10 Provisions and Standards Associated with Mechanical and Automated Parking

Mechanical and Automated parking systems can maximize parking efficiency in urban areas where space is limited. The city should consider adopting standards and requirements associated with mechanical and automated parking such that developments which are interested in providing parking towards the requirement using such systems and equipment can do so while making sure these systems and equipment are safe, and accessible.

The city of Vancouver has a detailed technical standard³² for mechanical and automated parking systems. The document outlines the minimum requirements for the design, installation, and acceptance testing of mechanical parking car stackers and automated car parking systems.

³¹ [Seattle SDCI – Frequently Asked Questions About Parking](#)

³² Mechanical and Automated Car Parking Technical Standard, Vancouver Fire Department, Washington, 2023.

Appendix A. Online Survey Memorandum

Closed

City of SeaTac Parking Survey

[SeaTac Citywide Parking Code Study](#)

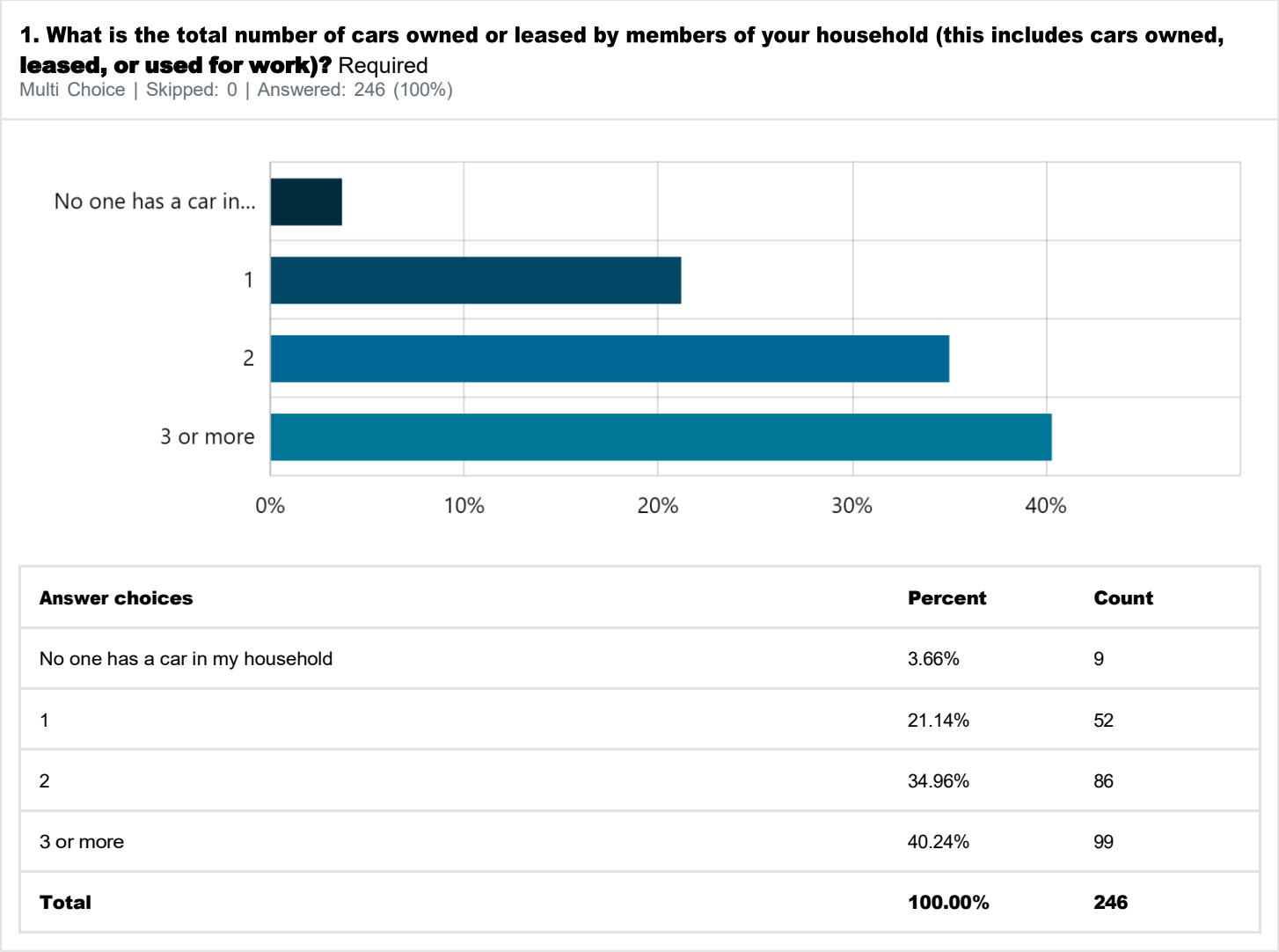
230

Contributors

246

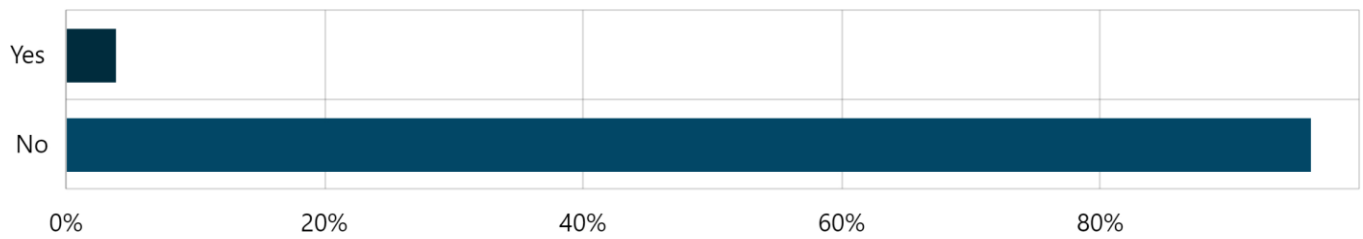
Contributions

Contribution Summary



2. Do you use any of your vehicles for taxi, limo, Uber/Lyft, or other app-based delivery services? Required

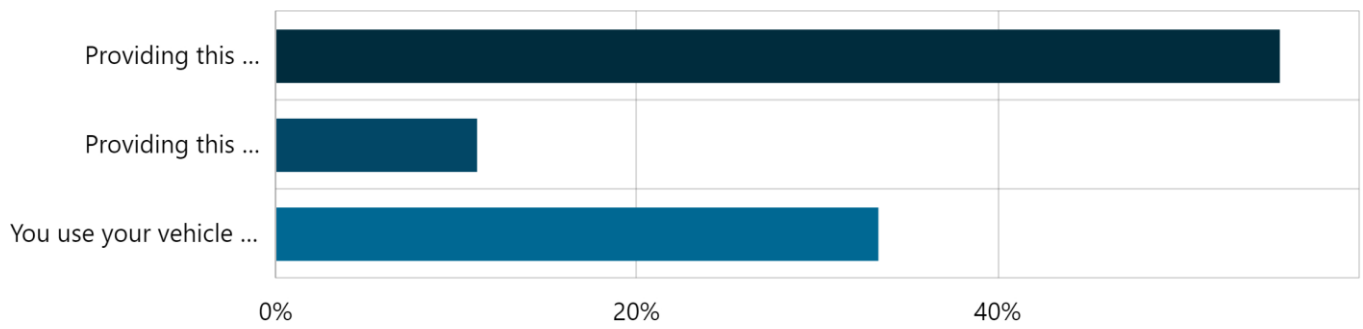
Multi Choice | Skipped: 9 | Answered: 237 (96.3%)



