



## City Ordinances Archive

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**ORDINANCE NO. 10-1016**

AN ORDINANCE of the City Council of the City of SeaTac, Washington, authorizing the City Manager to contract with the Seattle Southside Visitor Services (SSVS) to implement a SeaTac-specific tourism campaign, and amending the 2010 Annual City Budget for the related expenditures.

**WHEREAS**, the SeaTac City Council has reviewed agenda bill #3237, which proposes that the City contract with the Seattle Southside Visitor Services (SSVS) to implement a SeaTac-specific on-line tourism and lodging marketing campaign; and

**WHEREAS**, the rationale for funding this project is to assist the tourism sector to recover more rapidly from the recent economic downturn; and

**WHEREAS**, the cost of the proposed project is estimated at approximately \$90,060; and

**WHEREAS**, funding for this effort was not provided for in the Hotel/Motel Tax Fund in the 2010 Annual City Budget; and

**WHEREAS**, an amendment to the City's Annual City Budget is necessary to provide additional budgetary authority to fund this expenditure;

**NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF SEATAC, WASHINGTON, DO ORDAIN as follows:**

Section 1. The City Manager is authorized to enter into a contract with SSVS implement a SeaTac-specific on-line tourism and lodging marketing campaign.

Section 2. The 2010 Annual City Budget shall be amended to increase the total Hotel/Motel Tax Fund #107 expenditures by \$90,060.

Section 3. This Ordinance shall be in full force and effect five (5) days after passage and publication as required by law.

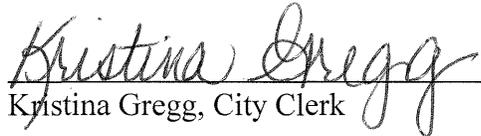
ADOPTED this 11th day of May, 2010, and signed in authentication thereof on this 11th day of May, 2010.

CITY OF SEATAC



Gene Fisher, Deputy Mayor

ATTEST:



Kristina Gregg, City Clerk

Approved as to Form:



Mary E. Mirante Bartolo, City Attorney

[Effective Date: 5-22-10 ]

[Contract with SSVS for SeaTac-specific tourism campaign and 2010 Budget Amendment]

**ORDINANCE NO. 10-1017**

AN ORDINANCE of the City Council of the City of SeaTac, Washington, adding new Sections 15.10.157 and 15.10.158 to the SeaTac Municipal Code and amending Sections 15.10.249 and 15.12.020 of the SeaTac Municipal Code related to Crisis Diversion Facilities.

**WHEREAS**, it is appropriate to amend the City's development regulations regarding essential public facilities and residential uses; and

**WHEREAS**, the Growth Management Act requires regular review and update of development regulations which implement the City's Comprehensive Plan; and

**WHEREAS**, regular review and update of the Zoning Code ensures that development regulations are responsive to the needs of the City; and

**WHEREAS**, in reviewing the Zoning Code, certain development regulations have been identified as requiring definition, clarity, amendment or addition; and

**WHEREAS**, the Planning Commission has reviewed the aforesaid changes to development regulations, has held a public hearing for the purpose of soliciting public comment in regard to Zoning Code changes, and has recommended the amendments and additions for adoption by the Council;

**NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF SEATAC, WASHINGTON DO ORDAIN as follows:**

**Section 1.** A new Section 15.10.157 is hereby added to the SeaTac Municipal Code to read as follows:

**15.10.157**     **Crisis Diversion Facility (CDF)**  
A residential treatment facility for individuals 18 years or older that diverts individuals from jails or hospitals suffering from mental illness and/or chemical dependency. A CDF is licensed by the Washington State Department of Health and certified by the Washington State Department of Social and Health Services, provides temporary shelter, operate 24/7.

and hold individuals for up to 72 hours. One (1) Crisis Diversion Facility may be collocated with one (1) Crisis Diversion Interim Facility.

**Section 2.** A new Section 15.10.158 is hereby added to the SeaTac Municipal Code to read as follows:

**15.10.158** **Crisis Diversion Interim Facility (CDIF)**  
A residential treatment facility that provides temporary shelter, additional on site mental illness and/or chemical dependency treatments administered by mental health care professionals, operates 24/7, and individuals may stay at the facility for up to two weeks. A CDIF is licensed by the Washington State Department of Health and certified by the Washington State Department of Social and Health Services. One (1) Crisis Diversion Interim Facility may be collocated with one (1) Crisis Diversion Facility.

**Section 3.** Section 15.10.249 is hereby amended to the SeaTac Municipal Code to read as follows:

**15.10.249** **Essential Public Facility**  
A facility providing public services, or publicly funded services that is difficult to site or expand and which meets any of the following criteria: meets the Growth Management Act definition of an essential public facility (EPF), at RCW 36.70A.200, as now existing or hereafter amended, is on the State, King County or City list of essential public facilities, serves a significant portion of the County or region, or is part of a County-wide or multi-County service system, and is difficult to site or expand. Essential public facilities include, but are not limited to, the following: airports, State and local correction facilities, State educational facilities, State and regional transportation facilities, landfills, solid waste handling facilities, sewage treatment facilities, major communication facilities and antennas (excluding wireless telecommunications facilities); and in-patient facilities such as group homes (excluding those facilities covered by the Washington Housing Policy Act), mental health facilities, secure community transition facilities (SCTF), crisis diversion facility, crisis diversion interim facility, and substance abuse facilities, including opiate substitution treatment facilities.

**Section 4.** Section 15.12.020 is hereby amended to the SeaTac Municipal Code to read as follows:

**15.12.020 Residential Uses**

**ZONES:**

**P - Parks**

**NB – Neighborhood  
Business**

**BP – Business Park**

**MHP – Mobile Home Park**

**CB – Community Business**

**O/C/MU –  
Office/Commercial/Mixed Use**

**UL – Urban Low density**      **ABC – Aviation Business Center**      **T - Townhouse**  
**UM – Urban Medium Density**      **I - Industrial**  
**UH – Urban High Density**      **O/CM – Office/Commercial Medium**  
P – Permitted Use; C – Conditional Use Permit

USE #	LAND USE	ZONES												
		P	MHP	UL	UM	UH	NB	CB	ABC	I	O/CM	BP	O/C/MU	T
<b>RESIDENTIAL USES</b>														
001	Single Detached Dwelling Unit			P(1,7,9)	P(1,7,9,13)	P*(13)								
001.1	Single Attached Dwelling Unit							P*	P*					
002	Duplex				P	P*								P
003	Townhouses				P	P*							P*	P*
004	Multi-Family				P	P*(10)	C	P*(8)	C*(8)		P*(8)		P*(12)	
005	Senior Citizen Multi			C	P	P*	C	P*	P*		P*		P*	
006	Manufactured/Modular Home	P(9)		P(9)	P(9)									
006.1	Mobile Home (nonHUD)	P(9)												
007	Bed and Breakfast/ Guesthouse			P(2)	P(2)	P*(2)	P(2)				C*		P*(2)	
008	Community Residential Facility I			P(3)	P(3)	P*(3)	P(3)	P*(3)	P*(3)				P*(3)	
008a	Community Residential Facility II					P*	C	P*	P*		P*		P (12)	
008b	Transitional Housing							C*(14)	P*(14)	P*(14)		C*(14)		
008c	Halfway House							C*(11)	C*(11)		C*(11)			
008d	Crisis Diversion Facility								C (15)		C (15)			
008e	Crisis Diversion Interim Facility								C (15)		C (15)			
009	Overnight Shelter							C*(11)	C*(11)		C*(11)			
010	Convalescent Center/ Nursing Home					P*	P	P*	P*		P*			
011	Mobile Home Park	P		C(4)	C(4)	C*(4)								
013	College Dormitory						C	P*	P*		P*	P*	P*(6)	
USE #	LAND USE	ZONES												
		P	MHP	UL	UM	UH	NB	CB	ABC	I	O/CM	BP	O/C/MU	T
<b>ACCESSORY USES</b>														
018	Home Occupation		P	P	P(6)	P*(6)							P*(6)	P*(6)

USE	LAND USE	ZONES											
				P(5)	P(5)	P*(5)						P	
019	Shed/Garage			P(5)	P(5)	P*(5)							P

\*See Chapters 15.13 and 15.35 SMC for additional development standards.

- (1) Accessory dwelling units permitted. See Chapter 15.37 SMC for standards.
- (2) Standards for Bed and Breakfast:
  - a. Number of guests limited to six (6), with no more than three (3) bedrooms;
  - b. Parking area for three (3) nonresident vehicles, and screened;
  - c. Proof of King County Health Department approval;
  - d. Breakfast is only meal served for paying guest.
- (3) Standards for Community Residential Facilities I:
  - a. No more than five (5) nonsupport people, unless as modified pursuant to requirement (3)(e)\*\*;
  - b. No more than two (2) support people\*\*;
  - c. Any parking spaces in excess of two shall be screened and not visible from public streets;
  - d. In UL zone, house shall be a single-family structure compatible with the surrounding area; in UM zone, house shall maintain residential character;
  - e. Reasonable accommodation shall be made for persons with disabilities as required by State and Federal law. See SMC 15.12.018 for accommodation procedure.

\*\* (a) and (b) do not apply to State-licensed adult family homes and foster family homes.
- (4) A park outside established or proposed mobile home park zone is permitted after approval through the CUP process.
- (5) Limited to one thousand (1,000) gsf and a twenty (20) foot height limit (highest point), except as allowed under SMC 15.13.105(B).
- (6) See Chapter 15.17 SMC for standards and limitations.
- (7) Efficiency unit permitted within primary dwelling, not exceeding twenty-five percent (25%) of gross square feet of dwelling.
- (8) Ground floor uses must be retail, service, or commercial uses as described in SMC 15.13.107.
- (9) See Chapter 15.26 SMC for additional development standards.
- (10) For new development and redevelopment residential projects that are located in the UH-UCR zone, at least fifty percent (50%) of the building's ground floor shall be a retail, service, or commercial use as described in SMC 15.13.107.
- (11) As part of the CUP process a threshold determination will be made as to whether an essential public facility (EPF) siting process is needed. See SMC 15.22.035. These requirements shall not be construed to limit the appropriate use of schools and other facilities for emergency shelters in disaster situations.
- (12) Permitted only as part of a mixed use development, as described in SMC 15.35.620, and arranged on-site as described in SMC 15.35.610.
- (13) Small lot single-family development allowed subject to design standards in SMC 15.19.760.
- (14) Must have adequate on-site and program management, and satisfactory written policies and procedures, including those describing tenant selection, assistance, denial or termination, and housing safety standards. Screening must not allow as residents persons who have been classified as Class III sexual offenders.
- (15) Subject to a Conditional Use Permit (CUP) and Essential Public Facility (EPF) siting process.

**Section 5.** The City Clerk is directed to forward a copy of this Ordinance to the Washington State Department of Commerce within ten (10) days after adoption, and to the King County Assessor.

**Section 6.** If any provision of this Ordinance or its application to any person or circumstance is held invalid, the remainder of the Ordinance or the application of the provision to other persons or circumstances shall not be affected.

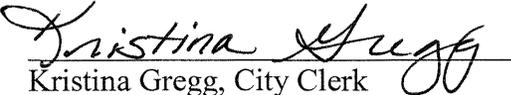
**Section 7.** The Ordinance shall be effective five (5) days after passage and publication.

ADOPTED this 25th day of May, 2010, and signed in authentication thereof on this 25th day of May, 2010.

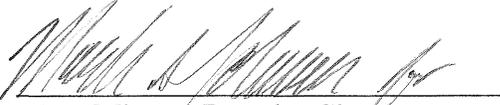
**CITY OF SEATAC**

  
Terry Anderson, Mayor

ATTEST:

  
Kristina Gregg, City Clerk

Approved as to Form:

  
Mary Mirante Bartolo, City Attorney

[Effective Date 6-05-2010 ]

[Crisis Diversion Facilities Code Amendments]

**ORDINANCE NO. 10-1018**

AN ORDINANCE of the City Council of the City of SeaTac, Washington, amending Chapters 13.110, 13.160, 13.170, 13.210, and 13.220; Sections 13.100.060, 13.100.100, 13.150.010, 13.150.020, 13.150.050, and 13.150.110; and repealing Chapter 13.230 of the SeaTac Municipal Code related to Buildings and Construction.

**WHEREAS**, the City has, pursuant to its municipal authority, adopted certain Codes as amended by the State of Washington, as the Building and Construction Codes of the City; and

**WHEREAS**, those Codes are generally adopted and amended by the State of Washington every three years pursuant to the provisions of RCW 19.27, and municipalities are required to adopt those changes by July 1, 2010; and

**WHEREAS**, certain Codes were recently amended by the State, and thus it is appropriate for the City to update its Municipal Code accordingly; and

**WHEREAS**, the City's Building Department and Fire Department have reviewed the recent amendments to the City's Building and Construction Codes and the proposed amendments by the State; and

**WHEREAS**, the City Council desires to continue to regulate Buildings and Construction, which will provide necessary safety and construction standards; and

**WHEREAS**, the City Council finds that fire lanes enhance the health and safety of the public;

**NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF SEATAC, WASHINGTON, DO ORDAIN as follows:**

**Section 1.** Section 13.100.060 of the SeaTac Municipal Code is hereby amended to read as follows:

**13.100.060 Permits.**

A. Except for those items specifically exempt in each of the technical codes, no building, structure or building service equipment regulated by the technical codes shall be erected, constructed, enlarged, altered, repaired, moved, improved, removed, converted or demolished unless a separate, appropriate permit for each building, structure or building service equipment has first been obtained from the Building Official. Exemptions from permit requirements of the technical codes shall not be deemed to grant authorization for any work to be done in any manner in violation of the provisions of those codes or any other laws or ordinances of the City of SeaTac or the State of Washington.

B. Emergency Repairs. Where equipment replacements and repairs must be performed in an emergency situation, the permit application shall be submitted within the next working business day to the Building Official.

C. Repairs. Application or notice to the Building Official is not required for ordinary repairs to structures, replacement of lamps or the connection of approved portable electrical equipment to approved permanently installed receptacles. Such repairs shall not include the cutting away of any wall, partition or portion thereof, the removal or cutting of any structural beam or load-bearing support, or the removal or change of any required means of egress, or rearrangement of parts of a structure affecting the egress requirements; nor shall ordinary repairs include addition to, alteration of, replacement, or relocation of any standpipe, water supply, sewer, drainage, drain leader, gas, soil, waste, vent or similar piping, fire suppression, electric wiring, mechanical or other work affecting public health or general safety.

D. Application for Permit. In order to obtain a permit for work regulated by this title, the applicant shall first file a completed application in writing on a form furnished by the City for that purpose. Along with the application, the applicant shall also submit related application and construction documents to include all other data, plans, specifications, calculations and information as required by the City or by the State of Washington. No action or review will be taken by the City if the application or application and construction documents are incomplete.

E. Action on Application. The Building Official shall review or cause to be reviewed applications and any required construction documents for permits and amendments thereto within a reasonable time after filing. If the application or the construction documents do not conform to the requirements of pertinent laws, the Building Official shall reject such application in writing, stating the reasons therefore. If the Building Official is satisfied that the proposed work conforms to the requirements of the technical codes and laws and ordinances applicable thereto, and all required fees associated with the permit have been paid to the City, the Building Official shall issue a permit as soon as practicable.

F. Time Limitation of Application. ~~An application for a permit for any proposed work shall be deemed to have been abandoned one hundred eighty (180) days after the date of filing, unless such application has been pursued in good faith or a permit has been issued; except that the Building Official is authorized to grant one (1) or more extensions of time for additional periods not exceeding one hundred eighty (180) days each. The extension shall be requested in writing and justifiable cause demonstrated.~~ 1. Applications for which no permit is issued within 18-months following the date of application shall expire by limitation and plans and other data

submitted for review may thereafter be returned to the applicant or destroyed in accordance with state law.

2. Applications may be canceled for inactivity, if an applicant fails to respond to the department's written request for revisions, corrections, actions or additional information within 90 days of the date of request. The building official may extend the response period beyond 90 days if within the original 90 day time period the applicant provides and subsequently adheres to an approved schedule with specific target dates for submitting the full revisions, corrections or other information needed by the department.

G. Validity of Permit. The issuance or granting of a permit shall not be construed to be a permit for, or an approval of, any violation of any of the provisions of the technical codes or of any other ordinance of the City of SeaTac. Permits presuming to give authority to violate or cancel the provisions of the technical codes or other ordinances of the City of SeaTac shall not be valid. The issuance of a permit based on construction documents and other data shall not prevent the Building Official from requiring the correction of errors in the construction documents and other data. The Building Official is also authorized to prevent occupancy or use of a structure when in violation of this code or other ordinances of the City of SeaTac.

H. Expiration of Permits. ~~1. Every permit issued shall become invalid unless the work on the site authorized by such permit is commenced within one hundred eighty (180) days after its issuance or if the work authorized on the site by such permit is suspended or abandoned or no inspection requested for a period of one hundred eighty (180) days after the time the work is commenced.~~ Every permit issued shall expire two years from the date of issuance. The building official may approve a request for an extended expiration date where a construction schedule is provided by the applicant and approved prior to permit issuance.

~~2. All permits issued under the provisions of this chapter related to a dwelling, sign, fuel storage tank or swimming pool shall expire within one (1) year unless stated otherwise in the permit conditions of such permit. Every permit that has been expired for one year or less may be renewed for a period of one year for an additional fee as long as no changes have been made to the originally approved plans. For permits that have been expired for longer than one year, a new permit must be obtained and new fees paid. No permit shall be renewed more than once.~~

3. Electrical, mechanical and plumbing permits shall expire at the same time as the associated building permit except that if no associated building permit is issued, the electrical, mechanical and/or plumbing permit shall expire 180 days from issuance.