Answer choices	Percent	Count
Yes	3.80%	9
No	96.20%	228
Total	100.00%	237

3. If you use your vehicle for taxi, limo, Uber/Lyft, delivery, or similar services: Required

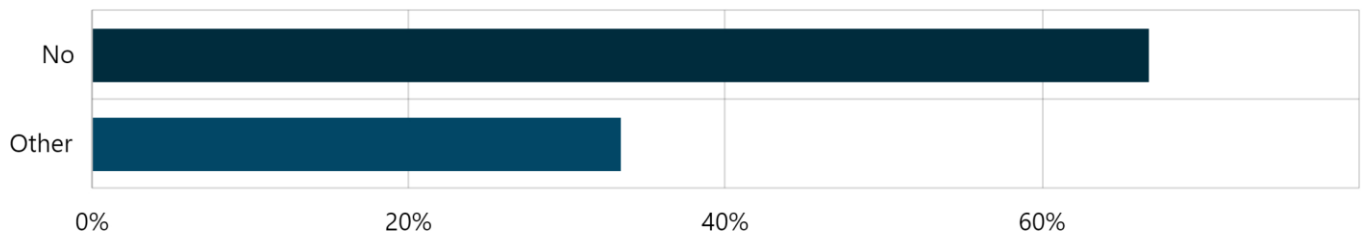
Multi Choice | Skipped: 237 | Answered: 9 (3.7%)



Answer choices	Percent	Count
Providing this service is your primary source of income	55.56%	5
Providing this service is a regular but secondary source of income	11.11%	1
You use your vehicle occasionally to provide these service (occasional could be once or twice a week)	33.33%	3
Total	100.00%	9

4. In the previous question, you identified taxi, limo, Uber/Lyft, delivery, or similar services as your primary or secondary source of income. Would you be willing to participate in a focus group survey by providing your email? Required

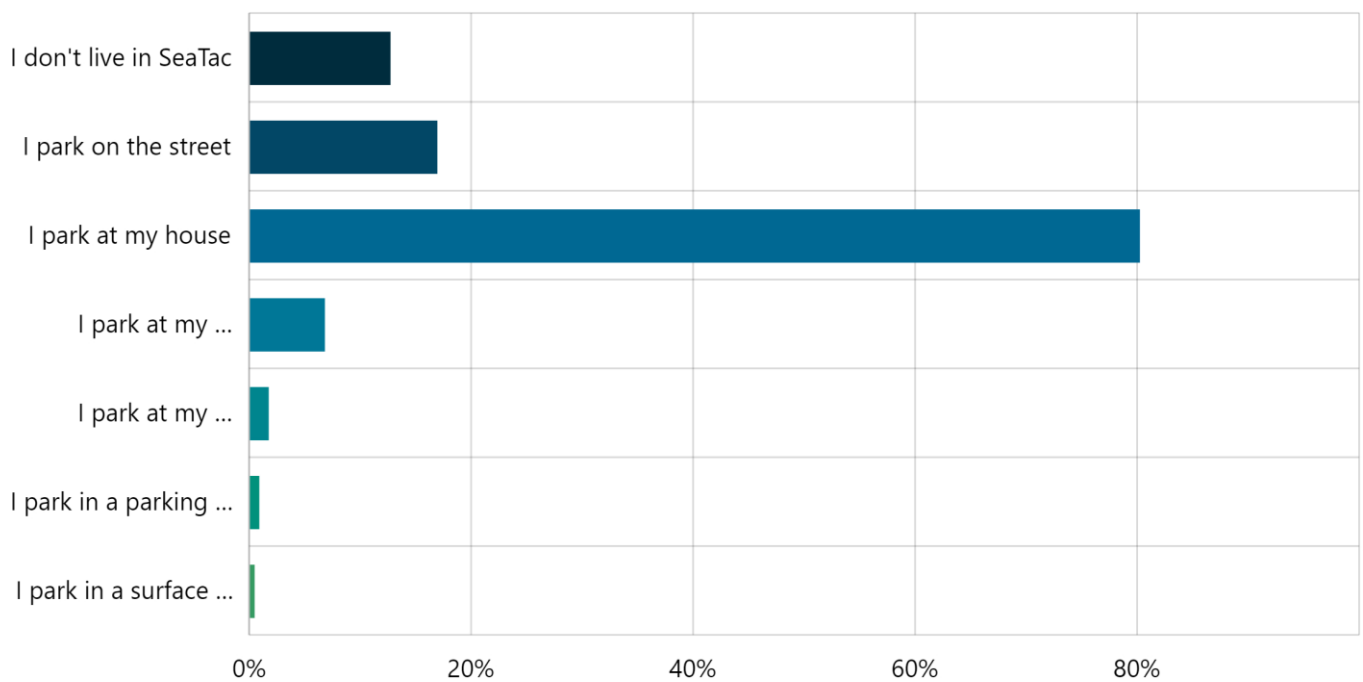
Multi Choice | Skipped: 240 | Answered: 6 (2.4%)



Answer choices	Percent	Count
No	66.67%	4
Other	33.33%	2
Total	100.00%	6

5. If you live in SeaTac, where do you park your car(s)? (Please select all that apply) Required

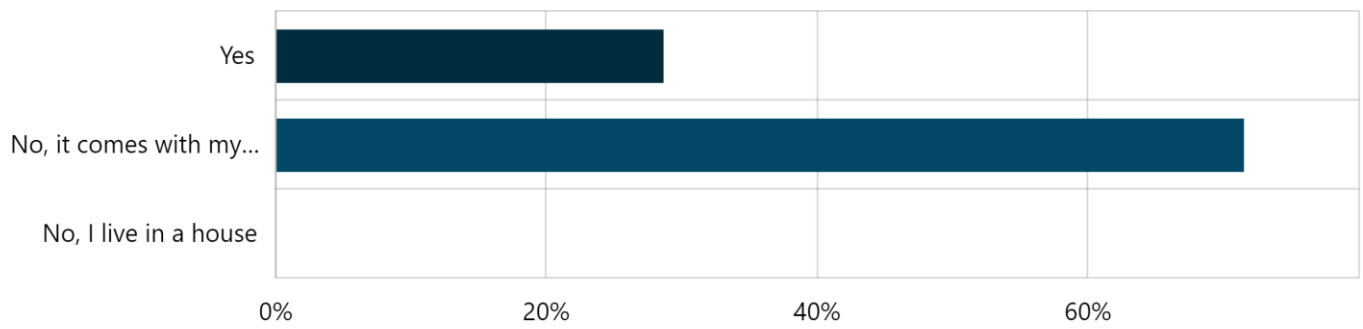
Multi Choice | Skipped: 9 | Answered: 237 (96.3%)



Answer choices	Percent	Count
I don't live in SeaTac	12.66%	30
I park on the street	16.88%	40
I park at my house	80.17%	190
I park at my apartment building in an assigned space	6.75%	16
I park at my apartment building in an unassigned space	1.69%	4
I park in a parking garage not associated with my apartment	0.84%	2
I park in a surface lot not associated with my apartment	0.42%	1

6. If you rent or own an apartment, do you pay for parking separately from your rent? Required

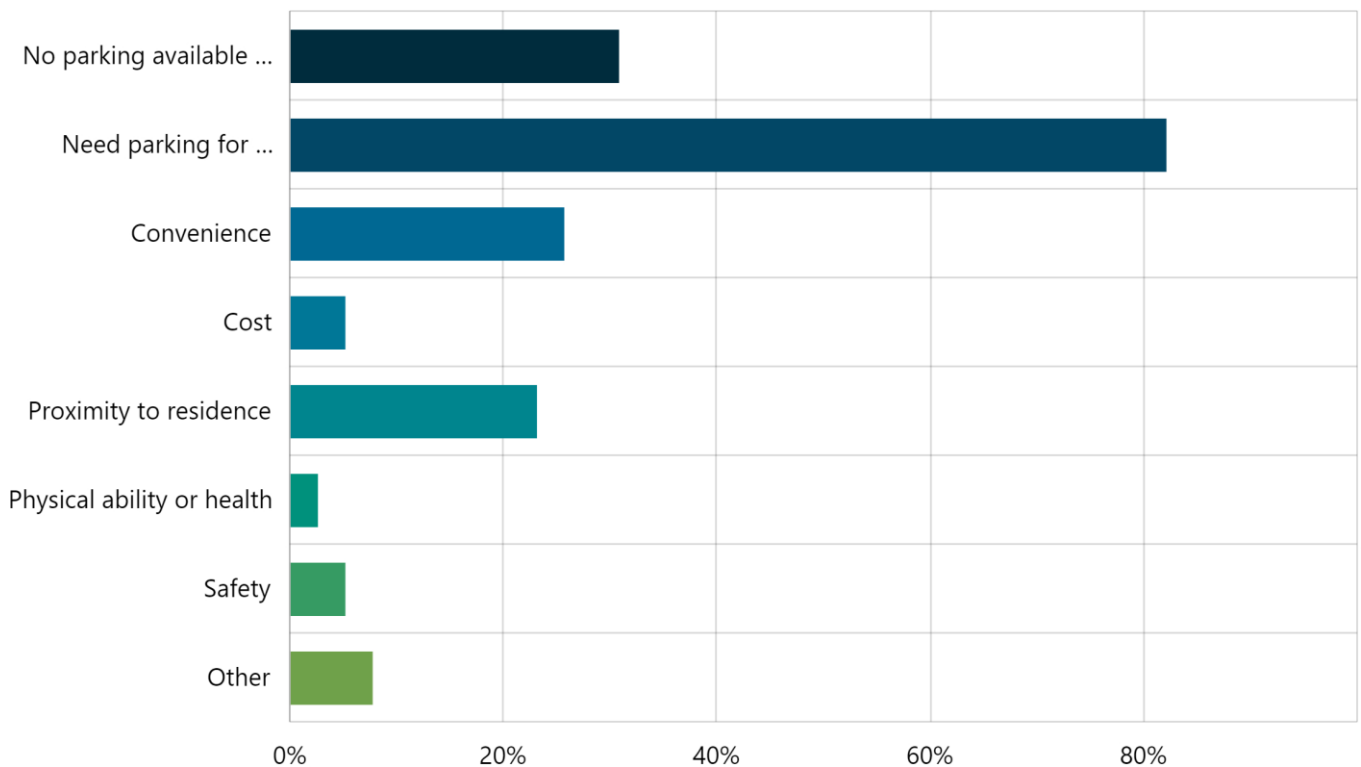
Multi Choice | Skipped: 225 | Answered: 21 (8.5%)



Answer choices	Percent	Count
Yes	28.57%	6
No, it comes with my apartment unit	71.43%	15
No, I live in a house	0%	0
Total	100.00%	21

7. If you park on the street, why do you park on-street as opposed to in a parking garage or off-street lot?**(Please select all that apply.)** Required

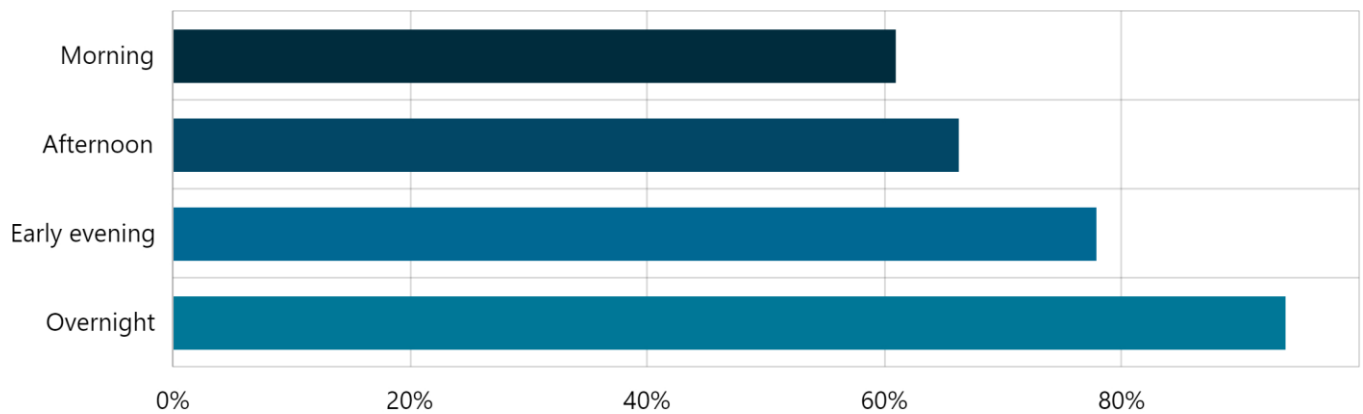
Multi Choice | Skipped: 207 | Answered: 39 (15.9%)



Answer choices	Percent	Count
No parking available at residence	30.77%	12
Need parking for multiple cars	82.05%	32
Convenience	25.64%	10
Cost	5.13%	2
Proximity to residence	23.08%	9
Physical ability or health	2.56%	1
Safety	5.13%	2
Other	7.69%	3

8. What time period do you typically park when at home? (Please select all that apply.) Required

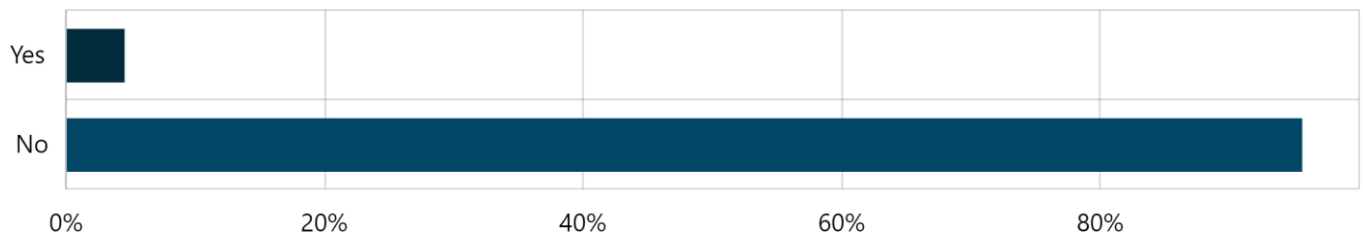
Multi Choice | Skipped: 39 | Answered: 207 (84.1%)