~~43. The Building Official may grant, in writing, one (1) six (6) month extension. The extension shall be requested in writing and justifiable cause demonstrated.~~ a 30-day extension to an expired permit for the purpose of performing a final inspection and closing out the permit as long as not more than 180 days has passed since the permit expired. The 30-day extension would commence on the date of written approval, provided no changes have been made or will be made in the plans or scope of work. If work required under a final inspection is not completed within the 30-day extension period, the permit shall expire. However, the building official may authorize an additional 30-day extension if conditions outside of the applicants control exist and the applicant is making good effort to complete the permitted work. An expired permit may be renewed and

~~the fee therefore shall be one-half (1/2) the fee for a new permit for such work, provided no changes have been made or will be made in the plans or scope of work. When granting an extension, the Building Official shall take into consideration the reason for the expiration and how long the permit has been expired.~~

I. Suspension or Revocation. The Building Official is authorized to suspend or revoke a permit issued under the provisions of this title whenever the permit was issued in error or on the basis of incorrect, inaccurate, or incomplete information, or in violation of any ordinance or regulation or any of the provisions of the technical codes.

J. Placement of Permit. The permit shall be kept on the site of the work until the completion of the project.

**Section 2.** Section 13.100.100 of the SeaTac Municipal Code is hereby amended to read as follows:

**13.100.100 Appeals.**

A. ~~With the exception of the Fire Code,~~ All references in the technical codes to the Board of Appeals shall be deemed to refer to the Hearing Examiner system of Chapter 1.20 SMC. The Hearing Examiner shall have no authority relative to interpretation of the administrative provisions of the technical codes nor shall the Hearing Examiner be empowered to waive requirements of the technical codes.

B. ~~Appeals to a decision by the Fire Chief shall be made to the Fire Code Board of Appeals~~ Hearing Examiner. All references in the fire code and adopted International Fire Code to the Fire Code Board of Appeals shall be deemed to refer to the Hearing Examiner system of Chapter 1.20 SMC.

**Section 3.** Chapter 13.110 of the SeaTac Municipal Code is hereby amended to read as follows:

**Chapter 13.110  
BUILDING CODE**

Sections:

- 13.110.010 Building Code.
- 13.110.020 International Building Code.
- 13.110.030 International Residential Code.
- 13.110.040 International Performance Code.
- 13.110.050 International Existing Building Code.
- 13.110.060 Copies on file.

**13.110.010 Building Code.**

The International Building Code, International Residential Code, International Performance Code and the International Existing Building Code, as adopted and amended by this chapter, shall collectively be referred to as the Building Code.

### **13.110.020 International Building Code.**

The 2009~~6~~ Edition of the International Building Code, as published by the International Code Council, as amended by the Washington State Building Code Council and published in Chapter 51-50 WAC, as now or hereafter amended, is hereby adopted by reference with the following additions and exceptions:

A. Appendixes E and H are hereby adopted.

AB. The following is added to Section 504, Height Modifications:

504.2.1 Five story type VA buildings allowed.

Type VA buildings with B, M, R-1 and R-2 occupancies may be increased to five stories in height in accordance with all of the following:

1. The building is equipped throughout with an approved automatic sprinkler system in accordance with Section 903.3.1.1; and
2. The building is equipped with a complete, approved fire alarm and detection system; and
3. The fire sprinkler alarm system is provided with annunciation for each floor; and
4. The building does not exceed 60 feet in height; and
5. The vertical exit enclosures shall be smoke proof enclosures in accordance with Section 909.20; and
6. Special inspection is provided for the lateral support portion of the structural system; and
7. The building must comply with all other applicable provisions of Title 13 of the SeaTac Municipal Code.

### **13.110.030 International Residential Code.**

The 2009~~6~~ Edition of the International Residential Code, as published by the International Code Council, as amended by the Washington State Building Code Council and published in Chapter 51-51 WAC, as now or hereafter amended, is hereby adopted.

A. Appendixes G and R are adopted.

AB. Table R301.2, Climate and Geographic Design Criteria, is hereby amended to read as follows:

Ground/Roof Snow Load: 25 psf

Wind Speed: 85 mph

Topographic Effects: No

Seismic Design Category: D2

Subject to Damage From:

Weathering: Moderate

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Frost Line Depth: 18 inches

Termite: Slight to Moderate

Decay: Slight to Moderate

Outside Winter Design Temperatures: 24F Heat; 83F Cool.

Ice Shield Underlayment Required: No

Flood Hazards: FEMA # 530320

Air Freezing Index: 50

Mean Annual Temperature: 51.4

BC. Sections R105.2 (1) and (7) are hereby amended to read as follows:

1. One-story detached accessory structures constructed under the provisions of the IRC used as tool and storage sheds, tree supported play structures, playhouses and similar uses, provided the floor area does not exceed 200 square feet (18.58 m2).

7. Prefabricated swimming pools provided they meet one of the following conditions:

- a. The pool is less than 24 inches deep.
- b. The pool walls are entirely above ground and the capacity does not exceed 5,000 gallons.

CD. A new SectionThe following is added to R405.1.1 ~~is hereby added~~ to read as follows:

R405.1.1-Drainage. Provisions shall be made for the control and drainage of water around and under buildings.

Adequate provisions shall be made to insure that under floor spaces remain free of running or standing water by the installation of drains. Additional drains are required in foundations to

relieve water from under floor spaces where it is determined by the Building Official that such drainage is required. Drain pipes shall be of sufficient size to adequately convey water to an approved location, but shall be a minimum size of 4 inches. Provisions shall be made to prevent the drainage system from becoming blocked.

**13.110.040 International Performance Code.**

The 2009~~6~~ Edition of the International Performance Code, published by the International Code Council, as now or hereafter amended, is hereby adopted.

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**13.110.050 International Existing Building Code.**

The 2009~~6~~ Edition of the International Existing Building Code, published by the International Code Council, as now or hereafter amended, is hereby adopted.

**13.110.060 Copies on file.**

At least one (1) copy of the adopted editions of the International Building Code, International Residential Code, International Performance Code and the International Existing Building Code shall be on file in the office of the Building Official on behalf of the City Clerk.

**Section 4.** Section 13.150.010 of the SeaTac Municipal Code is hereby amended to read as follows:

**13.150.010 International Fire Code.**

The 2009~~6~~ Edition of the International Fire Code, as published by the International Code Council, as amended by the Washington State Building Code Council, and as published in Chapter 51-54 WAC, as now or hereafter amended, is adopted by reference with the following additions and exceptions:

A. Appendixes A, B, C, E, F, ~~and G,~~ and H are adopted. Appendix D is not adopted.

B. Section 109.3, Violation penalties, is hereby amended to read as follows:

109.3 Violation Penalties.

Persons who shall violate a provision of this code or shall fail to comply with any of the requirements thereof or who shall erect, install, alter, repair or do work in violation of the approved construction documents or directive of the fire code official, or of a permit or certificate used under provisions of this code, shall be guilty of a misdemeanor, punishable by a fine of not more than one thousand (1,000) dollars or by imprisonment of not more than 90 days, or both such fine and imprisonment. Each day that a violation continues after due notice has been served shall be deemed a separate offense.

C. Section 111.4, Failure to comply, is hereby amended to read as follows:

111.4 Failure to comply.

Any person who shall continue any work after having been served with a stop work order, except such work as that person is directed, by the City, to perform or remove a violation or unsafe condition, shall be liable to a fine of not less than one hundred (\$100.00) dollars or more than double the amount of the permit fee.

D. Section 503, Fire Apparatus Access Roads, is adopted.

E. The following is added to Section 903, Automatic Sprinkler Systems:

903.2.20 Additional Requirements.

In addition to the requirements set forth in this Code, all structures that have a gross floor area of six thousand (6,000) square feet or more shall have an approved automatic fire sprinkler system installed throughout. For purposes of determining gross floor area, the installation of fire walls shall not be considered as creating separate buildings.

903.2.20.1 Exceptions—Remodeling existing structures.

It is provided that existing structures and structures undergoing remodeling or improvement are exempt from the provisions of section, provided:

1. There is no increase in floor area, or
2. The area to be improved does not exceed 50% of the total floor area including mezzanines, or
3. There is no change of occupancy or use, and
4. A fire alarm and detection system meeting all applicable requirements for the occupancy is installed.

903.2.20.2 Exceptions—Other.

The following new and existing structures are exempt from the provisions of this section:

1. Group R-3 Occupancies.
2. Detached one and two family dwellings regulated by the Residential Code.
3. Portions of structures used as open parking garages, as defined in Section 406.3.2 of the International Building Code, when there are no other occupancies above the garage and any structures adjacent to the garage are separated by an assumed property line and protected as required by the International Building Code.

F. The following is added to Section 907, Fire Alarms and Detection Systems:

### 907.2.30 Additional Requirements.

All structures that have a gross floor area of three thousand (3,000) square feet or more shall be required to have an approved automatic fire alarm and detection system throughout. For purposes of determining gross floor area, the installation of fire walls shall not be considered as creating separate buildings.

#### 907.2.30.1 Exceptions:

1. Group R-3 Occupancies.
2. Detached one and two family dwellings regulated by the Residential Code.
3. Group U Occupancies.
4. Occupancies protected throughout by an approved monitored automatic fire sprinkler system may, in the judgment of the Fire Chief, allow for deletion of heat detectors from the system.

The provisions of this subsection shall apply to all buildings whose assessed valuation, according to county records, has increased by more than fifty percent (50%) within a five (5) year period due to the added value of additions, alterations and repairs. When the first permit application is submitted to add, to alter or to repair an existing building, the assessed valuation of the building at the time of the complete application is submitted shall be considered the base figure for assessed valuation for the following five (5) year period. The increased assessed valuation shall be determined by comparing that base figure with the cumulative total permit fees valuations for the addition, alteration and repair projects undertaken during the five (5) year period.

Any additions to an existing structure shall be considered new construction and shall be subject to the provisions of this subsection.

**Section 5.** Section 13.150.020 of the SeaTac Municipal Code is hereby amended to read as follows:

#### **13.150.020 Copy on file.**

At least one (1) copy of the adopted edition of the International Fire Code as published by the International Code Council shall be on file in the office of the Building Official on behalf of the City Clerk.

**Section 6.** Section 13.150.050 of the SeaTac Municipal Code is hereby amended to read as follows:

#### **13.150.050 Marking of fire lanes.**

After the Fire Chief or authorized designee makes the determination that a fire lane shall be established on any property, the owner, manager, or person in charge of such property shall

install and maintain the signs and markings required for the fire lane. All designated fire lanes shall be clearly marked in the following manner:

A. Vertical curbs shall be painted red on the top and side, extending the length of the designated fire lane. If no curb exists, the outer edge of the fire lane shall be marked with a six (6) inch wide red stripe.

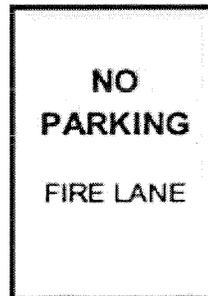
B. The side of the red curb, or the flat surface of the red striping, shall be marked at fifty (50) foot intervals with the words “NO PARKING – FIRE LANE.” These words shall be printed in white letters, three (3) inches in height.

C. Fire lane signs shall be installed along the designated fire lane, shall be spaced fifty (50) feet or portion thereof apart, and shall be posted on or immediately adjacent to the curb. The top of fire lane signs shall be not less than four (4) feet nor more than six (6) feet from the ground. Signs may be placed on a building when approved by the Fire Chief, or designee. When posts are required, they shall be a minimum of two (2) inch galvanized steel or four (4) inch by four (4) inch pressure-treated wood. Signs shall be placed so they face the direction of the vehicular travel.

D. Fire lane signs shall be constructed pursuant to the following illustration and specifications:

Letters Specifications:

The words “No Parking” shall be three (3) inches in height.



The words “Fire Lane” shall be two (2) inches in height.

Sign Specifications:

1. Fire lane signs shall be reflective.
2. The background shall be white and the letters shall be red.
3. Fire lane signs shall measure eighteen (18) inches in height and twelve (12) inches in width.

**Section 7.** Section 13.150.110 of the SeaTac Municipal Code is hereby amended to read as follows:

**13.150.110 Property owner responsibility.**

The owner, manager, or person in charge of any property upon which designated fire lanes have been established shall install and maintain the signs and markings required for the fire lane and prevent the parking of vehicles or placement of other obstructions in such fire lanes.

**Section 8.** Chapter 13.160 of the SeaTac Municipal Code is hereby amended to read as follows:

**Chapter 13.160  
MECHANICAL CODE**

Sections:

13.160.010 International Mechanical Code.

13.160.020 Copy on file.

**13.160.010 International Mechanical Code.**

The 2009~~6~~ Edition of the International Mechanical Code, as published by the International Code Council, as amended by the Washington State Building Code Council and as published in Chapter 51-52 WAC, as now or hereafter amended, is adopted.

**13.160.020 Copy on file.**

At least one (1) copy of the adopted editions of the International Mechanical Code shall be on file in the office of the Building Official on behalf of the City Clerk.

**Section 9.** Chapter 13.170 of the SeaTac Municipal Code is hereby amended to read as follows:

**Chapter 13.170  
PLUMBING CODE**

Sections:

13.170.010 Uniform Plumbing Code and Uniform Plumbing Code Standards.

13.170.020 Copy on file.

**13.170.010 Uniform Plumbing Code and Uniform Plumbing Code Standards.**

A. The 2009~~6~~ Edition of the Uniform Plumbing Code, as published by the International Association of Plumbing and Mechanical Officials, as amended by the Washington State Building Code Council and as published in Chapter 51-56 WAC, as now or hereafter amended, is adopted.

B. The 2009~~6~~ Edition of the Uniform Plumbing Code Standards, as published by the International Association of Plumbing and Mechanical Officials, as amended by the Washington State Building Code Council and as published in Chapter 51-57 WAC, as now or hereafter amended, is adopted.

**13.170.020 Copy on file.**

At least one (1) copy of the adopted editions of the International Plumbing Code and Plumbing Code Standards shall be on file in the office of the Building Official on behalf of the City Clerk.

**Section 10.** Chapter 13.210 of the SeaTac Municipal Code is hereby amended to read as follows:

**Chapter 13.210  
PROPERTY MAINTENANCE CODE**

Sections:

13.210.010 International Property Maintenance Code

13.210.020 Copy on file.

**13.210.010 International Property Maintenance Code**

The 2009~~6~~ Edition of the International Property Maintenance Code, as published by the International Code Council, is adopted with the following exceptions:

A. References to the Board of Appeals in Section 111 shall be deemed to refer to the Hearing Examiner system of Chapter 1.20 SMC.

B. Subsection 301.3, Vacant buildings and land, is repealed in its entirety and replaced by the following:

301.3 Vacant Buildings. All vacant buildings and premises thereof must comply with this Code. Vacant buildings shall be maintained in a clean, safe, secure and sanitary condition provided herein so as not to cause a blighting problem or otherwise adversely affect the public health, safety or quality of life.

301.3.1 Appearance. All vacant buildings must appear to be occupied, or appear able to be occupied with little or no repairs.

301.3.2 Security. All vacant buildings must be secured against outside entry at all times. Security shall be by the normal building amenities such as windows and doors having adequate strength to resist intrusion. All doors and windows must remain locked. There shall be at least one operable door into every building and into each housing unit. Exterior walls and roofs must remain intact without holes.

301.3.2.1 Architectural (Cosmetic) Structural panels. Architectural structural panels may be used to secure windows, doors and other openings provided they are cut to fit the opening and match the characteristics of the building. Architectural panels may be of exterior grade finished plywood or Medium Density Overlaid plywood (MDO) that is painted to match the building exterior or covered with a reflective material such as plexi-glass.

Exception. Untreated plywood or similar structural panels may be used to secure windows, doors and other openings for a maximum period of 30 days.

301.3.2.2 Security fences. Temporary construction fencing shall not be used as a method to secure a building from entry.

Exception. Temporary construction fencing may be used for a maximum period of 30 days.

301.3.3 Weather protection. The exterior roofing and siding shall be maintained as required in Section 304.

#### 301.3.4 Fire Safety.

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301.3.4.1 Fire protection systems. All fire suppression and alarms systems shall be maintained in a working condition and inspected as required by the Fire Department.

301.3.4.2 Flammable liquids. No vacant building or premises or portion thereof shall be used for the storage of flammable liquids or other materials that constitute a safety or fire hazard.

301.3.4.3 Combustible materials. All debris, combustible materials, litter and garbage shall be removed from vacant buildings, their accessory buildings and adjoining yard areas. The building and premises shall be maintained free from such items.

301.3.4.3 Fire inspections. Periodic fire department inspections may be required at intervals set forth by the fire chief or his designee.

301.3.5 Plumbing fixtures. Plumbing fixtures connected to an approved water system, an approved sewage system, or an approved natural gas utility system shall be installed in accordance with applicable codes and be maintained in sound condition and good repair or removed and the service terminated in the manner prescribed by applicable codes.

301.3.5.1 Freeze protection. The building's water systems shall be protected from freezing.

301.3.6 Electrical. Electrical service lines, wiring, outlets or fixtures not installed or maintained in accordance with applicable codes shall be repaired, removed or the electrical services terminated to the building in accordance with applicable codes.