Answer choices	Percent	Count
Morning	60.87%	126
Afternoon	66.18%	137
Early evening	77.78%	161
Overnight	93.72%	194

9. Are you a business owner or employer in the City of SeaTac? Required

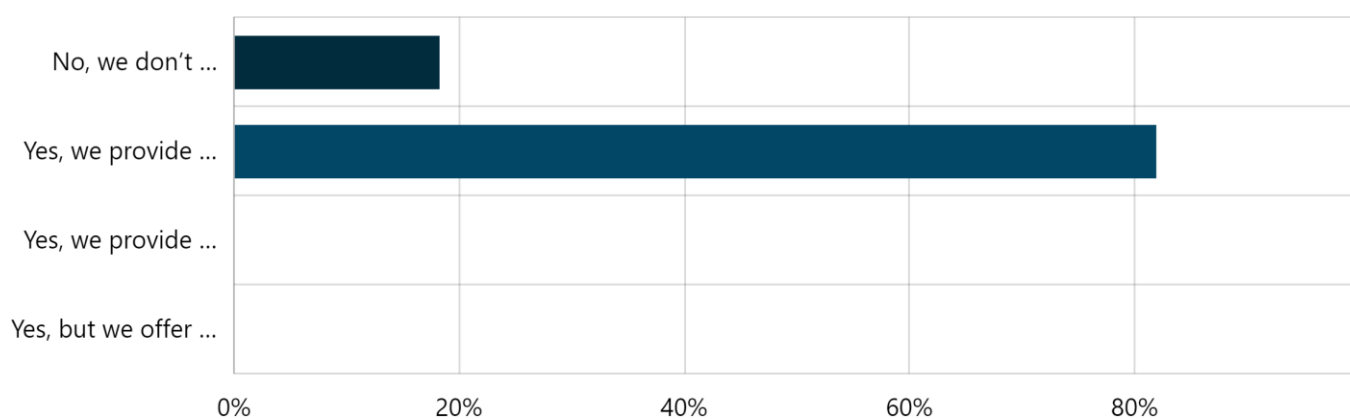
Multi Choice | Skipped: 0 | Answered: 246 (100%)



Answer choices	Percent	Count
Yes	4.47%	11
No	95.53%	235
Total	100.00%	246

10. Do you provide parking for your employees? Required

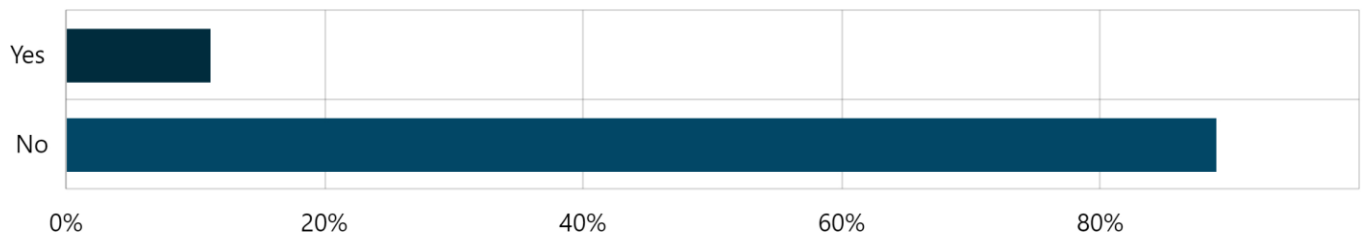
Multi Choice | Skipped: 235 | Answered: 11 (4.5%)



Answer choices	Percent	Count
No, we don't provide employee parking.	18.18%	2
Yes, we provide on-site parking.	81.82%	9
Yes, we provide off-site parking.	0%	0
Yes, but we offer parking cash out if employees choose to travel on a different mode.	0%	0
Total	100.00%	11

11. Do you pay separately to provide parking for your employees in addition to your lease? Required

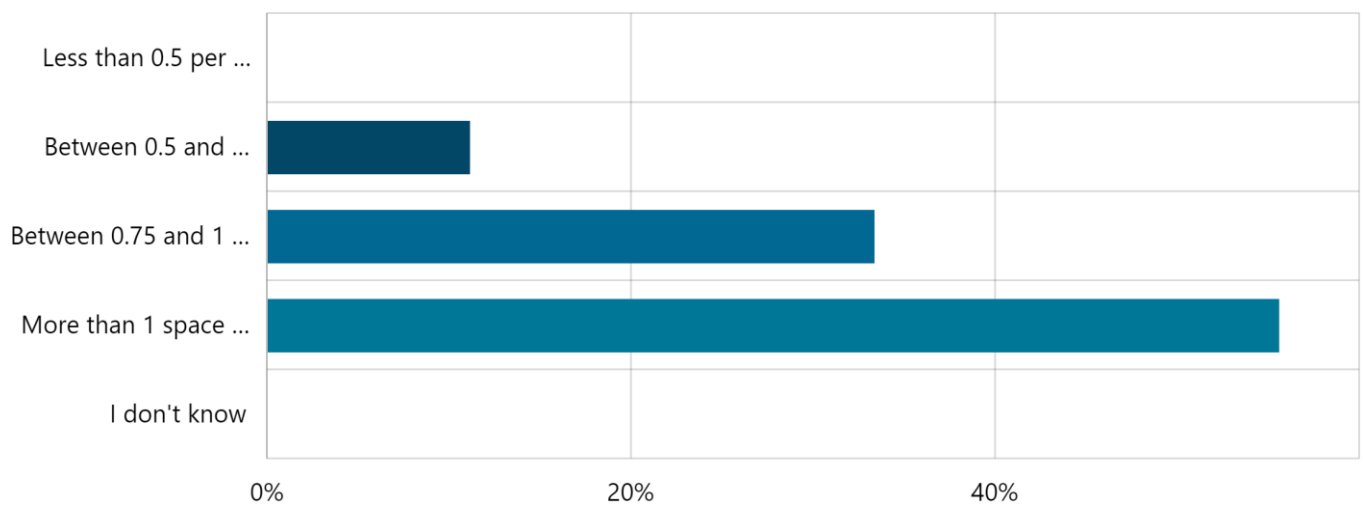
Multi Choice | Skipped: 237 | Answered: 9 (3.7%)



Answer choices	Percent	Count
Yes	11.11%	1
No	88.89%	8
Total	100.00%	9

12. How many parking spaces per employee do you have in your place of business? Required

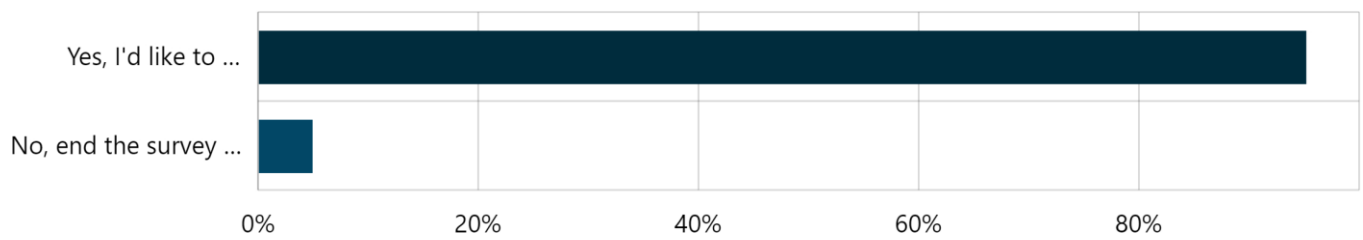
Multi Choice | Skipped: 237 | Answered: 9 (3.7%)



Answer choices	Percent	Count
Less than 0.5 per employee	0%	0
Between 0.5 and 0.75 space per employee	11.11%	1
Between 0.75 and 1 space per employee	33.33%	3
More than 1 space per employee	55.56%	5
I don't know	0%	0
Total	100.00%	9

13. Would you like to answer 4 more optional questions related to your transportation preferences? They will take about 3 minutes. Required

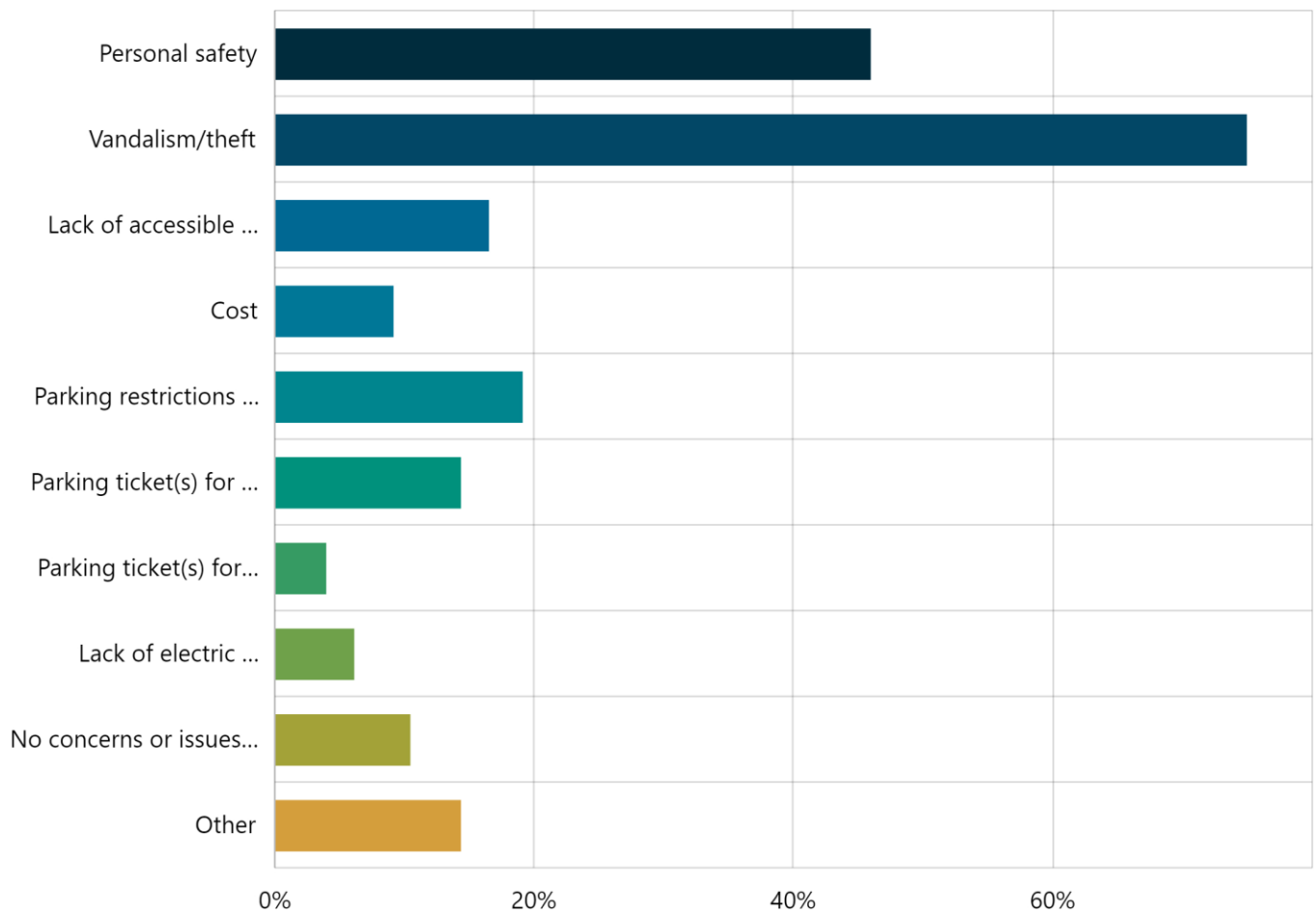
Multi Choice | Skipped: 0 | Answered: 246 (100%)



Answer choices	Percent	Count
Yes, I'd like to answer those questions.	95.12%	234
No, end the survey for me.	4.88%	12
Total	100.00%	246

14. Do you have concerns or issues with parking your car on the street? (Please select all that apply.)

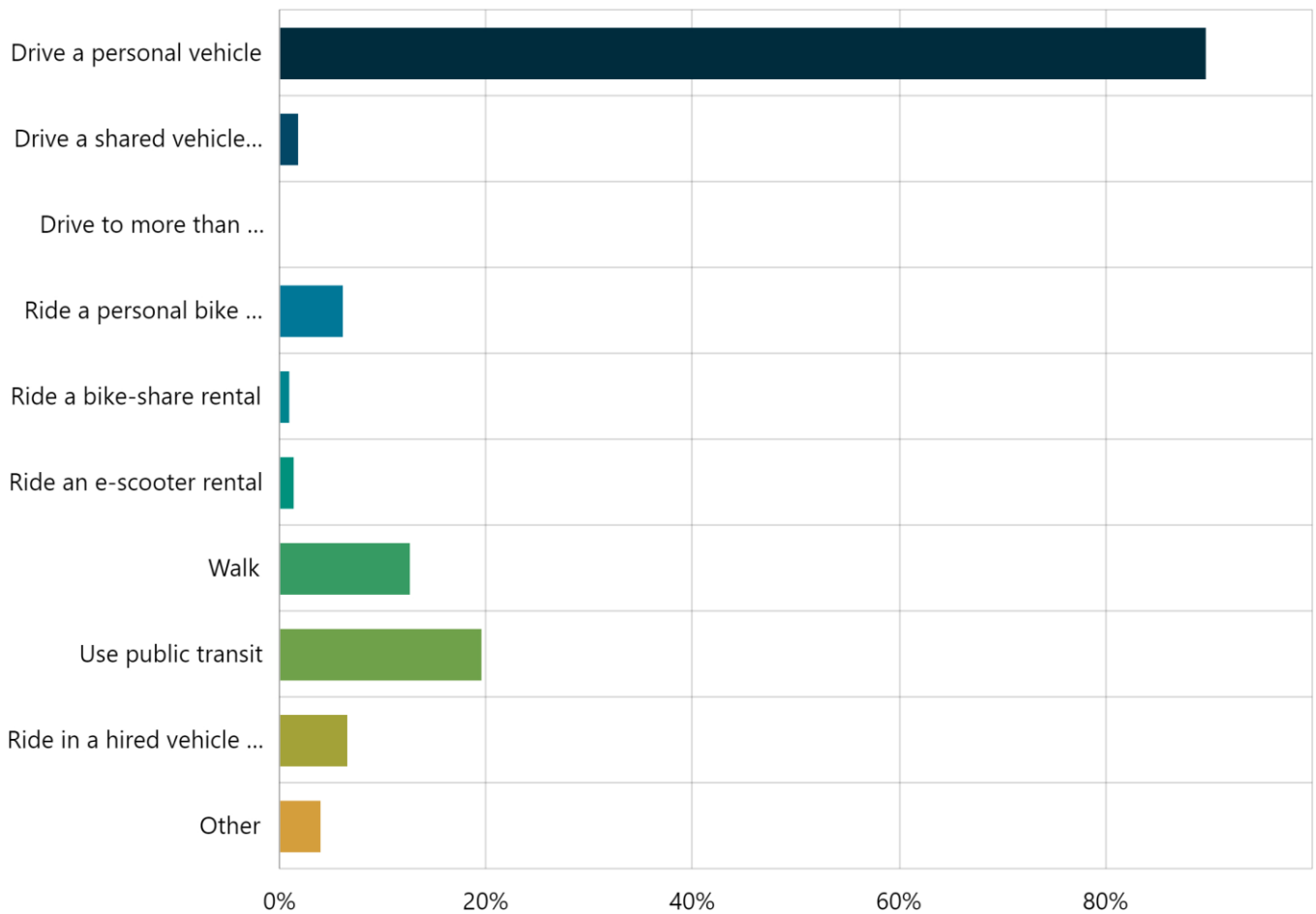
Multi Choice | Skipped: 15 | Answered: 231 (93.9%)