301.3.7 Heating. Heating facilities or heating equipment in vacant buildings shall be removed, rendered inoperable, or maintained in accordance with applicable codes.

301.3.8 Interior floors. If a hole in a floor presents a hazard, the hole shall be covered and secured with three-quarter (3/4) inch plywood, or a material of equivalent strength, cut to overlap the hole on all sides by at least six (6) inches.

301.3.9 Termination of utilities. The code official may, by written notice to the owner and to the appropriate water, electricity or gas utility, request that water, electricity, or gas service to a vacant building be terminated or disconnected.

301.3.9.1 Restoration of Service. If water, electricity or gas service has been terminated or disconnected pursuant to Section 313.9, no one except the utility may take any action to restore the service, including an owner or other private party requesting restoration of service until written notification is given by the code official that service may be restored.

301.3.10 Notice to person responsible. Whenever the code official has reason to believe that a building is vacant, the code official may inspect the building and premises. If the code official determines that a vacant building violates any provision of this section, the code official shall notify in writing, the owner of the building, or real property upon which the building is located, or other person responsible, of the violations and required corrections and shall be given a time frame to comply.

301.3.10.1 Alternate requirements. The requirements and time frames of this section may be modified under an approved Plan of Action. Within 30 days of notification that a building or real property upon which the building is located, is in violation of this Section, an owner may submit a written Plan of Action for the code official to review and approve if found acceptable. A Plan of Action may allow:

- 1) Extended use of non-architectural panels
- 2) Extended use of temporary security fencing
- 3) Extended time before the demolition of a building is required
- 4) For substandard conditions to exist for a specific period of time, provided the building is secured in an approved manner. When considering a Plan of Action, the building official shall take into consideration the magnitude of the violation and the impact to the neighborhood.

301.3.11 Enforcement. Violations of this section shall be enforced according to the provisions and procedures of Chapter 1.15 of the SeaTac Municipal Code and subject to the monetary penalties contained therein.

301.3.11.1 Abatement. A building or structure accessory thereto that remains vacant and open to entry after the required compliance date is found and declared to be a public nuisance. The code official is hereby authorized to summarily abate the violation by closing the building to unauthorized entry. The costs of abatement shall be collected from the owner in the manner provided by law.

301.3.11.2 Unsafe buildings and equipment. Any vacant building or equipment therein, declared unsafe is subject to the provisions of Section 108 and the demolition provisions of Section 110.

**13.210.020 Copy on file.**

At least one (1) copy of the adopted edition of the International Property Maintenance Code shall be on file in the office of the Building Official on behalf of the City Clerk.

**Section 11.** Chapter 13.220 of the SeaTac Municipal Code is hereby amended to read as follows:

**Chapter 13.220  
ENERGY CODE**

Sections:

13.220.010 Washington State Energy Code.

13.220.020 Copy on file.

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**13.220.010 Washington State Energy Code.**

The Washington State Energy Code, 2009~~6~~ Edition, as amended by the Washington State Building Code Council and as published in Chapter 51-11 WAC, as now or hereafter amended, is adopted.

**13.220.020 Copy on file.**

At least one (1) copy of the adopted edition of the Washington State Energy Code shall be on file in the office of the Building Official on behalf of the City Clerk.

**Section 12.** Chapter 13.230 of the SeaTac Municipal Code is hereby repealed.

~~**Chapter 13.230  
VENTILATION AND INDOOR AIR QUALITY CODE**~~

Sections:

~~13.230.010 Washington State Ventilation and Indoor Air Quality Code.~~

~~13.230.020 Copy on file.~~

~~**13.230.010 Washington State Ventilation and Indoor Air Quality Code.**~~

~~The Washington State Ventilation and Indoor Air Quality Code, 2006 Edition, as amended by the Washington State Building Code Council and as published in Chapter 51-13 WAC, as now or hereafter amended, is adopted.~~

~~**13.230.020 Copy on file.**~~

~~At least one (1) copy of the adopted edition of the Washington State Ventilation and Indoor Air Quality Code shall be on file in the office of the City Clerk.~~

**Section 13.** If any provision of this Ordinance or its application to any person or circumstance is held invalid, the remainder of the Ordinance or the application of the provision to other persons or circumstances shall not be affected.

**Section 14.** This Ordinance shall be effective July 1, 2010.

ADOPTED this 8th day of June, 2010, and signed in authentication thereof on this 8th day of June, 2010.

CITY OF SEATAC

  
Terry Anderson, Mayor

ATTEST:

  
Kristina Gregg, City Clerk

Approved as to Form:

  
Mary Mirante Bartolo, City Attorney

[Effective Date: 7-01-10]

[2010 Building Code Amendments]

**ORDINANCE NO. 10-1019**

AN ORDINANCE of the City Council of the City of SeaTac, Washington, amending the 2010 Annual City Budget for miscellaneous items.

**WHEREAS**, the SeaTac City Council has reviewed Agenda Bill # 3230 submitted by the Finance and Systems Department which details recommended increases and decreases in various revenue and expenditure line items in the 2010 Annual City Budget; and

**WHEREAS**, the City Council has deemed it appropriate to remove the budgeted amounts for various capital expenditures related to the SeaTac/Airport Station Area from the 2010 Budget; and

**WHEREAS**, amendment to the City's 2010 Budget is necessary to provide additional appropriation authority to fund certain expenditures identified in Agenda Bill #3230;

**NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF SEATAC, WASHINGTON, DO ORDAIN as follows:**

Section 1. The 2010 Annual City Budget shall be amended to increase the total General Fund #001 revenues by \$42,786 and increase expenditures by \$28,061.

Section 2. The 2010 Annual City Budget shall be amended to decrease the total Port of Seattle ILA Fund #105 expenditures by \$8,600,000.

Section 3. The 2010 Annual City Budget shall be amended to decrease the total Hotel/Motel Tax Fund #107 expenditures by \$593,376.

Section 4. The 2010 Annual City Budget shall be amended to increase the total Facility Repair & Replacement Fund #110 expenditures by \$16,410.

Section 5. The 2010 Annual City Budget shall be amended to increase the total Des Moines Creek Basin ILA Fund #111 expenditures by \$164,760.

Section 6. The 2010 Annual City Budget shall be amended to increase the total LTGO City Hall Bond Fund #201 expenditures by \$305.

Section 7. The 2010 Annual City Budget shall be amended to increase the total Hotel/Motel Tax Bond Fund #203 expenditures by \$305.

Section 8. The 2010 Annual City Budget shall be amended to increase the total 2009 LTGO Refunding Bond Fund #206 revenues by \$610.

Section 9. The 2010 Annual City Budget shall be amended to increase the total Municipal CIP Fund #301 revenues by \$8,800 and increase expenditures by \$28,700.

Section 10. The 2010 Annual City Budget shall be amended to increase the total Transportation CIP Fund #307 revenues by \$98,472.

Section 11. The 2010 Annual City Budget shall be amended to decrease the total Light Rail Station Areas CIP Fund #308 revenues by \$9,193,376 and decrease expenditures by \$9,193,376.

Section 12. The 2010 Annual City Budget shall be amended to increase the total Surface Water Management Fund #403 revenues by \$48,502.

Section 13. This Ordinance shall be in full force and effect five (5) days after passage and publication as required by law.

ADOPTED this 22nd day of June, 2010, and signed in authentication thereof on this 22nd day of June, 2010.

CITY OF SEATAC

  
Terry Anderson, Mayor

ATTEST:

  
Kristina Gregg, City Clerk

Approved as to Form:

  
Mary Mirante Bartolo, City Attorney  
[Effective Date: 7-03-10 ]

[2010 Budget Amendment for Miscellaneous Items]

**ORDINANCE NO. 10-1020**

AN ORDINANCE of the City Council of the City of SeaTac, Washington, approving the low bidder for re-roofing of City Hall, authorizing the City Manager to enter into a contract with Access Services, and amending the 2010 Annual City Budget.

**WHEREAS**, the SeaTac City Hall roof replacement was originally scheduled to be replaced in the year 2014 in the 2010 – 2015 Capital Improvement Program (CIP), but staff recommends replacing the roof in 2010 in conjunction with the cooling tower replacement scheduled for 2010 in the 2010 – 2015 CIP because the flat roof is leaking at various spots; and

**WHEREAS**, as this expenditure was not included in the 2010 Annual City Budget, amendment to the 2010 Budget is necessary to provide additional appropriation authority to fund this expenditure as identified in Agenda bill #3250;

**NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF SEATAC, WASHINGTON, DO ORDAIN as follows:**

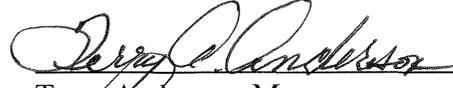
**Section 1.** The 2010 Annual City Budget shall be amended to increase the total Municipal Capital Improvements Fund #301 expenditures by \$314,375.

**Section 2.** The City Council accepts the low bid of Access Services for the City Hall roof replacement project. The City Manager is authorized to enter into a contract with Access Services for the work.

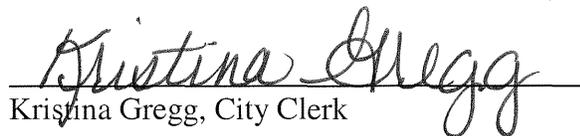
**Section 3.** This Ordinance shall be in full force and effect five (5) days after passage and publication as required by law.

ADOPTED this 27th day of July, 2010, and signed in authentication thereof on this 27th day of July, 2010.

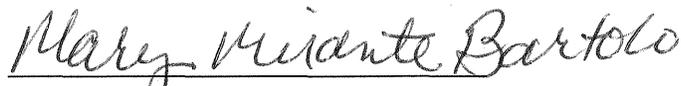
CITY OF SEATAC

  
Terry Anderson, Mayor

ATTEST:

  
Kristina Gregg, City Clerk

Approved as to Form:

  
Mary E. Mirante Bartolo, City Attorney

[Effective Date: 08/07/10]

[City Hall Roof Project and Budget Amendment]

**ORDINANCE NO. 10-1021**

AN ORDINANCE of the City Council of the City of SeaTac, Washington transferring surplus real property to the South Correctional Entity.

**WHEREAS**, the City Council approved a Memorandum of Understanding with the South Correctional Entity (SCORE) on June 9, 2009, that provided that the City Council would consider transferring 18<sup>th</sup> Avenue South (“the property”) to the Port of Seattle, so that the Port could allow SCORE to access the site of a new jail facility currently being constructed; and

**WHEREAS**, the transfer of 18<sup>th</sup> Avenue South was addressed in the 2005 ILA between the City and the Port, and the City has been compensated by the Port for the property; and

**WHEREAS**, the City vacated 18<sup>th</sup> Avenue South by Ordinance 09-1022, and therefore the property is no longer City right-of-way, although the property is still owned by the City; and

**WHEREAS**, the City Council previously adopted Ordinance 09-1027, which declared that the property is surplus to the needs of the City; and

**WHEREAS**, a Settlement Agreement dated August 19, 2010 between the Port of Seattle and SCORE states that the Port will assign all rights in 18<sup>th</sup> Avenue South to SCORE, and therefore it is appropriate for SeaTac to deed the property directly to SCORE;

**NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF SEATAC, WASHINGTON, DO ORDAIN as follows:**

**Section 1.** The real property formerly known as 18<sup>th</sup> Avenue South, located between South 208<sup>th</sup> Street and South 200<sup>th</sup> Street, and that is more particularly identified in Exhibit A and Exhibit B to this Ordinance shall be transferred, upon acceptance, to the South Correctional Entity.

**Section 2.** The City Manager is hereby authorized to execute any documents on behalf of the City to effectuate the transfer of property to the South Correctional Entity as set forth in Section 1 of this Ordinance.

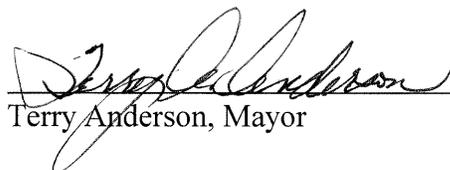
**Section 3.** Sections 2 and 3 of Ordinance 09-1027 are hereby repealed.

**Section 4.** If any provision of this Ordinance or its application to any person or circumstance is held invalid, the remainder of the act or the application of the provision to other persons or circumstances shall not be affected.

**Section 5.** This Ordinance shall not be codified and shall be in full force and effect five (5) days after passage and publication as required by law.

**ADOPTED** this 12<sup>th</sup> day of October, 2010, and signed in authentication thereof on this 12<sup>th</sup> day of October, 2010.

**CITY OF SEATAC**

  
Terry Anderson, Mayor

ATTEST:

  
Kristina Gregg, City Clerk

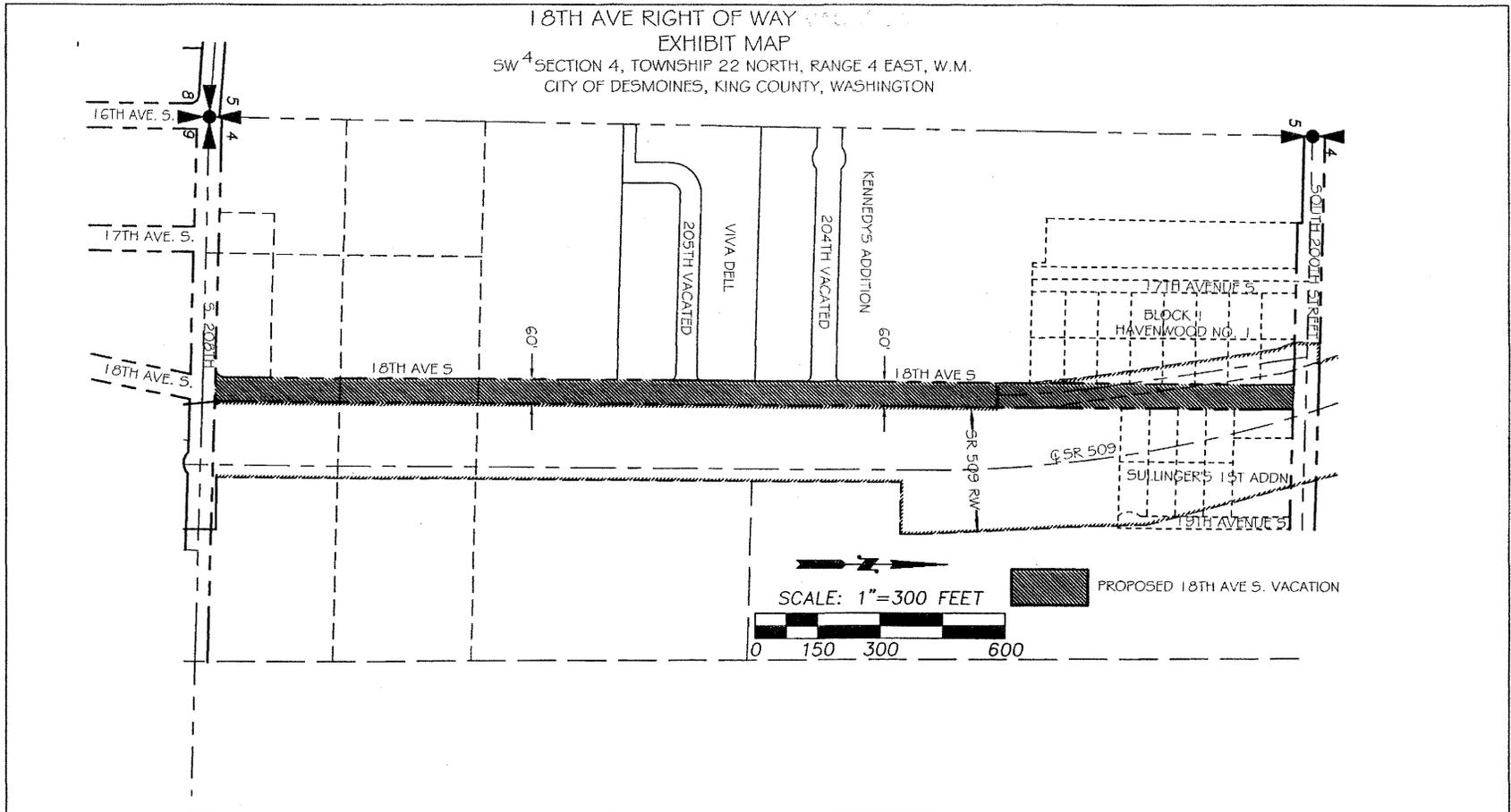
Approved as to Form:

  
Mary E. Mirante Bartolo, City Attorney

[Effective Date: 10-23-10 ]

[Property transfer to SCORE—former 18<sup>th</sup> Avenue]

EXHIBIT A



## Exhibit B

### Description

All that portion of the 60-foot former right-of-way known as 18<sup>th</sup> Avenue South lying southerly of South 200<sup>th</sup> Street and northerly of South 208<sup>th</sup> Street. Situated in the Southwest Quarter of Section 4, Township 22 North, Range 4 East, W.M., City of SeaTac, King County, Washington.

This portion of the 18<sup>th</sup> Avenue South right-of-way was vacated by SeaTac Ordinance 09-1022.

**ORDINANCE NO. 10-1022**

AN ORDINANCE of the City Council of the City of SeaTac, Washington adding a new Chapter 1.35 of the SeaTac Municipal Code related to the City Logo.

**WHEREAS**, the City Council desires to regulate the use of the City logo;

**NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF SEATAC,**

**WASHINGTON, DO ORDAIN as follows:**

Section 1. A new Chapter 1.35 of the SeaTac Municipal Code is hereby created to read as follows:

**Chapter 1.35**

**City Logo**

**Sections:**

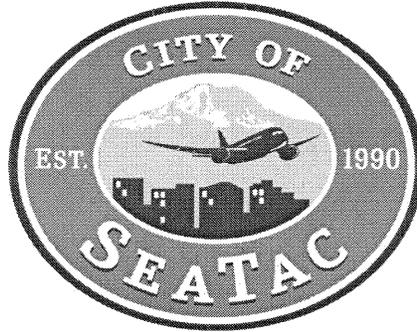
- 1.35.010 Legislative findings.**
- 1.35.020 Definition.**
- 1.35.030 Official use.**
- 1.35.040 Violation.**
- 1.35.050 Permission for use.**

**1.35.010 Legislative findings.**

The City Council finds that the logo of the City of SeaTac is a symbol of the authority of the City and is a valuable asset of its population. It is the intent of the City Council to ensure that only appropriate uses are made of said City logo.

**1.35.020 Definition.**

Unless the context clearly requires otherwise, the definition in this section applies throughout this chapter. "City logo" or "logo" means the logo depicted below with "City of SeaTac" and depicting an airplane with a city skyline and mountain in the background. The City logo may appear with or without "Est. 1990" to represent the year the City incorporated.



### **1.35.030 Official use.**

Use of the city logo shall be for official purposes as specifically set forth below:

A. The following uses have been explicitly and expressly approved without the need for further City consent:

1. Use of logo on any official City of SeaTac document, including but not limited to stationery, letterhead, report and report covers, envelopes, memorandums, faxes, employee and elected officials' business cards, name tags, and name plates;

2. Use of logo by Seattle Southside Visitor Services, Enterprise Seattle, the Southwest King County Economic Initiative, and the State of Washington for their marketing materials, on their website, and in their printed materials that are used in recruitment, expansion and retention efforts for marketing for business attraction and development;

3. Use of logo by the Southwest King County Chamber of Commerce for City of SeaTac promotion including for the City's general promotion through the Chamber's map;

4. Use of logo by an entity approved by the City Manager for apparel or other merchandise purchased by City employees and elected officials, provided those purchases are transacted while those employees and elected officials are still serving in their City capacities; and

5. Use of logo by those officially involved with and for the planning of City sponsored festivals and events, such as the International Festival and accompanying parade, including but not limited to event decorations, promotional materials, advertisements, posters, and temporary signs.

B. If requested, the City logo may be used for other specific events that benefit the City of SeaTac community, upon approval as set forth in SMC 1.35.050.

C. The City logo shall not be used on or in connection with any advertising or promotion for any product, business, organization, service, or article, whether offered for sale for profit or offered without charge, without approval of the City Manager as set forth in SMC 1.35.050. The logo shall not be used in connection with any election issue, or campaign related thereto.

D. It is a violation of this chapter to use any symbol that imitates the logo or that is deceptively similar in appearance of the logo, or in any manner that would be an improper use of the logo itself.

**1.35.040 Violation.**

Any person who willfully violates this chapter is guilty of a misdemeanor. The city's right to prosecute under this section shall not affect its rights to pursue civil or injunctive relief under federal or state laws, or any other relief available under the law.

**1.35.050 Permission for use.**

Any request for use of the City logo not approved as set forth in SMC 1.35.030 (A) shall be submitted in writing to the City Clerk in advance of the date needed. The City Manager, shall decide whether the requested use shall be approved by the City. The City Clerk shall send written response to the requestor within three business days of the decision by the City Manager.

**Section 2.** If any provision of this Ordinance or its application to any person or circumstance is held invalid, the remainder of the Ordinance or the application of the provision to other persons or circumstances shall not be affected.

**Section 3.** This Ordinance shall be in full force and effect five (5) days after passage and publication as required by law.

ADOPTED this 12th day of October, 2010, and signed in authentication thereof on this 12th day of October, 2010.

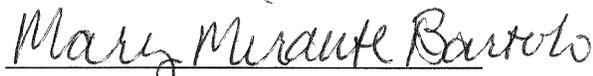
CITY OF SEATAC

  
Terry Anderson, Mayor

ATTEST:

  
Kristina Gregg, City Clerk

Approved as to Form:

  
Mary E. Mirante Bartolo, City Attorney

[Effective Date: 10-23-10 ]

[Use of City Logo]

**ORDINANCE NO. 10-1023**

AN ORDINANCE of the City Council of the City of SeaTac, Washington amending sections 9.05.050 and 9.05.060 of the SeaTac Municipal Code related to parking infractions.

**WHEREAS**, the City Council finds it appropriate to increase the monetary penalties for parking infractions related to commercial and wide vehicle parking; and

**NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF SEATAC, WASHINGTON, DO ORDAIN as follows:**

Section 1. Section 9.05.050 of the SeaTac Municipal Code is hereby amended to read as follows:

**9.05.050 Commercial parking prohibited.**

It is a parking infraction, with a monetary penalty of  ~~fiftytwo hundred~~   fiftytwo hundred  dollars (\$5200.00), for any person to park a commercial vehicle which is more than eighty (80) inches wide overall on any street or alley in residentially zoned areas (zones UH, UM, UL, and MHP, as designated by Chapter 15.11 SMC) between the hours of midnight and six a.m.

Section 2. Section 9.05.060 of the SeaTac Municipal Code is hereby amended to read as follows:

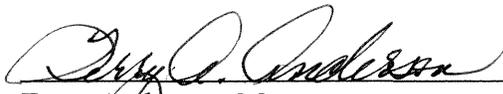
**9.05.060 Parking wide vehicles on certain streets.**

It is a parking infraction, with a monetary penalty of  ~~fiftytwo hundred~~   fiftytwo hundred  dollars (\$5200.00), for any person to park any vehicle, as defined in RCW 46.04.670, which is ninety (90) inches wide or wider on or along any City street, road, alley or right-of-way other than 12th Place South between 16th Avenue South and 12th Avenue South, 12th Avenue South between 12th Place South and South 192nd Street, South 192nd Street between 12th Avenue South and 16th Avenue South, and 16th Avenue South between South 192nd Street and 12th Place South; provided, that this section shall not apply to momentary stops and parking for loading, unloading and making deliveries to residences and businesses in the vicinity, or instances when an emergency exists and the vehicle is parked no longer than necessary. It is further provided that this section shall not be construed to grant any person a right to park any vehicle in any location in the City, and this section does not relieve the driver or operator of any vehicle of the responsibility to park a vehicle in a safe manner and in accordance with applicable traffic codes.

Section 3. This Ordinance shall be in full force and effect five (5) days after passage and publication as required by law.

**ADOPTED** this 12th day of October, 2010, and signed in authentication thereof on this 12th day of October, 2010.

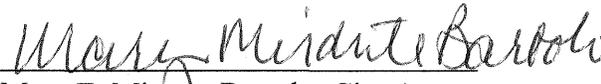
**CITY OF SEATAC**

  
\_\_\_\_\_  
Terry Anderson, Mayor

ATTEST:

  
\_\_\_\_\_  
Kristina Gregg, City Clerk

Approved as to Form:

  
\_\_\_\_\_  
Mary E. Mirante Bartolo, City Attorney

[Effective Date: 10-23-10 ]

[Wide Vehicle Parking Ordinance]

**ORDINANCE NO. 10-1024**

AN ORDINANCE of the City Council of the City of SeaTac, Washington, amending Sections 15.12.060, 15.14.060, 15.15.030, 15.35.150, and 15.38.150, and adding Sections 15.10.078.06, 15.10.078.06.01, 15.10.078.08, 15.10.101, 15.10.238, 15.10.239, 15.10.239.02, 15.10.239.03, 15.10.239.04, 15.10.239.05, 15.10.239.06, 15.10.239.07, 15.10.401, 15.10.418, 15.10.423, 15.10.470.07, 15.10.510.02, and adding a new Chapter 15.40 to the SeaTac Municipal Code related to “Electric Vehicle Infrastructure” (EVI).

**WHEREAS**, during the 2009 session the Washington State Legislature passed House Bill 1481 (HB 1481), an Act relating to electric vehicles. The Bill addressed electric vehicle infrastructure including the structures, machinery, and equipment necessary and integral to support an electric vehicle, including battery charging stations, rapid charging stations, and battery exchange stations; and

**WHEREAS**, the purpose of HB 1481 is to encourage the transition to electric vehicle use and to expedite the establishment of a convenient and cost-effective electric vehicle infrastructure that such a transition necessitates. The Legislature agreed that the development of a convenient infrastructure to recharge electric vehicles is essential to increase consumer acceptance of these vehicles. The State’s success in encouraging this transition will serve as an economic stimulus to the creation of short-term and long-term jobs as the entire automobile industry and its associated direct and indirect jobs transform over time from combustion to electric vehicles; and

**WHEREAS**, the Revised Code of Washington (RCW) 35.63.126 requires that the City of SeaTac must allow electric vehicle infrastructure as a use in all areas except those zoned for residential or resource use or critical areas; and

**WHEREAS,** greenhouse gas emissions related to transportation constitute more than fifty percent of all greenhouse gas emissions in the State of Washington; and

**WHEREAS,** The use of electricity from the Northwest as a transportation fuel instead of petroleum fuels results in significant reductions in the emissions of pollutants, including greenhouse gases, and reduces the reliance of the state on imported sources of energy for transportation; and

**WHEREAS,** with the potential emerging market for plug-in electric vehicles, new industry standards have been adopted to ensure universal compatibility between vehicle manufacturers. Broad-based installation of new universally compatible charging stations is intended to ensure that plug-in electric vehicles will be a viable alternative to gasoline-powered vehicles; and

**WHEREAS,** it is appropriate to amend the City's development regulations regarding electric vehicle infrastructure; and

**WHEREAS,** the Growth Management Act requires regular review and update of development regulations which implement the City's Comprehensive Plan and conform with State law; and

**WHEREAS,** regular review and update of the Zoning Code ensures that development regulations are responsive to the needs of the City; and

**WHEREAS,** the Planning Commission has reviewed the aforesaid changes to development regulations, has held a public hearing for the purpose of soliciting public comment in regard to Zoning Code changes, and has recommended the amendments and additions for adoption by the Council;

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF SEATAC,

WASHINGTON DO ORDAIN as follows:

**Section 1.** Section 15.12.060 of the SeaTac Municipal Code is hereby amended to read as follows:

**15.12.060 Retail/Commercial Zones**

**ZONES:**

P – Park  
 UM – Urban Medium Density  
 UH – Urban High Density  
 UH-UCR – Urban High-Urban Center Residential  
 NB – Neighborhood Business  
 CB-C – Urban Center  
 P – Permitted Use; C – Conditional Use Permit

ABC – Aviation Business Center  
 I – Industrial/Manufacturing  
 O/CM – Office/Commercial Medium  
 O/C/MU – Office/Commercial/Mixed Use  
 T – Townhouse

USE #	LAND USE	ZONES												
		P	MHP	UL	UM	UH	NB	CB	ABC	I	O/C M	BP	O/C/M U	T
RETAIL/COMMERCIAL USES														
101	Hotel/Motel and Associated Uses					C*	P	P*	P*			P*	C*	C*
102	Forest Products						P(3)	P*(3)		C(1)		P*(6)		
103	Hardware/Garden Material						P	P*				P*(6)		P*(9)
104	Department/Variety Store						P	P*	P*(2)			P*(6)		P*(9)
105	Food Store					P*(8)	P	P*	P*(2)			P*(6)		P*(9)
106	Agricultural Crop Sales (Farm Only)			P (12)			P	P*	P	P				
106.1	Produce Stand						P	P*	P*	P	C	C		
107	Auto/Boat Dealer							P*		P		C*(6)		
108	Auto Supply Store						P	P*		P		C*(6)		C*(9)
109	Gasoline/Service Station						P	P*		P				
109.1	Mobile Refueling Operation	P(10) )	P(10) )	P(10) )	P(10) )	P(10) )	P(10) )	P(11) )	P(11) )	P(11) )	P(10) )	P(11) )	P(10) )	P(10) )
109.2	Auto Repair						C	P		P				

109.3	Automotive Service Center						P	P	P	P						
									(13)							
110	Apparel/Accessory Store							P*	P*(2)		P*				P(9)	
111	Furniture Store							P*			P*				P(9)	
112	Fast Food/Restaurant					C*(2,4)	P (4)	P*	P*	P	P*(6)	P*(2)			P*(4,9)	
						)										
112.1	Retail Food Shop					P*(8)	P	P*	P*		P*	P*(2)			P*(9)	
112.2	Tavern						P(8)	P*			P*				C*	
113	Drug Store						P	P*	P*		P*(6)	P*(2)			P*(9)	
114	Liquor Store							P*			P*				C*	
115	Antique/Secondhand Store						P	P*			P*(6)				P*(9)	
116	Sporting Goods and Related Stores							P*	P*(2)		P*(6)				P*(9)	
117	Media Material					P*(7)	P	P*	P*(2)		P*				P*(9)	
118	Jewelry Store						P	P*	P*(2)		P*(6)				P*(9)	
119	Hobby/Toy Store						P	P*	P*(2)		P*(6)				P*(9)	
120	Photographic and Electronic Store						P	P*	P*(2)		P*(6)				P*(9)	
121	Fabric Store							P*	P*(2)		P*(6)				P*(9)	
122	Florist Shop					P*(7)	P	P*	P*(2)		P*(6)				P*(9)	
123	Pet Store							P*	P*(2)		P*(6)				P*(9)	
124	Wholesale/Bulk Store							C*	C*	P	C*(6)				P*(9)	
125	Beauty Salon					C*(8)	P	P*	P*		C*(6)				P*(9)	
125.1	Laundromat					P*(7)	P	P*	P*		P*				P*(9)	
125.2	Espresso Stand					P*(2)	P	P*	P*	P	P*	P*			P*(9)	
125.3	Comm. Marine Supply						C	P*		P					P*	
126	Other Retail Uses						C	P*	C*		P*				C	
127	Adult Entertainment							C*(5)	C*(5)	C(5)						

128	Electric Vehicle Infrastructure	P (15)	P (15)	P (15)	P (15)	P (14)	P	P	P	P	P	P (2)	P (2)	P (15)
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\* See Chapters 15.13 and 15.35 SMC for additional development standards.

- (1) Forest product related businesses shall provide the following:
  - a. Minimum of ten (10) acres;
  - b. Access to major arterial; and
  - c. Minimum thirty (30) foot buffers around the perimeter of property (Type II landscaping).
- (2) Accessory to primary use not to exceed twenty percent (20%) of primary use.
- (3) Temporary forest product sales related to holidays. Merchandise limited to Christmas trees, wreaths, herbs and associated decorations.
- (4) No fast food restaurants or drive-through facilities allowed.
- (5) See SMC 15.29.010.
- (6) Permitted as part of a mixed use development.
- (7) Small, resident-oriented uses only, as part of a residential mixed use project.
- (8) Small, resident-oriented uses only.
- (9) Permitted as part of a mixed use development, as described in SMC 15.35.610.
- (10) Permitted only to refuel heavy equipment at a construction site, subject to the criteria under SMC 15.13.103.
- (11) Subject to the criteria under SMC 15.13.102.
- (12) No permanent retail sales structures permitted. Retail sales allowed on a seasonal basis for no more than 90 days in a calendar year. Wholesale sales permitted year round only for products produced/grown on site.
- (13) Accessory to primary use not to exceed twenty percent (20%) of primary square footage.
- (14) Battery charging stations only, limited in use only to the tenants or customers of the development located on-site.
- (15) Restricted electric vehicle charging stations only.