Answer choices	Percent	Count
Personal safety	45.89%	106
Vandalism/theft	74.89%	173
Lack of accessible spaces for people with disabilities	16.45%	38
Cost	9.09%	21
Parking restrictions for time of day or length of parking	19.05%	44
Parking ticket(s) for parking too long on the street	14.29%	33
Parking ticket(s) for not paying meter fees	3.90%	9
Lack of electric vehicle (EV) charging infrastructure	6.06%	14
No concerns or issues with parking on the street	10.39%	24
Other	14.29%	33

15. How do you travel to-and-from home or place of business/employment most often? (Please select all that apply. Required

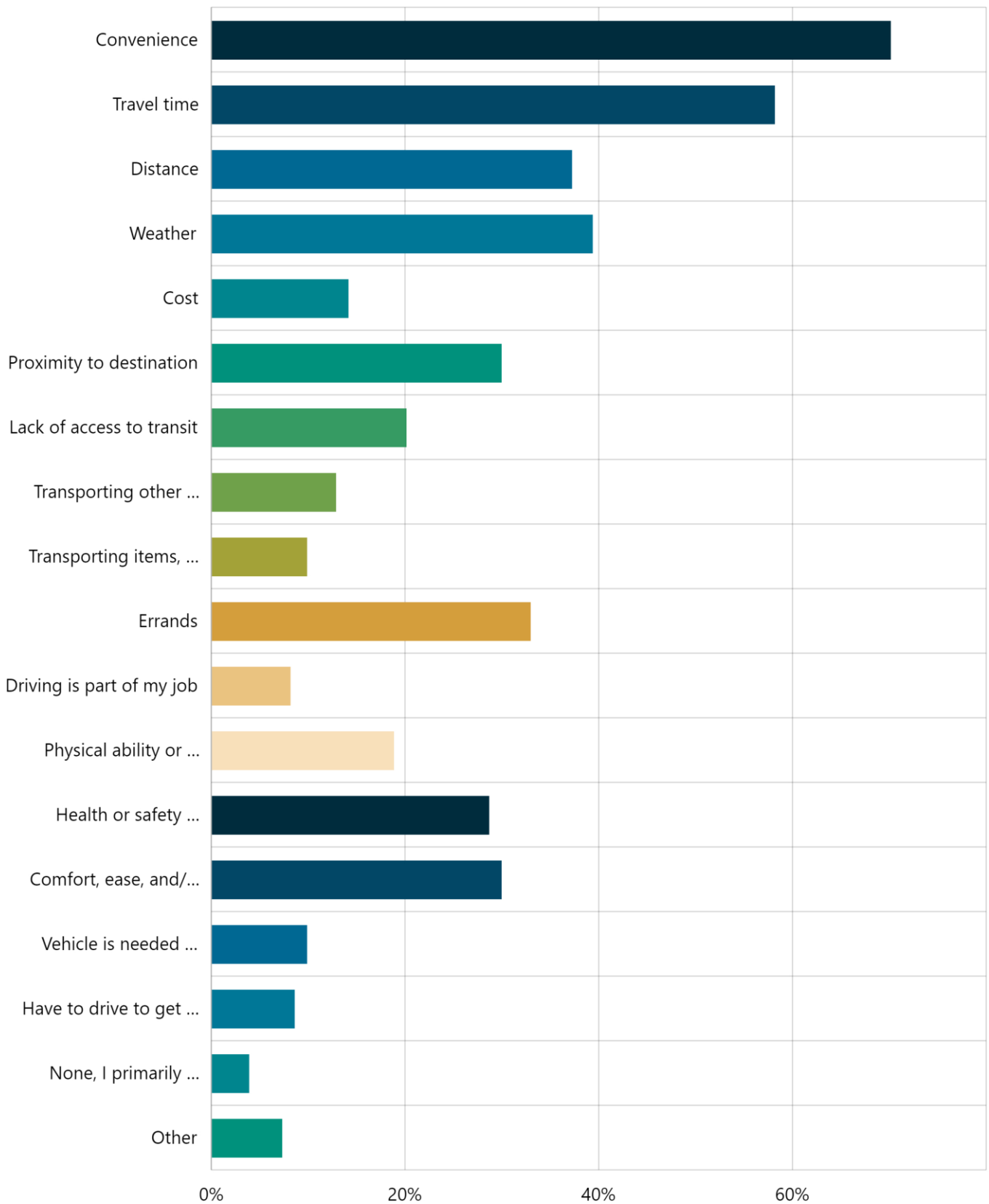
Multi Choice | Skipped: 15 | Answered: 231 (93.9%)



Answer choices	Percent	Count
Drive a personal vehicle	89.61%	207
Drive a shared vehicle or car sharing service (e.g. Free2Move, Zipcar, Turo, etc.)	1.73%	4
Drive to more than one job in a day	0%	0
Ride a personal bike or scooter	6.06%	14
Ride a bike-share rental	0.87%	2
Ride an e-scooter rental	1.30%	3
Walk	12.55%	29
Use public transit	19.48%	45
Ride in a hired vehicle (e.g. taxi, Uber, Lyft, etc.)	6.49%	15
Other	3.90%	9

16. What influences your decision to drive, as opposed to taking transit, biking, or walking? (Please select all that apply.) Required

Multi Choice | Skipped: 12 | Answered: 234 (95.1%)