**Section 2.** Section 15.14.060 of the SeaTac Municipal Code is hereby amended to read as follows:

**15.14.060 Landscaping Standards for Retail/Commercial Uses**

USE #	LAND USE	STREET FRONTAGE (Type/Width)	BUILDING FACADE IF > 30 FT. HIGH OR > 50 FT. WIDE (Type/Width)	SIDE/REAR YARDS (Type/Width)	SIDE/REAR BUFFER FOR NON-COMPATIBLE ZONES (Type/Width)	PARKING LOT LANDSCAPE STANDARDS APPLICABLE*
<b>RETAIL/COMMERCIAL USES</b>						
101	Hotel/Motel and Associated Uses	III/10 ft.	IV/5 ft.	III/5 ft.	I/20 ft. (SF)	Yes
102	Forest Products	II/10 ft.	IV/5 ft.	I/5 ft.	I/10 ft. (RES)	Yes
103	Hardware/Garden Material	IV/10 ft.	IV/5 ft.	III/5 ft.	II/10 ft. (RES)	Yes
104	Department/Variety Store	IV/10 ft.	IV/5 ft.	III/5 ft.	II/10 ft. (RES)	Yes
105	Food Store	IV/10 ft.	IV/5 ft.	III/5 ft.	II/10 ft. (RES)	Yes
106	Agricultural Crop Sales	III/5 ft.	—	II/5 ft.***	II/10 ft.	Yes***

	(Farm Only)				(RES)***	
106.1	Produce Stand	IV/5 ft.	–	IV/5 ft.	–	–
107	Auto/Boat Dealer	III/10 ft.	IV/5 ft.	II/5 ft.	I/20 ft. (RES)	Yes
108	Auto Supply Store	III/10 ft.	IV/5 ft.	III/5 ft.	I/10 ft. (RES)	Yes
109	Gasoline/Service Station	III/5 ft.	IV/5 ft.	III/5 ft.	I/10 ft. (RES)**	Yes
109.2	Automobile Repair	II/10 ft.	IV/5 ft.	II/5 ft.	I/20 ft. (SF)	Yes
109.3	Automobile Service Center	II/10 ft.	IV/5 ft.	II/5 ft.	I/20 ft. (SF)	Yes
110	Apparel/Accessory Store	III/10 ft.	IV/5 ft.	III/5 ft.	II/10 ft. (SF)	Yes
111	Furniture Store	IV/10 ft.	IV/5 ft.	III/5 ft.	II/10 ft. (SF)	Yes
112	Fast Food/Restaurant	IV/10 ft.	IV/5 ft.	III/5 ft.	I/10 ft. (RES)	Yes
112.1	Retail Food Shop	IV/10 ft.	IV/5 ft.	III/5 ft.	II/10 ft. (SF)	Yes
112.2	Tavern	IV/10 ft.	IV/5 ft.	III/5 ft.	II/10 ft. (SF)	Yes
113	Drug Store	IV/10 ft.	IV/5 ft.	III/5 ft.	II/10 ft. (SF)	Yes
114	Liquor Store	IV/10 ft.	IV/5 ft.	III/5 ft.	II/10 ft. (SF)	Yes
115	Antique/Secondhand Store	IV/10 ft.	IV/5 ft.	III/5 ft.	II/10 ft. (SF)	Yes
116	Sporting Goods and Related Store	IV/10 ft.	IV/5 ft.	III/5 ft.	II/10 ft. (SF)	Yes
117	Media Material	IV/10 ft.	IV/5 ft.	III/5 ft.	II/10 ft. (SF)	Yes
118	Jewelry Store	IV/10 ft.	IV/5 ft.	III/5 ft.	II/10 ft. (SF)	Yes
119	Hobby/Toy Store	IV/10 ft.	IV/5 ft.	III/5 ft.	II/10 ft. (SF)	Yes
120	Photographic and Electronic Store	IV/10 ft.	IV/5 ft.	III/5 ft.	II/10 ft. (SF)	Yes
121	Fabric Store	IV/10 ft.	IV/5 ft.	III/5 ft.	II/10 ft. (SF)	Yes
122	Florist Shop	IV/10 ft.	IV/5 ft.	III/5 ft.	II/10 ft. (SF)	Yes
123	Pet Store	IV/10 ft.	IV/5 ft.	III/5 ft.	II/10 ft. (SF)	Yes
124	Wholesale/Bulk Store	IV/10 ft.	IV/5 ft.	III/5 ft.	II/10 ft. (SF)	Yes
125	Beauty Salon	IV/10 ft.	IV/5 ft.	III/5 ft.	II/10 ft. (SF)	Yes
125.1	Laundromat	IV/10 ft.	IV/5 ft.	III/5 ft.	II/10 ft. (SF)	Yes
125.3	Commercial Marine	IV/10 ft.	IV/5 ft.	III/5 ft.	II/10 ft. (SF)	Yes

	Supplies					
126	Other Retail Uses	IV/10 ft.	IV/5 ft.	III/5 ft.	II/10 ft. (SF)	Yes
127	Adult Entertainment	IV/10 ft.	IV/5 ft.	II/6 ft.	–	Yes
128	<u>Electric Vehicle Infrastructure – Battery Exchange Station and Level 3 Rapid Charging Station Only</u> (1)	<u>III/5 ft.</u>	<u>IV/5 ft.</u>	<u>III/5 ft.</u>	<u>I/10 ft. (RES)</u>	<u>Yes</u>

\*See SMC 15.14.090.

\*\*See SMC 15.13.109.

\*\*\* Does not apply in the residential zone.

(SF) Adjacent to single-family (UL or UM) zones for buffering purposes. See SMC 15.14.057.

(RES) Adjacent to single-family or multi-family zones (UL, UH-900/1800, or MHP) for buffering purposes.

(1) Required for rapid charging station only if it is a primary use on the property.

**Section 3.** Section 15.15.030 of the SeaTac Municipal Code is hereby amended to read as follows:

**15.15.030 Parking Space Requirements for Residential Uses**

USE #	LAND USE	MINIMUM SPACES REQUIRED
RETAIL/COMMERCIAL USES		
101	Hotel/Motel and Associated Uses	
	Basic Guest and Employee (no shuttle service)	.9 per bedroom
	Basic Guest and Employee (with shuttle service)	.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
102	Forest Products	1 per employee
103	Hardware/Garden Material	1 per 250 sf of leasable space
104	Department/Variety Store	1 per 250 sf of leasable space
105	Food Store	

	at least 15,000 sf	1 per 250 sf of leasable space
	less than 15,000 sf	3, plus 1 per 300 sf
106	Agricultural Crop Sales (Farm Only)	1 per 250 sf of leasable space
106.1	Produce Stand	1 per 250 sf of gross floor area, plus 1 per employee
107	Auto/Boat Dealer	1 per 300 sf of building, plus 1 per employee
108	Auto Supply Store	1 per 250 sf of leasable space
109	Gasoline/Service Station	
	without grocery store attached	1 per employee, plus 1 per service bay
	with grocery store attached	1 per employee, plus 1 per 200 sf of store area
109.2	Automobile Repair	2 spaces per service bay
109.3	Automotive Service Center	4 spaces, plus 6 stacking spaces
110	Apparel/Accessory Store	1 per 250 sf of leasable space
111	Furniture Store	1 per 300 sf of building
112	Fast Food/Restaurant	1 per 150 sf of leasable space (plus 5 stacking spaces with drive-through)
112.1	Retail Food Shop	1 per 250 sf of leasable space
112.2	Tavern	1 per 250 sf of leasable space
113	Drug Store	1 per 250 sf of leasable space
114	Liquor Store	1 per 250 sf of leasable space
115	Antique/Secondhand Store	1 per 250 sf of leasable space
116	Sporting Goods and Related Store	1 per 250 sf of leasable space
117	Media Material	1 per 250 sf of leasable space
118	Jewelry Store	1 per 250 sf of leasable space
119	Hobby/Toy Store	1 per 250 sf of leasable space
120	Photographic and Electronic Store	1 per 250 sf of leasable space
121	Fabric Store	1 per 250 sf of leasable space
122	Florist Shop	1 per 250 sf of leasable space
123	Pet Store	1 per 250 sf of leasable space
124	Wholesale/Bulk Store	1 per 250 sf of leasable space
125	Beauty Salon	1 per 200 sf of gross floor area

125.2	Espresso Stand	1 per 150 sf of gross floor area, plus 3 stacking spaces with drive-through
125.3	Commercial Marine Supply	1 per 1,000 sf of gross floor area, plus 1 space per employee
126	Other Retail Uses	1 per 250 sf of gross floor area
127	Adult Entertainment	
128	<u>Electric Vehicle Infrastructure – Battery Exchange Station and Rapid Charging Station Only</u>	<u>1 per employee</u> <u>.65 spaces per rapid charging station space for customers waiting to use rapid charging station (Required only if the use is the primary use on the property)</u>

**Section 4.** Section 15.35.150 of the SeaTac Municipal Code is hereby amended to read as follows:

**15.35.150 Retail/Commercial Uses**

15.35.150 Retail/Commercial Uses (City Center Area)

**ZONES:**

- |  |                                      |
|--|--------------------------------------|
| P – Park                                     | ABC – Aviation Business Center       |
| UM – Urban Medium Density                    | I – Industrial/Manufacturing         |
| UH – Urban High Density                      | O/CM – Office/Commercial Medium      |
| UH-UCR – Urban High-Urban Center Residential | O/C/MU – Office/Commercial/Mixed Use |
| NB – Neighborhood Business                   | T – Townhouse                        |
| CB-C – Urban Center                          |                                      |

**P – Permitted Use; C – Conditional Use Permit**

USE #	LAND USE	ZONES										
		P	UM	UH	UH-UCR	NB	CB-C	ABC	I	O/CM	O/C/MU	T
RETAIL/COMMERCIAL USES												
101	Hotel/Motel and Associated Uses			C(11,12,13,14)		P	P	P		P	C	
102	Forest Products					P(3)	P(3)	P(3)	C(1)	P(3)		
103	Hardware/Garden Material					P	P			P(6)	P(6)	

104	Department/Variety Store					P	P	P		P(6)	P(6)	
105	Food Store			P(8)	P(6)	P	P	P		P(6)	P(6)	
106	Agricultural Crop Sales (Farm Only)					P	P					
107	Auto/Boat Dealer						P(2)		P	C(2)		
108	Auto Supply Store					P	P(6)		P	C(6)	C(6)	
109	Gasoline/Service Station					C	P		P			
109.1	Mobile Refueling Operation	P(9)	P(9)	P(9)	P(9)	P(9)	P(10)	P(10)	P(10)	P(10)	P(9)	P(9)
110	Apparel/Accessory Store			P(7)	P(6)		P	P(2)		P(6)	P(6)	
111	Furniture Store				P(6)		P			P(6)	P(6)	
112	Fast Food/Restaurant			C(2,4)	P(4,6)		P	P	P	P(4,6)	P(4,6)	
112.1	Retail Food Shop			P(8)	P(6)	P	P	P		P(6)	P(6)	
112.2	Tavern				P(6)	P(8)	P	P		P(6)	C	
113	Drug Store			P(7)	P(6)	P	P	P		P(6)	P(6)	
114	Liquor Store						P			P	C	
115	Antique/Secondhand Store				P(6)	P	P			P(6)	P(6)	
116	Sporting Goods and Related Stores				P(6)	P	P	P		P(6)	P(6)	
117	Media Material			P(7)	P(6)	P	P	P		P(6)	P(6)	
118	Jewelry Store			P(7)	P(6)	P	P	P		P(6)	P(6)	
119	Hobby/Toy Store			P(7)	P(6)	P	P	P		P(6)	P(6)	
120	Photographic and Electronic Store				P(6)	P	P	P		P(6)	P(6)	
121	Fabric Store			P(7)	P(6)		P	P		P(6)	P(6)	
122	Florist Shop			P(7)	P(6)	P	P	P		P(6)	P(6)	
123	Pet Store				P(6)		P			P(6)	P(6)	
124	Wholesale/Bulk						C	C	P	C(6)	P(6)	

	Store											
125	Beauty Salon			P(8)	P(6)	P	P	P		C(6)	P(6)	
125.1	Laundromat			P(7)	P	P	P			P	P(6)	
125.2	Espresso Stand			P(2)	P	P	P	P	P	P	P(6)	
125.3	Comm. Marine Supply					C	P		P			
126	Other Retail Uses			P(7)	P(6)	C	P	C		P	C	
127	Adult Entertainment						C(5)	C(5)	C(5)			
128	Electric Vehicle Infrastructure	<u>P</u> <u>(16)</u>	<u>P</u> <u>(16)</u>	<u>P</u> <u>(15)</u>	<u>P</u> <u>(15)</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u> <u>(16)</u>

- (1) Forest product related businesses shall provide the following:
  - a. Minimum of ten (10) acres;
  - b. Access to major arterial; and
  - c. Minimum thirty (30) foot buffers around the perimeter of property (Type II landscaping).
- (2) Accessory to primary use not to exceed twenty percent (20%) of primary use.
- (3) Temporary forest product sales related to holidays. Merchandise limited to Christmas trees, wreaths, herbs and associated decorations.
- (4) No fast food restaurants with drive-through facilities allowed.
- (5) See SMC 15.29.010.
- (6) Permitted as part of a mixed use development, as described in SMC 15.35.610.
- (7) Small, resident-oriented uses only, as part of a residential mixed use project.
- (8) Small, resident-oriented uses only.
- (9) Permitted only to refuel heavy equipment at a construction site, subject to the criteria under SMC 15.13.103.
- (10) Subject to the criteria under SMC 15.13.102.
- (11) Only allowed on UH zoned properties south of S. 184th Street.
- (12) The maximum height allowed is thirty (30) feet.
- (13) The maximum number of hotel rooms may not exceed one hundred thirty (130) rooms.
- (14) Conference or meeting facilities may not be expanded.
- (15) Battery charging stations only, limited in use only to the tenants or customers of the development located on-site.
- (16) Restricted electric vehicle charging stations only.

**Section 5.** Section 15.38.150 of the SeaTac Municipal Code is hereby amended to read as follows:

**15.38.150 Retail/Commercial Uses**

**ZONES:**

- UL – Urban Low Density
- UM – Urban Medium Density
- UH – Urban High Density
- UH-UCR – Urban High-Urban Center Residential
- P – Permitted Use; C – Conditional Use Permit; Blank Cell Means Use Prohibited
- CB-C – Urban Center
- T – Townhouse

USE #	LAND USE	ZONES					
		UL	UM	UH	UH-UCR	CB-C	T
RETAIL/COMMERCIAL USES							
101	Hotel/Motel and Associated Uses			C(8)	P(4)	P	
102	Forest Products					P(2)	
103	Hardware/Garden Material					P	
104	Department/Variety Store					P	
105	Food Store			P(6)	P(4)	P	
106	Agricultural Crop Sales (Farm Only)					P	
107	Auto/Boat Dealer						
108	Auto Supply Store					P(4)	
109	Gasoline/Service Station						
109.1	Mobile Refueling Operation		P(9)	P(9)	P(9)	P(10)	P(9)
110	Apparel/Accessory Store			P(5)	P(4)	P	
111	Furniture Store				P(4)	P	
112	Restaurant			C(1)	P(4)	P	
112.1	Retail Food Shop			P(6)	P(4)	P	
112.2	Tavern				P(4)	P	
113	Drug Store			P(5)	P(4)	P	
114	Liquor Store					P	
115	Antique/Secondhand Store				P(4)	P	
116	Sporting Goods and Related Stores				P(4)	P	
117	Media Material			P(5)	P(4)	P	
118	Jewelry Store			P(5)	P(4)	P	
119	Hobby/Toy Store			P(5)	P(4)	P	
120	Photographic and Electronic Store				P(4)	P	
121	Fabric Store			P(5)	P(4)	P	
122	Florist Shop			P(5)	P(4)	P	
123	Pet Store				P(4)	P	
124	Wholesale/Bulk Store					C	
125	Beauty Salon			P(6)	P(4)	P	

125.1	Laundromat		P(6)	P(5)	P	P	
125.2	Espresso Stand (7)			P	P	P	
125.3	Comm. Marine Supply					P	
126	Other Retail Uses			P(5)	P(4)	P	
127	Adult Entertainment					C(3)	
128	<u>Electric Vehicle Infrastructure</u>	<u>P (12)</u>	<u>P (12)</u>	<u>P (11)</u>	<u>P (11)</u>	<u>P</u>	<u>P (12)</u>

- (1) Accessory to primary use not to exceed twenty percent (20%) of primary use.
- (2) Temporary forest product sales related to holidays. Merchandise limited to Christmas trees, wreaths, herbs and associated decorations.
- (3) See SMC 15.29.010.
- (4) Permitted as part of a mixed use development, as described in SMC 15.38.610.
- (5) Small, resident-oriented uses only, as part of a residential mixed use project.
- (6) Small, resident-oriented uses only.
- (7) Walk-up only.
- (8) Conditional use with greater than or equal to fifty percent (50%) residential use.
- (9) Permitted only to refuel heavy equipment at a construction site, subject to the criteria under SMC 15.13.103.
- (10) Permitted only to refuel heavy equipment at a construction site, subject to the criteria under SMC 15.13.102.
- (11) Battery charging stations only, limited in use only to the tenants or customers of the development located on-site.
- (12) Restricted electric vehicle charging stations only.

**Section 6.** A new Section 15.10.078.06 of the SeaTac Municipal Code is hereby added to read as follows:

**15.10.078.06 Battery Charging Station**

Means an electrical component assembly or cluster of component assemblies designed specifically to charge batteries within electric vehicles, which meets or exceeds any standards, codes, and regulations set forth in Chapter 19.28 RCW and consistent with rules adopted under RCW 19.27.540.

**Section 7.** A new Section 15.10.078.06.01 of the SeaTac Municipal Code is hereby added to read as follows:

**15.10.078.06.01 Battery Electric Vehicle (BEV)**

Any vehicle that operates exclusively on electrical energy from an off-board source that is stored in the vehicle’s batteries, and produces zero emissions or pollution when stationary or operating.

**Section 8.** A new Section 15.10.078.08 of the SeaTac Municipal Code is hereby added to read as follows:

### **15.10.078.08 Battery Exchange Stations**

A fully automated facility that will enable an electric vehicle with a swappable battery to enter a drive lane and exchange the depleted battery with a fully charged battery through a fully automated process, which meets or exceeds any standards, codes, and regulations set forth by Chapter 19.27 RCW and consistent with rules adopted under RCW 19.27.540.

**Section 9.** A new Section 15.10.101 of the SeaTac Municipal Code is hereby added to read as follows:

#### **15.10.101 Charging Levels**

Means the standardized indicators of electrical force, or voltage, at which an electric vehicle's battery is recharged. The terms 1, 2, and 3 are the most common EV charging levels, and include the following specifications:

- Level 1 is considered slow charging.
- Level 2 is considered medium charging.
- Level 3 is considered fast or rapid charging or DC fast charge.

Level 1 is present in homes and businesses and typically operates on a 15- or 20-amp breaker on a 120-volt Alternating Current (AC) circuit and standard outlet.

Level 2 is expected to become the standard for home and public charging and typically operates on a 40-amp to 100-amp breaker on a 208 or 240-volt AC circuit.

Level 3 is primarily for commercial and public applications (e.g., taxi fleets and charging along freeways) and typically operates on a 60-amp or higher dedicated breaker on a 480-volt or higher three-phase circuit with special grounding equipment. Note that the term "Level 3" is recommended to identify the increased power need in a numerical fashion (i.e., "3"), but the Level 3 charging level is also sometimes referred to as "DC Fast" charging and "Rapid" charging (see definition of Rapid Charging Station).

**Section 10.** A new Section 15.10.238 of the SeaTac Municipal Code is hereby added to read as follows:

#### **15.10.238 Electric Scooters and Motorcycles**

Means any 2-wheel vehicle that operates exclusively on electrical energy from an off-board source that is stored in the vehicle's batteries and produces zero emissions or pollution when stationary or operating.

**Section 11.** A new Section 15.10.239 of the SeaTac Municipal Code is hereby added to read as follows:

**15.10.239 Electric Vehicle**

Means any vehicle that operates, either partially or exclusively, on electrical energy from the grid, or an off-board source, that is stored on-board for motive purpose. “Electric vehicle” includes: (1) a battery electric vehicle [BEV]; (2) a plug-in hybrid electric vehicle [PHEV]; (3) a neighborhood electric vehicle; and (4) medium-speed electric vehicle.

**Section 12.** A new Section 15.10.239.02 of the SeaTac Municipal Code is hereby added to read as follows:

**15.10.239.02 Electric vehicle charging station**

Means a public or private parking space that is served by battery charging station equipment that has as its primary purpose the transfer of electric energy (by conductive or inductive means) to a battery or other energy storage device in an electric vehicle. An electric vehicle charging station equipped with Level 1 or Level 2 charging equipment is permitted outright as an accessory use to any principal use.

**Section 13.** A new Section 15.10.239.03 of the SeaTac Municipal Code is hereby added to read as follows:

**15.10.239.03 Electric vehicle charging station — public**

Means an electric vehicle charging station that is (1) publicly owned and publicly available (e.g., Park & Ride parking, public library parking lot) or (2) privately owned and publicly available (e.g., shopping center parking, non-reserved parking in multi-family parking lots).

**Section 14.** A new Section 15.10.239.04 of the SeaTac Municipal Code is hereby added to read as follows:

**15.10.239.04 Electric vehicle charging station — private**

Means an electric vehicle charging station that is (1) privately owned and has restricted access (e.g., single-family home, multifamily parking, executive parking, designated employee parking) or (2) publicly owned and restricted (e.g., fleet parking with no access to the general public).

**Section 15.** A new Section 15.10.239.05 of the SeaTac Municipal Code is hereby added to read as follows:

**15.10.239.05 Electric Vehicle Infrastructure**

Means structures, machinery, and equipment necessary and integral to support an electric vehicle, including battery charging stations, rapid charging stations, and battery exchange stations.

**Section 16.** A new Section 15.10.239.06 of the SeaTac Municipal Code is hereby added to read as follows:

**15.10.239.06 Electric vehicle parking space**

Means any marked parking space that identifies the use to be exclusively for the parking of an electric vehicle.

**Section 17.** A new Section 15.10.239.07 of the SeaTac Municipal Code is hereby added to read as follows:

**15.10.239.07 Electric Vehicle Waiting Space**

An off-street parking space where an electric vehicle, plug-in hybrid electric vehicle, electric scooters, and motorcycles wait to use a public electric vehicle charging station.

**Section 18.** A new Section 15.10.401 of the SeaTac Municipal Code is hereby added to read as follows:

**15.10.401 Medium-speed Electric Vehicle**

Means a self-propelled, electrically powered four-wheeled motor vehicle, equipped with a roll cage or crush-proof body design, whose speed attainable in one mile is more than 25 miles per hour but not more than 35 miles per hour and otherwise meets or exceeds the federal regulations set forth in 49 C.F.R. Sec. 571.500.

**Section 19.** A new Section 15.10.418 of the SeaTac Municipal Code is hereby added to read as follows:

**15.10.418 Neighborhood Electric Vehicle**

Means a self-propelled, electrically powered four-wheeled motor vehicle whose speed attainable in one mile is more than 20 miles per hour and not more than 25 miles per hour and conforms to federal regulations under Title 49 C.F.R. Part 571.500.

**Section 20.** A new Section 15.10.423 of the SeaTac Municipal Code is hereby added to read as follows:

**15.10.423 Non-Electric Vehicle**

Any vehicle not defined as an electric vehicle under SMC 15.10.239.

**Section 21.** A new Section 15.10.470.07 of the SeaTac Municipal Code is hereby added to read as follows:

**15.10.470.07 Plug-in Hybrid Electric Vehicle (PHEV)**

Means an electric vehicle that (1) contains an internal combustion engine, and also allows power to be delivered to the drive wheels by an electric motor; (2) is able to recharge its battery by connecting to the grid or other off-board electrical source; and (3) has the ability to travel short distances (typically 10 miles or more) powered all, or substantially all, by electricity.

**Section 22.** A new Section 15.10.510.02 of the SeaTac Municipal Code is hereby added to read as follows:

**15.10.510.02 Rapid or DC Fast Charging Station**

Means an industrial grade electrical outlet that allow for faster recharging of electric vehicle batteries through higher power levels, which meets or exceeds any standards, codes, and regulations set forth by Chapter 19.28 RCW and consistent with rules adopted under RCW 19.27.540.

**Section 23.** A new Chapter 15.40 of the SeaTac Municipal Code is hereby added to read as follows:

**Chapter 15.40 – Electric Vehicle Infrastructure**

**SECTIONS**

- 15.40.010 Purpose**
- 15.40.020 Electric Vehicle Infrastructure – Where Allowed**
- 15.40.030 Battery Charging Station or Rapid Charging Station – Retrofitting in Existing Development**
- 15.40.040 Electric Vehicle Charging Station Spaces – Allowed as Required Spaces**
- 15.40.050 Off-street Electric Vehicle Charging Station Spaces**
- 15.40.060 Accessible Electric Vehicle Charging Stations**
- 15.40.070 Electric Vehicle Charging Station Spaces - Signage**
- 15.40.080 Stacking Spaces for Electric Vehicle Battery Exchange Stations**

- 15.40.010 Purpose**

To establish “electric vehicle infrastructure” (EVI) regulations for the City to allow EVI and to meet the intent of the Revised Code of Washington (RCW) 35.63.126 requiring the City to allow EVI in all zones except for residential zones.

**15.40.020 Electric Vehicle Infrastructure – Where Allowed**

Electric vehicle infrastructure is allowed as specified in the use charts under SeaTac Municipal Code (SMC) Sections 15.12.060, 15.35.150, and 15.38.150.

**15.15.030 Battery Charging Station or Rapid Charging Station – Retrofitting in Existing Development**

- A. Required off-street parking spaces within any existing development listed within the land use charts listed below may be converted to battery charging station spaces or rapid charging station spaces for battery electric vehicles (BEV’s) and plug-in hybrid electric vehicles (PHEV’s), subject to the restrictions cited in the use charts, provided that the battery charging and/or rapid charging stations are accessory to the permitted use/s on the property.
- SMC 15.12.030 - Recreational/Cultural Uses
  - SMC 15.12.040 - General Uses
  - SMC 15.12.050 - Governmental/Office Uses
  - SMC 15.12.060 - Retail/Commercial Uses
  - SMC 15.12.070 - Manufacturing Uses
  - SMC 15.35.150 - Retail/Commercial Uses (City Center)
  - SMC 15.38.150 - Retail/Commercial Uses (S. 154<sup>th</sup> Station Area)
- B. At least .65 spaces shall be set-aside as “electric vehicle waiting spaces” for each Level 3 publicly owned public electric vehicle charging station provided on site. Waiting spaces for Level 1 and 2 publicly owned public electric vehicle charging stations shall not be required
- C. The use of any charging station on-site shall not obstruct any vehicular or pedestrian traffic on-site (such as waiting for a charging station space within a drive-aisle or a designated pedestrian crossing) or within a public right-of-way (ROW).
- D. Battery or rapid charging station spaces shall be designated for charging electric vehicles only as provided under SMC 15.40.070. Non-electric vehicles or non charging BEV’s of PHEV’s shall not be

allowed. The type of signage designating these spaces shall be approved by the City Manager or his designee.

**15.40.040 Electric Vehicle Charging Station Spaces – Allowed as Required Spaces**

- A. Electric vehicle charging station spaces shall be allowed to be used in the computation of required off-street parking spaces as provided under SMC 15.15.030, provided; that the electric vehicle charging station/s is accessory to the primary use of the property.
- B. If a publicly owned and publicly available Level 3 electric vehicle charging station/s is provided on-site, .65 “electric vehicle waiting spaces” shall also be provided for each electric vehicle charging station. These spaces shall be in addition to the off-street parking spaces required under SMC 15.15.030.

**15.40.050 Off- street Electric Vehicle Charging Station Spaces**

- A. **Number.** No minimum number of charging station spaces is required.
- B. **Location and Design Criteria.** The provision of electric vehicle parking will vary based on the design and use of the primary parking lot. The following required and additional locational and design criteria are provided in recognition of the various parking lot layout options.
  - 1. Where provided, parking for electric vehicle charging purposes is required to include the following:
    - a. Signage. Signage, as required under SMC 15.40.080 for each charging station space, shall be posted indicating the space is only for electric vehicle charging purposes. Days and hours of operations shall be included if time limits or tow away provisions are to be enforced.
    - b. Maintenance. Charging station equipment shall be maintained in all respects, including the functioning of the charging equipment. A phone number or other contact information shall be provided on the charging station equipment for reporting when the equipment is not functioning or other problems are encountered.
    - c. Accessibility. Where charging station equipment is provided within an adjacent pedestrian circulation area, such as a sidewalk or accessible route to the building entrance, the charging equipment shall be located so as not

to interfere with accessibility requirements of WAC 51-50-005.

- d. Lighting. Where charging station equipment is installed, adequate site lighting shall exist, unless charging is for daytime purposes only.

2. Parking for electric vehicles should also consider the following:

- a. Notification. Information on the charging station, identifying voltage and amperage levels and any time of use, fees, or safety information.
- b. Signage. Installation of directional signs at the parking lot entrance and at appropriate decision points to effectively guide motorists to the charging station space(s).

C. **Data Collection**. To allow for maintenance and notification, owners of any private new electric vehicle infrastructure station that will be publicly available (see definition “electric vehicle charging station — public”), shall provide information on the station’s geographic location, date of installation, equipment type and model, and owner contact information. This information shall be submitted to the Department of Planning and Community Development.

#### 15.40.060 Accessible Electric Vehicle Charging Stations

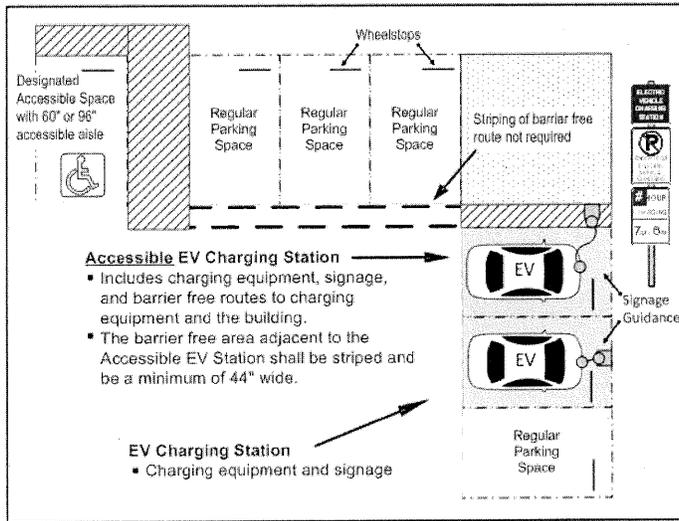
Where electric vehicle charging stations are provided in parking lots or parking garages, accessible electric vehicle charging stations shall be provided as follows:

- A. Accessible electric vehicle charging stations shall be provided in the ratios shown on the following table.

Number of EV Charging Stations	Minimum Accessible EV Charging Stations
1-50	1
51-100	2
101-150	3
151-200	4
201-250	5
251-300	6

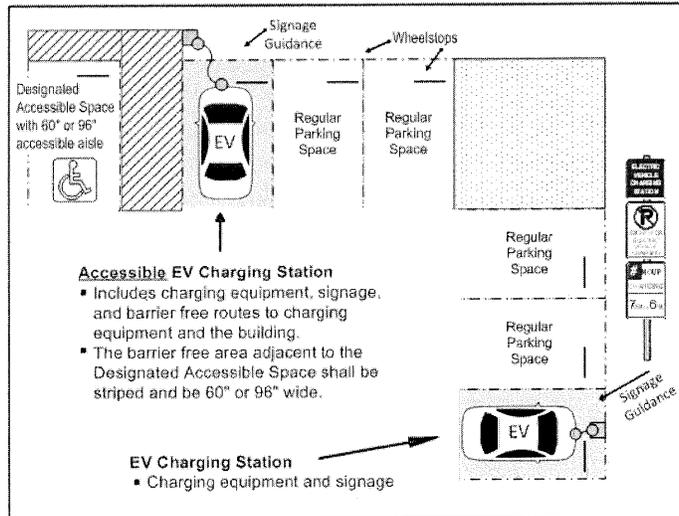
- B. Accessible electric vehicle charging stations should be located in close proximity to the building or facility entrance and shall be connected to a barrier-free accessible route of travel. It is not necessary to designate the accessible electric vehicle charging station exclusively for the use of disabled persons. Below are two options for providing for accessible electric vehicle charging stations.

**Figure 15.40.060a - Off-street accessible electric vehicle charging station - option 1**



**Puget Sound area parking garage.**  
Photo by ECOTality North America.

**Figure 15.40.060b - Off-street accessible electric vehicle charging station - option 2**

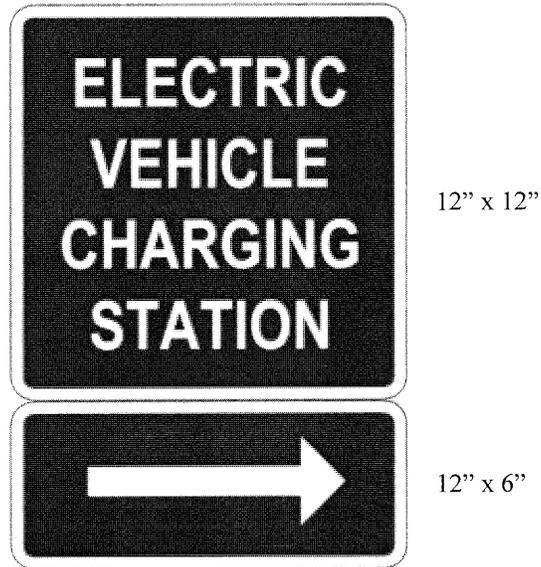


**Fashion Island Shopping Mall, Newport Beach, CA.**  
Photo by LightMoves.

**15.40.070 Electric Vehicle Charging Station Spaces - Signage**

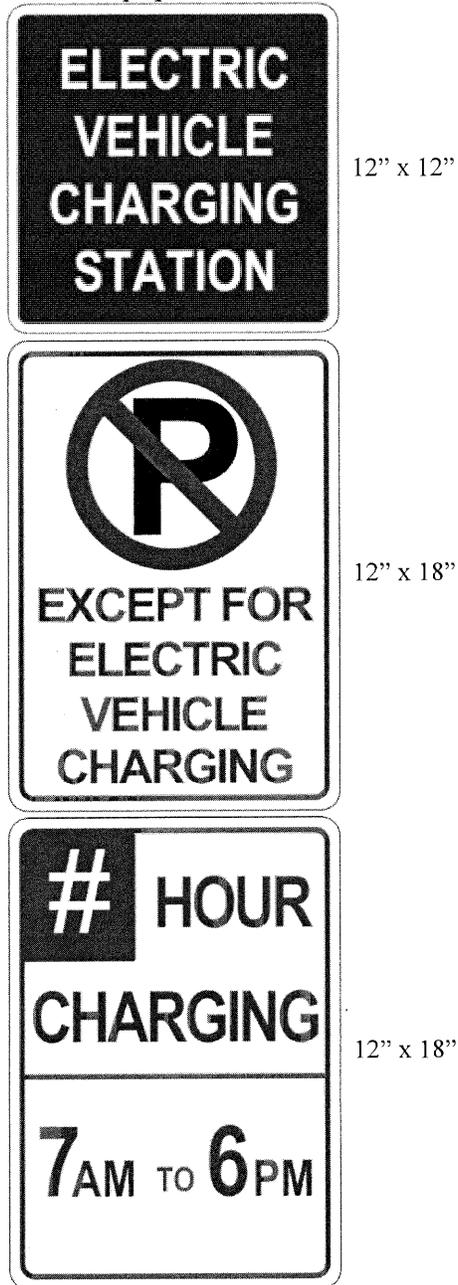
- A. Off- street public electric vehicle charging station spaces shall provide the following signage.

**Figure 15.40.070a** Directional — Off-street Parking Lot or Parking Garage



**Comment:** The directional sign for an on-site parking lot or parking garage should be used in the parking facility with a directional arrow at all decision points.

**Figure 15.40.070b - Off-street EV Parking — Parking Space with Charging Station Equipment**



**Comment:** Combination sign identifying space as an electric vehicle charging station, prohibiting non-electric vehicles, with charging time limits. The use of time limits is optional. The blue/white and red/black signs define that only an electric vehicle that is charging can use the spaces. The green sign defines time limits for how long an electric vehicle can be in the space during the specified hours. Outside of the specified hours, electric vehicles can charge for an indefinite period of time.