Answer choices

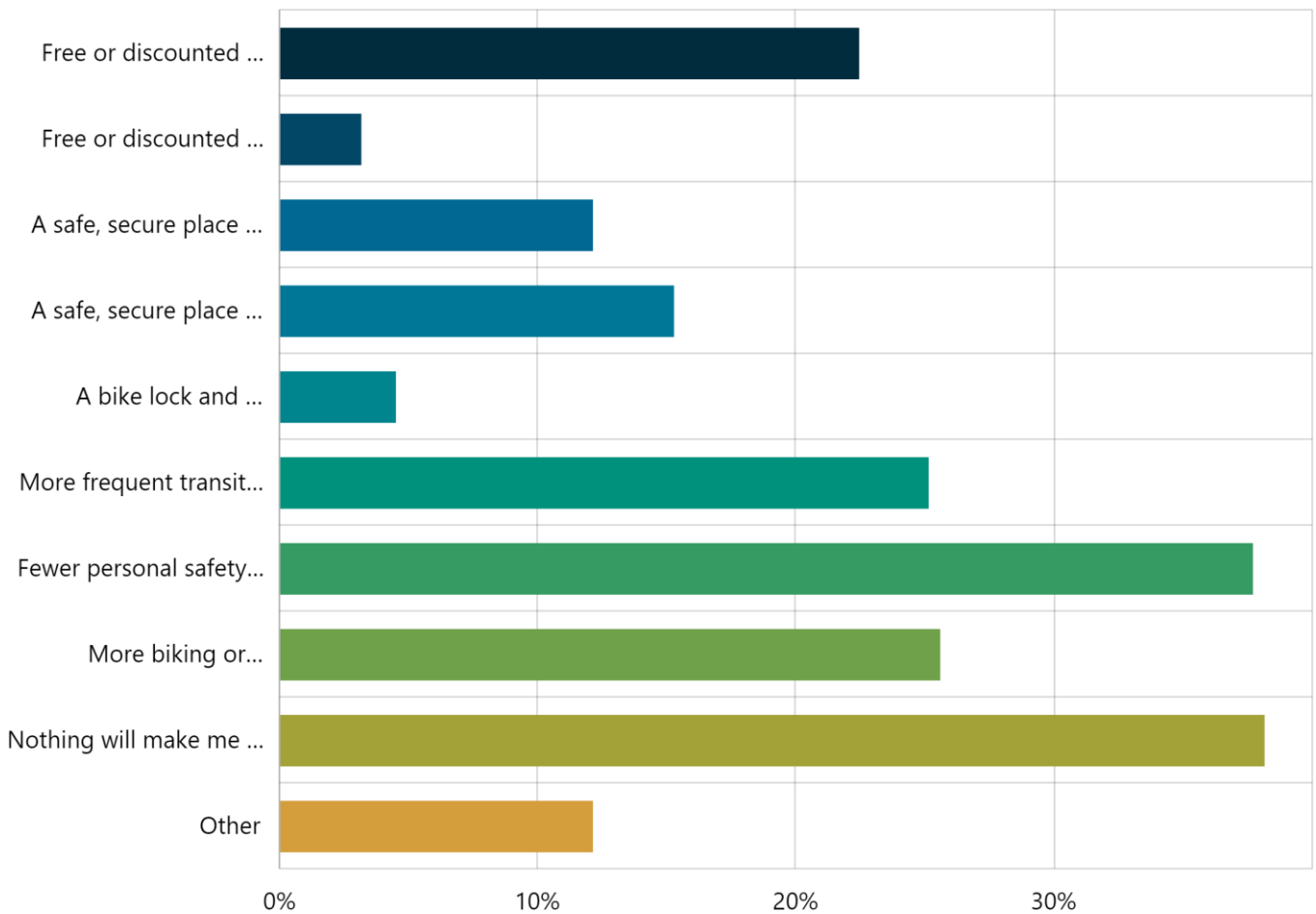
Percent

Count

Convenience	70.09%	164
Travel time	58.12%	136
Distance	37.18%	87
Weather	39.32%	92
Cost	14.10%	33
Proximity to destination	29.91%	70
Lack of access to transit	20.09%	47
Transporting other people, not work related	12.82%	30
Transporting items, not work related	9.83%	23
Errands	32.91%	77
Driving is part of my job	8.12%	19
Physical ability or health of myself or my passenger	18.80%	44
Health or safety concerns about the other options	28.63%	67
Comfort, ease, and/or personal preference	29.91%	70
Vehicle is needed for work	9.83%	23
Have to drive to get to different jobs in a day	8.55%	20
None, I primarily travel without a car	3.85%	9
Other	7.26%	17

17. Would any of the following result in you taking transit, biking, or walking more than you currently do?**(Please select all that apply.)** Required

Multi Choice | Skipped: 23 | Answered: 223 (90.7%)



Answer choices	Percent	Count
Free or discounted transit passes	22.42%	50
Free or discounted rides with bike-share	3.14%	7
A safe, secure place to park a bike where you live	12.11%	27
A safe, secure place to park a bike at your end destination	15.25%	34
A bike lock and helmet or other equipment	4.48%	10
More frequent transit service to my destination	25.11%	56
Fewer personal safety concerns about transit, biking, or walking	37.67%	84
More biking or walking friendly facilities on your route (bike lanes, paths, signals, sidewalks, etc.)	25.56%	57
Nothing will make me take transit, bike, or walk more than I currently do	38.12%	85

Other

12.11%

27

SEATAC CITYWIDE PARKING CODE STUDY REPORT BRIEFING

07/17/2025



PURPOSE OF PRESENTATION

- To provide an informational briefing on the Parking Code Study Report produced by Fehr & Peers (Otak).
- To highlight the methodology and findings of the 2023-24 parking data collection effort conducted adjacent to the three light rail stations along International Boulevard.
- Key Takeaways

WHY IS THIS ISSUE IMPORTANT?

1. SeaTac is a key regional transportation and logistics center within Puget Sound.
2. SeaTac has unique airport-related traffic and parking needs compared to peer cities.
3. Recent legislation including HBs 1110 and 1337, ESHB 1998, and SBs 5184 and 6015, has relaxed parking requirements for new housing developments, especially in areas near public transit and the airport.



POTENTIAL COMMITTEE ACTION

EXHIBIT 5c: Page 3 of 10
DATE: 7/17/2025

COMMITTEE ACTION REQUESTED: None. This is an informational briefing.

NO ACTION REQUESTED: YES

REVIEWS TO DATE: NONE

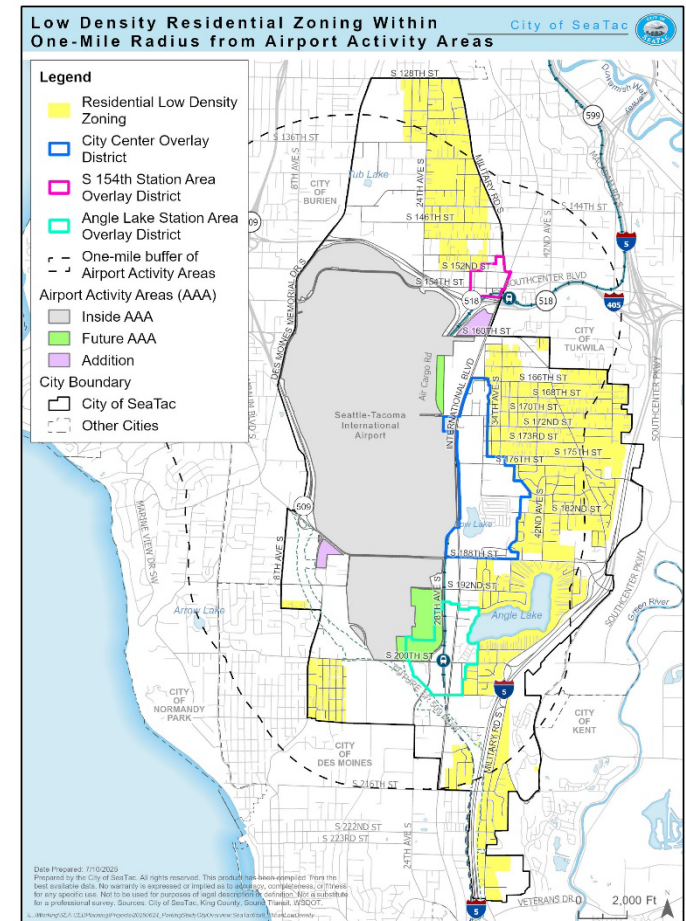
WHY A PARKING CODE STUDY?