**15.40.080 Stacking Spaces for Electric Vehicle Battery Exchange Stations**

Electric vehicle battery exchange stations shall provide three (3) stacking spaces. A stacking space shall be an area measuring eight (8) feet by twenty (20) feet with direct forward access to the battery exchange bay. A stacking space shall be located to prevent any vehicles from extending onto the public right-of-way, or interfering with any pedestrian circulation, traffic maneuvering, or other required parking areas. Stacking spaces may not be counted as required off-street parking spaces.

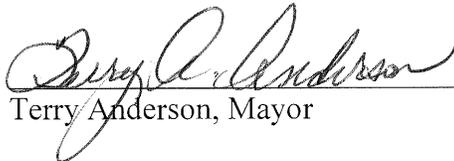
**Section 24.** The City Clerk is directed to forward a copy of this Ordinance to the Washington State Department of Community, Trade and Economic Development within ten (10) days after adoption, and to the King County Assessor.

**Section 25.** If any provision of this Ordinance or its application to any person or circumstance is held invalid, the remainder of the Ordinance or the application of the provision to other persons or circumstances shall not be affected.

**Section 26.** The Ordinance shall be effective five (5) days after passage and publication.

ADOPTED this 26th day of October, 2010, and signed in authentication thereof on this 26th day of October, 2010.

**CITY OF SEATAC**

  
Terry Anderson, Mayor

ATTEST:

  
Kristina Gregg, City Clerk

Approved as to Form:

  
Mary Mirante Bartolo, City Attorney

[Effective Date 11-06-10 ]

[Electric Vehicle Infrastructure]

**ORDINANCE NO. 10-1025**

An ORDINANCE of the City Council of the City of SeaTac, Washington, amending portions of the City of SeaTac Comprehensive Plan.

**WHEREAS**, pursuant to the requirements of the Washington State Growth Management Act, the City of SeaTac is required to develop and adopt a Comprehensive Plan, which plan is required to include various elements for land use, housing, transportation, capital facilities and utilities, and which may include other elements such as, community image, economic vitality, environmental management, parks, recreation and open space, and human services; and

**WHEREAS**, the City adopted its Comprehensive Plan in December, 1994, after study, review, community input and public hearings; and

**WHEREAS**, the State Growth Management Act (RCW 36.70A.130) requires that each comprehensive land use plan and development regulations be subject to continuing review and evaluation by the county or city that adopted them; and

**WHEREAS**, the State Growth Management Act provides for amendments to the Comprehensive Plan no more than once per year; and

**WHEREAS**, the City Council authorized, by Resolution No. 97-001, a process for amending the Comprehensive Plan; and

**WHEREAS**, it is necessary to update the Comprehensive Plan Capital Facilities Element, 6-year Capital Facilities Plan, and other sections as identified through public process; and

**WHEREAS**, procedures for amending the Plan have been implemented in 2010, including efforts to solicit public input, acceptance of proposals for Comprehensive Plan

amendments, evaluation according to preliminary and final criteria; and

**WHEREAS**, the environmental impacts of the proposed amendments have been assessed, and a Mitigated Determination of Nonsignificance, File No. SEP10-00006, was issued August 20, 2010; and

**WHEREAS**, after a public hearing on October 19, 2010 to consider proposed amendments to the Comprehensive Plan, the Planning Commission recommended adoption of proposed amendments to the Comprehensive Plan, and made its recommendation to the to the City Council; and

**WHEREAS**, after consideration of testimony received at the Public Hearing sessions, the Department of Planning and Community Development has recommended to the City Council adoption of the proposed amendments to the Comprehensive Plan as shown in the Final Docket Staff Report; and

**WHEREAS**, copies of these proposed amendments were filed with the Washington Department of Commerce not less than sixty days prior to final action, pursuant to RCW 36.70A.106 and WAC 365-195-620; and

**WHEREAS**, all of the foregoing recitals are deemed by the City Council to be findings of fact;

**NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF SEATAC, WASHINGTON DO ORDAIN as follows:**

**Section 1.** The City of SeaTac Comprehensive Plan, adopted on December 20, 1994, and amended annually in subsequent years, is hereby amended as set forth in Exhibit A. A copy of the amendments shall be maintained on file with the Office of the City Clerk for public inspection.

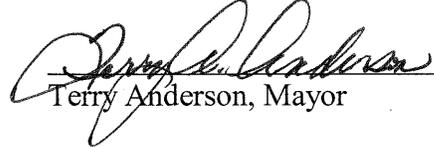
**Section 2.** The City Clerk is directed to transmit a complete and accurate copy of this Ordinance to the Washington Department of Commerce, Growth Management Services Division within ten days after final adoption, pursuant to RCW 36.70A.106 and WAC 365-195-620. The City Clerk is also directed to transmit a complete and accurate copy of this Ordinance to the Puget Sound Regional Council (PSRC), pursuant to RCW 36.70A.100 and RCW 36.70A.210. The Clerk is further directed to transmit a copy of this Ordinance, together with copies of other Ordinances amending development regulations adopted within the preceding twelve months, to the King County Assessor by the ensuing 31<sup>st</sup> day of July, pursuant to RCW 35A.63.260.

**Section 3.** If any provision of this act or its application to any person or circumstance is held invalid, the remainder of the act or the application of the provision to other persons or circumstances shall not be affected.

**Section 4.** This Ordinance shall be in full force and effect five (5) days after passage and publication.

ADOPTED this 29th day of November, 2010 and signed in authentication thereof this 29th day of November, 2010.

CITY OF SEATAC

  
Terry Anderson, Mayor

ATTEST:

  
Kristina Gregg, City Clerk

Approved as to Form:

  
Mary Mirante Bartolo, City Attorney

[Effective Date: 12/11/10]

[2010 Comprehensive Plan Amendments]

# Exhibit A

## 2010 Comprehensive Plan Amendments

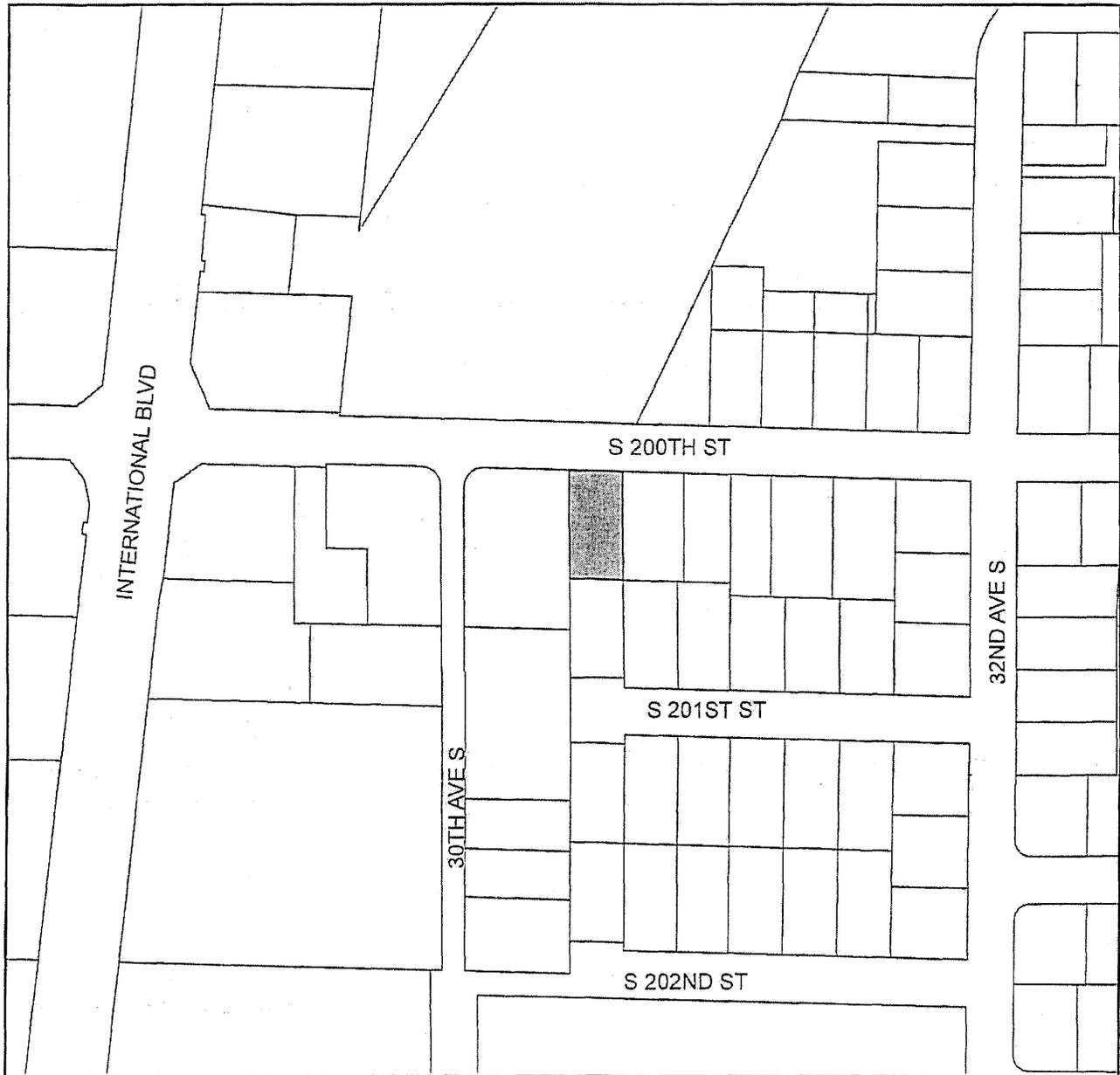
# Map Amendments

# Map Amendment #A-1

# 2010 Proposed Amendments to the Comprehensive Plan Land Use Plan Map

## Map Amendment #A-1

Shaded Area Proposed for Map Change



Current Land Use Designation:  
RESIDENTIAL LOW DENSITY

Current Zoning Designation:  
UL-7,200

Proposed Land Use Designation:  
RESIDENTIAL HIGH DENSITY

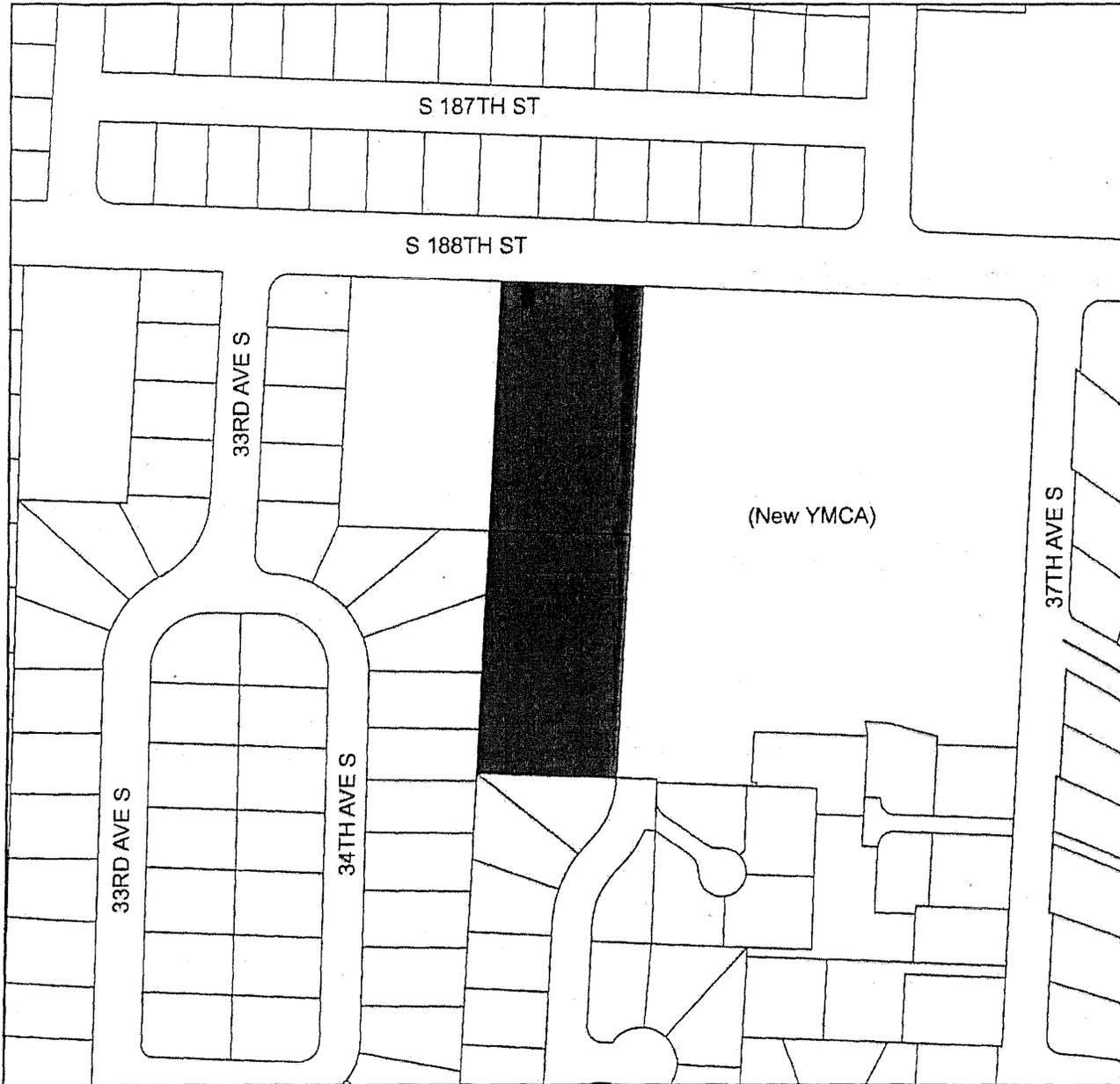
Proposed Zoning Designation:  
UH-1,800

# Map Amendment #A-2

# 2010 Proposed Amendments to the Comprehensive Plan Land Use Plan Map

## Map Amendment #A-2

Shaded Area Proposed for Map Change



Current Land Use Designation:  
RESIDENTIAL LOW DENSITY

Current Zoning Designation:  
UL-5,000

Proposed Land Use Designation:  
OFFICE/COMMERCIAL/MIXED USE

Proposed Zoning Designation:  
O/C/MU (OFFICE/COMMERCIAL/MIXED USE)

# Map Amendment #A-3

# 2010 Proposed Amendments to the Comprehensive Plan Land Use Plan Map Map Amendment #A-3

Shaded Area Proposed for Map Change



Current Land Use Designation:  
COMMERCIAL MEDIUM DENSITY

Current Zoning Designation:  
O/CM (OFFICE/COMMERCIAL MEDIUM)

Proposed Land Use Designation:  
COMMERCIAL HIGH DENSITY

Proposed Zoning Designation:  
CB-C  
(COMMUNITY BUSINESS IN URBAN CENTER)

# Map Amendment #A-4

Not Adopted

# Map Amendment #B-1

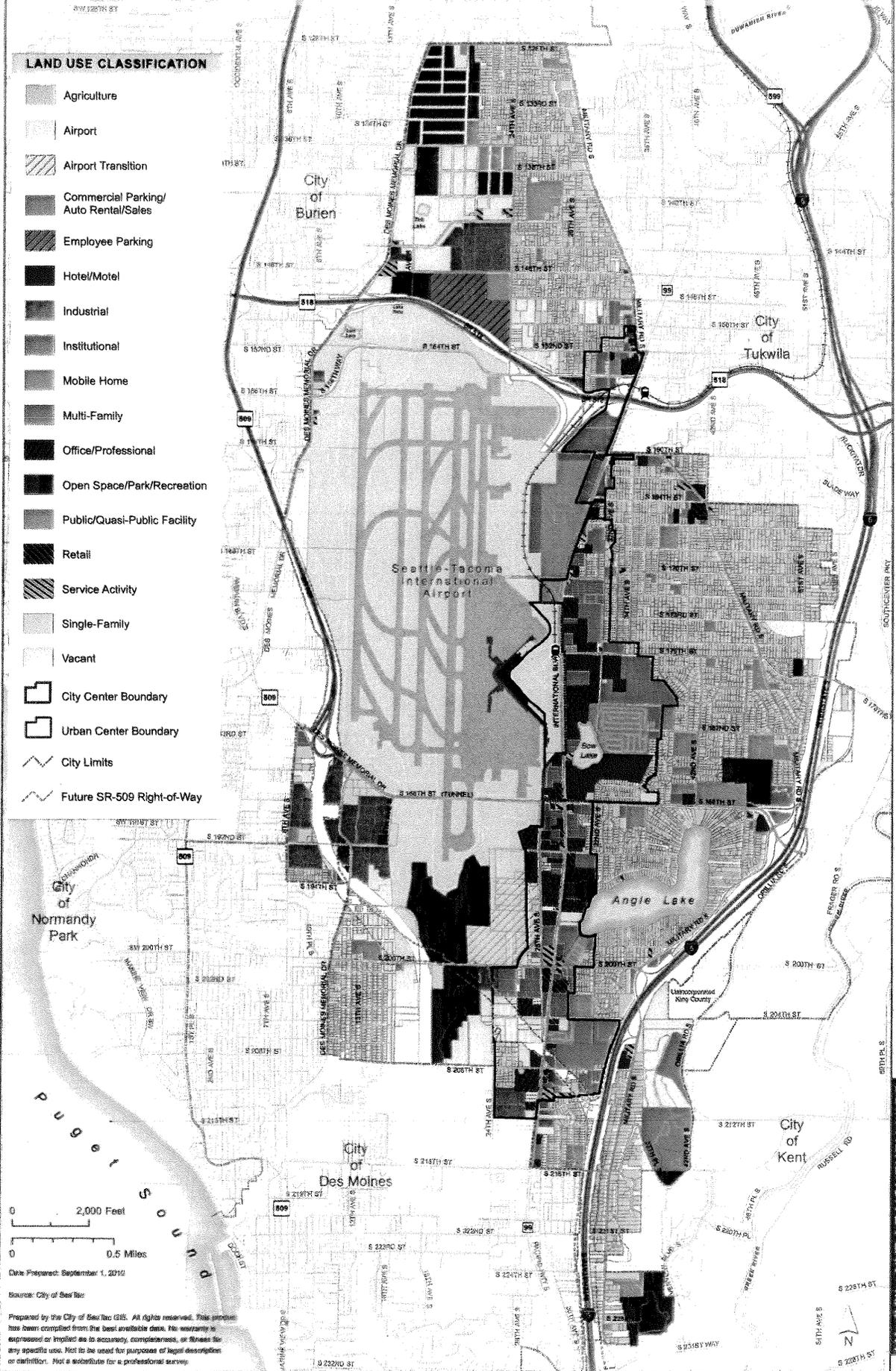
# EXISTING LAND USE

City of SeaTac



## LAND USE CLASSIFICATION

-  Agriculture
-  Airport
-  Airport Transition
-  Commercial Parking/Auto Rental/Sales
-  Employee Parking
-  Hotel/Motel
-  Industrial
-  Institutional
-  Mobile Home
-  Multi-Family
-  Office/Professional
-  Open Space/Park/Recreation
-  Public/Quasi-Public Facility
-  Retail
-  Service Activity
-  Single-Family
-  Vacant
-  City Center Boundary
-  Urban Center Boundary
-  City Limits
-  Future SR-509 Right-of-Way



0 2,000 Feet  
0 0.5 Miles

Date Prepared: September 1, 2010  
Source: City of SeaTac

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

COMPREHENSIVE PLAN MAP 1.4

# Map Amendment #B-2

Withdrawn

(There are no changes to this map this year. This was a “placeholder” amendment to allow for updating this map if new information about wetlands or streams came to the City through studies required by permit processes.)