- SeaTac's legacy parking code prioritizes car storage over mobility.
- Proximity to the airport creates unique parking demands.
- Recent state legislation reduces required parking in transit-rich areas.
- **Goal:** Align code with demand and future mobility trends
- **Focus:** S. 154th St, City Center, and Angle Lake Urban Villages
- **Methodology:**
 - On-street and off-street utilization surveys (2023)
 - Online Community Survey (2024)
 - Review of State Law and Best Practices (2023 – 2025)



OFF-STREET PARKING

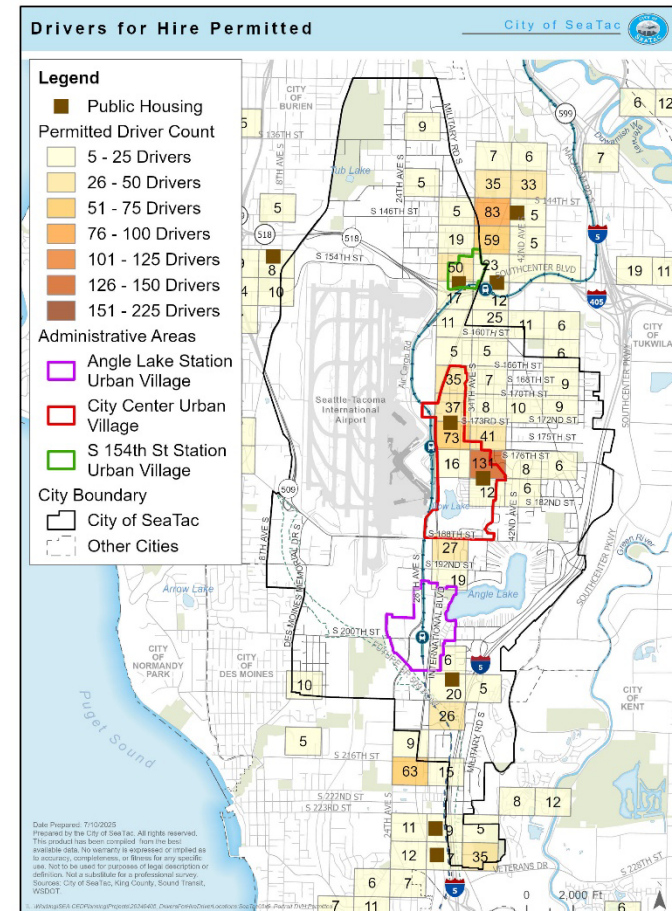
- Office: Utilization >50% (impact of remote work)
- Residential: 67 – 72% occupancy; lower supply areas show more spillover
- Restaurant: High demand (86-92%), aligned with current standards
- Retail: Mixed-use high occupancy near S. 154th Urban Village.



KEY FINDINGS

ON-STREET PARKING

- Average utilization: 34%
- Higher occupancy near:
 - Apartments with low off-street supply
 - Households with multiple vehicles
- Permit Parking Zones help manage spillover (e.g., Southwestern portion of McMicken Heights)
- ITE and ULI recommendations compared to SeaTac



SUMMARY

The study outlines several strategies to modernize the city's parking approach:

- Adjusting parking minimums based on land use and location
- Expanding shared parking options
- Introducing permit or time-limited parking in high-demand areas
- Better supporting residents with work-related vehicle needs
- The findings emphasize the importance of customizing parking policies to SeaTac's unique conditions, especially its role as a major regional airport hub, its diverse housing and employment options, and changing mobility patterns



SUMMARY

Overall, the City tends to have higher, more rigid parking minimums across land uses. Exceptions to this are Angle Lake and S. 154th Station Urban Villages where reductions of 30-40% depending upon use, frequency, and proximity to transit are in line with best practices guidance.

Outside of these Urban Villages, the city has limited provisions to reduce parking for developments, even when considering factors such as development scale, active transportation-friendly design, diversity of uses, proximity to transit, and regional job destinations. These factors tend to influence parking demand significantly.

Further code amendment analysis is planned to commence in late 2025/early 2026 and will incorporate this study.



- 246 Responses to Online Survey
- 40% of Respondents owned three or more vehicles
- 16% park at least one vehicle on-street
- Concerns include:
 - Lack of regulation/enforcement
 - Congested Curb Space
 - Safety and theft
- 5% of Respondent report using at least one vehicle for income (e.g., Uber/Lyft)



POTENTIAL COMMITTEE ACTION

EXHIBIT 5c: Page 10 of 10
DATE: 7/17/2025

COMMITTEE ACTION REQUESTED: None. This is an informational briefing.

NO ACTION REQUESTED: YES

REVIEWS TO DATE: NONE

PED Committee 7/17/25 - EcDev Update

Presented by: Aleksandr Yeremeyev, Economic Development Manager &
Maria Langbauer, Senior Economic Development Strategist



SeaTac Farmers Market Pilot – 2025 Update

- **Second Year of Pilot:**
June 4, 2025 – Season Grand Opening
- **Total 2025 Events:**
22 weekly markets scheduled every Wednesday



SeaTac Farmers Market Pilot – 2025 Update

- **Objective:**
Position the SeaTac Farmers Market as a **regional attraction**
 - Residents and tourists
- **City Support**
 - Collaboration
 - General Funds
 - Lodging Tax Tourism:
 - Support live music and cultural entertainment



Project for Public Spaces – Placemaking Initiative

- **Second Site Visit by PPS Consultants:**
Took place from **June 16–18, 2025**
- **Key Site Visits Included:**
SeaTac's main **tourist attractions**, including the **Roadhouse** during the **FIFA Club World Cup events**



Project for Public Spaces – Placemaking Initiative

- **Design Work Underway:**
PPS is developing **concept designs** for two priority sites:
 - 18400 International Boulevard
 - Bullpen site
- **First PPS Report:**
Included in meeting packet for review



The Roadhouse – Events & Strategic Use

- **Venue Activation in Progress:**
Ongoing programming at **The Roadhouse** to support community and tourism events
- **Sound Transit Contract**



FIFA Club World Cup 2025 – Lessons Learned

- Planning
- Marketing
- Activations



Questions?

- Farmers Market Pilot
- PPS Placemaking Activation
- Roadhouse
 - 2025 FIFA Club Games
 - Programming