# Map Amendment #B-3

Withdrawn

(There are no changes to this map this year. This was a “placeholder” amendment to allow for updating this map, anticipating new information about Wellhead Protection Areas from the Highline Water District.)

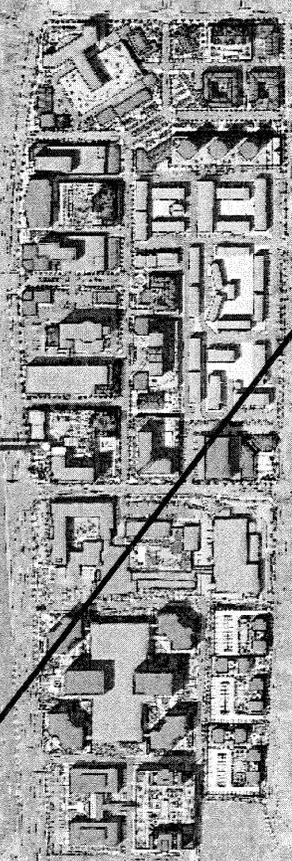
# Subarea Plan Amendments

Subarea Plan  
Amendment #S-1

Rescind SeaTac/Airport  
Station Area Plan

# SEATAC/AIRPORT STATION AREA ACTION PLAN

City of SeaTac



December, 2006



Amend sections of the City Center Plan to incorporate policies in revised Station Area Plan as follows:

1. Prohibit New Surface Park-and-Fly Operations

2. Remove the Collector Streets from Figure 5.1 (Map)

And, in the absence of a map showing future street locations

3. Update policies for new development to provide adequate vehicular and pedestrian access and circulation

AND

4. Include updated description/background information regarding rail station location

Council Amended the Ordinance at the  
November 29, 2010 Special Council  
Meeting to also incorporate the following  
two policies into the City Center Plan:

5. Create parking management practices to  
discourage  
“hide-&-ride” parking

AND

6. Reduce traffic mitigation fees (traffic  
impact reduction allowance) to encourage  
desired developments

1. Prohibit New Surface Park-and-Fly Operations

**Amendments to Implement the Recommendation “City Center Plan and regulations be amended to specify no new surface park-and-fly allowed:”**

Proposed Policies	Implementation Strategies	Primary Responsibility	Time Line
<b>Land Use</b>			
<p><i>Policy LU-1A: Promote a pedestrian-friendly and transit supportive land use pattern for future development projects.</i></p>	<ul style="list-style-type: none"> <li>• Provide for phased implementation of the City Center Plan consistent with the adopted Capital Facilities Plan, phasing of regional projects, and timing of private-sector developments.</li> <li>• Evaluate the zoning map and phasing plan to rezone properties in conjunction with the King County TDR program.</li> <li>• Adopt development standards that require pedestrian-oriented site design and pedestrian-friendly building design.</li> <li>• <del>Permit</del> <u>Prohibit surface commercial surface parking (park-and-fly) uses only as an interim use.</u></li> <li>• Preclude parking uses immediately adjacent to International Boulevard.</li> <li>• Work with the Port of Seattle and businesses to serve the long-term parking market.</li> <li>• Adopt development standards that require a maximum building setback along International Boulevard of twenty feet, and of ten feet along other public or private streets.</li> </ul>	<p>City Council</p>	<p>Immediate</p> <p>Immediate/As needed</p> <p>Immediate</p> <p>Immediate</p> <p>Immediate</p> <p>Short-term</p> <p>Immediate</p>

<b>Proposed Policies</b>	<b>Implementation Strategies</b>	<b>Primary Responsibility</b>	<b>Time Line</b>
<i>Policy LU-1A: Continued</i>	<ul style="list-style-type: none"><li>Require public agencies that provide new high capacity transit service to locate transit stops and/or stations within ¼ mile of all areas within the City Center area when possible.</li></ul>	City Council	Long-term

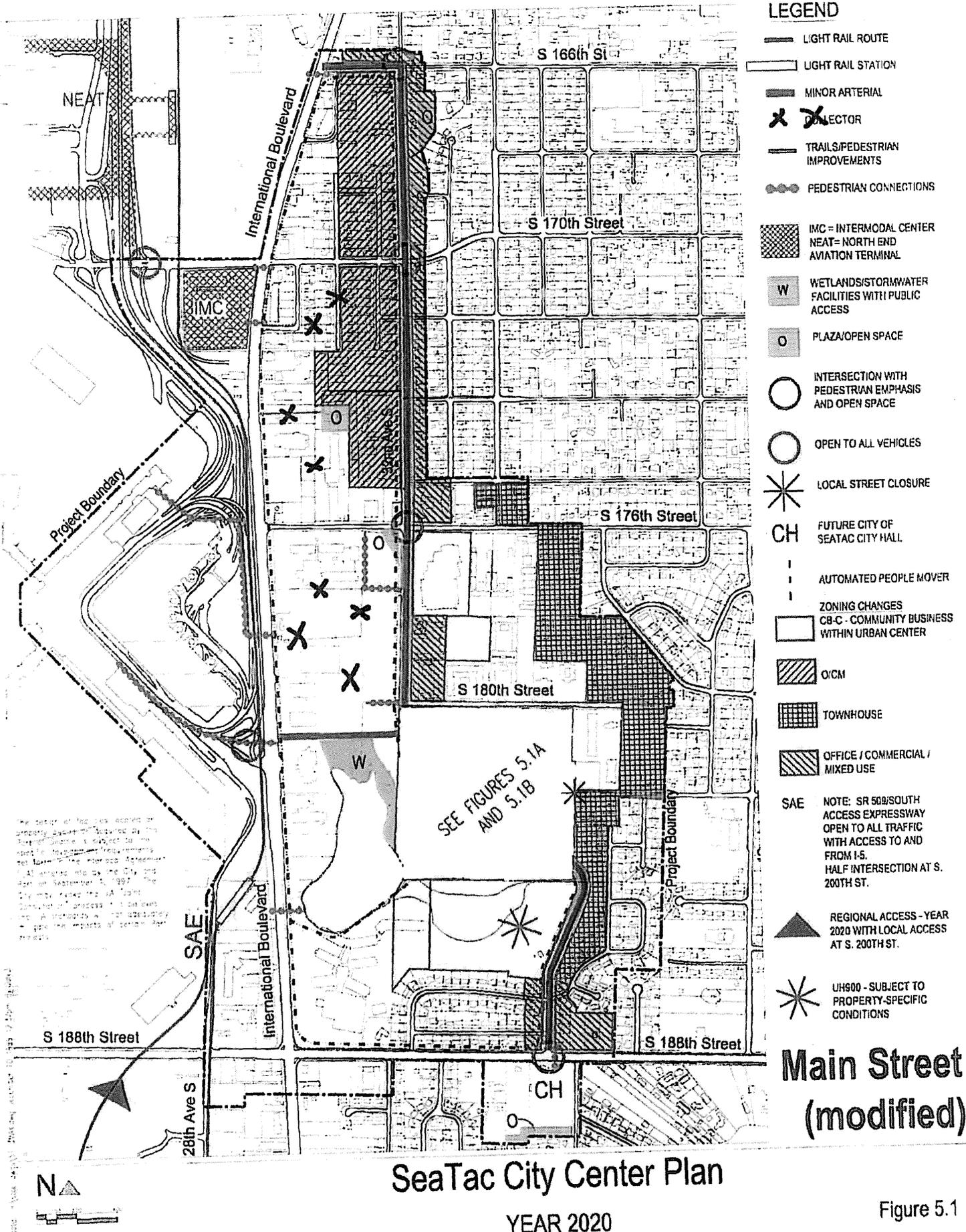


<b>Proposed Policies</b>	<b>Implementation Strategies</b>	<b>Primary Responsibility</b>	<b>Time Line</b>
<p><i>Policy EV-1C: Encourage multiple use facilities for visitors and residents through parking restrictions and incentive-based programs.</i></p>	<ul style="list-style-type: none"> <li>• Adopt development standards that limit parking uses.</li> </ul>	<p>City Council City Staff</p>	<p>Immediate</p>
	<ul style="list-style-type: none"> <li>• Restrict parking uses immediately adjacent to International Boulevard.</li> </ul>	<p>City Council City Staff</p>	<p>Immediate</p>
	<ul style="list-style-type: none"> <li>• Adopt development standards for parking facilities that require pre-design to accommodate non-parking uses, are safe and attractive at all hours, and that incorporate safe and convenient pedestrian access.</li> </ul>	<p>City Council City Staff</p>	<p>Immediate</p>
	<ul style="list-style-type: none"> <li>• <del>Permit</del> <del>Prohibit</del> <del>surface</del> <del>low-intensity</del> <del>commercial</del> <del>surface</del> parking (park-and-fly) uses only on an interim basis.</li> </ul>	<p>City Council City Staff</p>	<p>Immediate</p>
	<ul style="list-style-type: none"> <li>• Adopt development standards that include incentives for commercial parking uses through provision of public amenities.</li> </ul>	<p>City Council City Staff</p>	<p>Immediate</p>
	<ul style="list-style-type: none"> <li>• Permit flexibility in mixed use development through vertical or horizontal configurations.</li> </ul>	<p>City Council City Staff</p>	<p>Immediate</p>

## 2. Remove the Collector Streets from Figure 5.1 (Map)

Note: The following language will be included in the notes section of this map in the revised version.

“New local access streets will be developed as new development occurs, resulting over time in a network of connected streets that provide for vehicular and pedestrian access and circulation.”



**LEGEND**

- LIGHT RAIL ROUTE
- LIGHT RAIL STATION
- MINOR ARTERIAL
- SECTOR
- TRAILS/PEDESTRIAN IMPROVEMENTS
- PEDESTRIAN CONNECTIONS
- IMC = INTERMODAL CENTER
- NEAT = NORTH END AVIATION TERMINAL
- W WETLANDS/STORMWATER FACILITIES WITH PUBLIC ACCESS
- O PLAZA/OPEN SPACE
- INTERSECTION WITH PEDESTRIAN EMPHASIS AND OPEN SPACE
- OPEN TO ALL VEHICLES
- LOCAL STREET CLOSURE
- CH FUTURE CITY OF SEATAC CITY HALL
- AUTOMATED PEOPLE MOVER
- ZONING CHANGES
- CB-C - COMMUNITY BUSINESS WITHIN URBAN CENTER
- O/CM
- TOWNHOUSE
- OFFICE / COMMERCIAL / MIXED USE
- SAE NOTE: SR 509/SOUTH ACCESS EXPRESSWAY OPEN TO ALL TRAFFIC WITH ACCESS TO AND FROM I-5. HALF INTERSECTION AT S. 200TH ST.
- REGIONAL ACCESS - YEAR 2020 WITH LOCAL ACCESS AT S. 200TH ST.
- UH500 - SUBJECT TO PROPERTY-SPECIFIC CONDITIONS

**Main Street  
(modified)**

**SeaTac City Center Plan**

YEAR 2020

Figure 5.1

The detail of this plan is subject to...  
 At a meeting held by the City and...  
 on September 5, 1997. The...  
 City only...  
 The City...  
 The City...  
 The City...



3. Update policies for new development to provide adequate vehicular and pedestrian access and circulation

***Amendments to Implement the Recommendation “In the absence of a map showing a future street network, City Center Plan be amended to include policy for new development to provide adequate vehicular and pedestrian access and circulation:”***

## **Land Use/Zoning**

### **GOAL 1**

**To create a vibrant City Center that encourages high-quality development and is linked to mass transit facilities.**

**Policy LU-1A: Promote a pedestrian-friendly and transit-supportive land use pattern for future development projects.**

#### **Discussion**

Developments that include a mix of uses in close walking distance of each other will encourage people to park once and walk to various uses. Developments with safe and clear pedestrian connections, urban-scale blocks with pedestrian amenities, active street edges rather than blank facades, and proximity to transit service will reduce the need to use automobiles.

**Policy LU-1B: Encourage high-intensity commercial uses to locate along/near International Boulevard with more community-oriented uses to be located in the eastern portions of the City Center.**

#### **Discussion**

The area along International Boulevard should continue to serve as a regional commercial area catering to high intensity Airport needs. These areas can take advantage of regional traffic flow on International Boulevard and the short distance to Airport facilities. Main Street (32<sup>nd</sup> Avenue) will provide accessibility for neighborhood-scale (medium intensity) commercial and residential uses as well as some Airport-related commercial uses. This pedestrian-friendly street is intended to be lined with a mixture of community-oriented retail and commercial uses, a mixture of housing types for various income levels, and provide civic gathering spaces and parks.

Figure 5.1 shows the zoning along Main Street as Office/Commercial Medium (O/CM), Office/Commercial Mixed-Use (O/C/MU), or Townhouse. As noted in the preceding paragraph, Main Street is intended to provide access to neighborhood scale services in the eastern portions of the City Center. The circulation concept for the City Center relies on the notion that ~~the road locations on the map are conceptual and subject to modification as development progresses and needs shift and evolve over time~~ new local access streets will be developed as new development occurs, resulting over time in a

network of connected streets that provide for vehicular and pedestrian access and circulation (internal and external) that serves the needs of the business, residential, and visitor communities. Figures 5.1a and 5.1b illustrate alternatives for providing access through the Bow Lake Center area. In keeping with the intent of Policy LU-1B, the zoning shown adjacent to Main Street in Figure 5.1 would shift with the street location alternative chosen as this area develops.

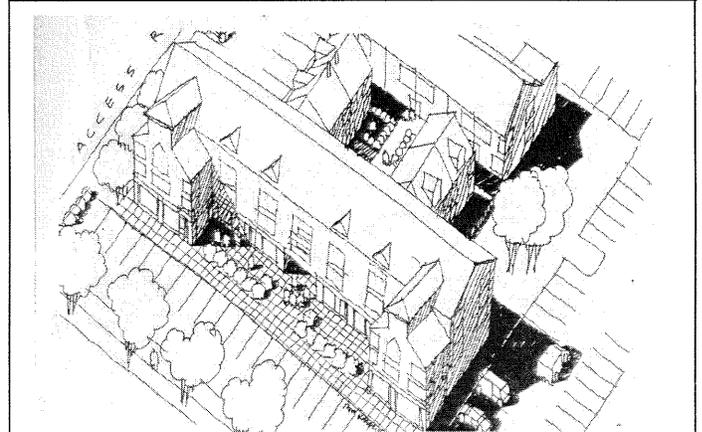
High intensity commercial areas along International Boulevard are anticipated to include hotels, offices, Park-&-Fly garages, services, retail, transit, and entertainment uses. There is no change in the extent of the “high intensity” commercial area. Unappealing parking garages are to be discouraged as a dominant land use in the City Center. Development standards could require parking structures to be set back from International Boulevard or require that an active building be placed in front of the structure. This may limit the parking capacity of parcels fronting International Boulevard. In addition, parking could be increased in exchange for public benefits such as open space, public access routes, and improved aesthetics.

The types of buildings allowed in the high intensity commercial areas include a mix of large and medium sized hotels, office buildings, and parking garages.

*Large hotels may develop from ten to fourteen stories with stand-alone parking structures. These may be limited by FAA height restrictions.*

*Medium sized hotel/motel projects with surface parking lots as well as parking underneath the rooms may be up to four stories.*

*Large office buildings may be eight to twelve stories high with a structured parking garage. These may be limited by FAA height restrictions.*



## TRANSPORTATION/ROADS

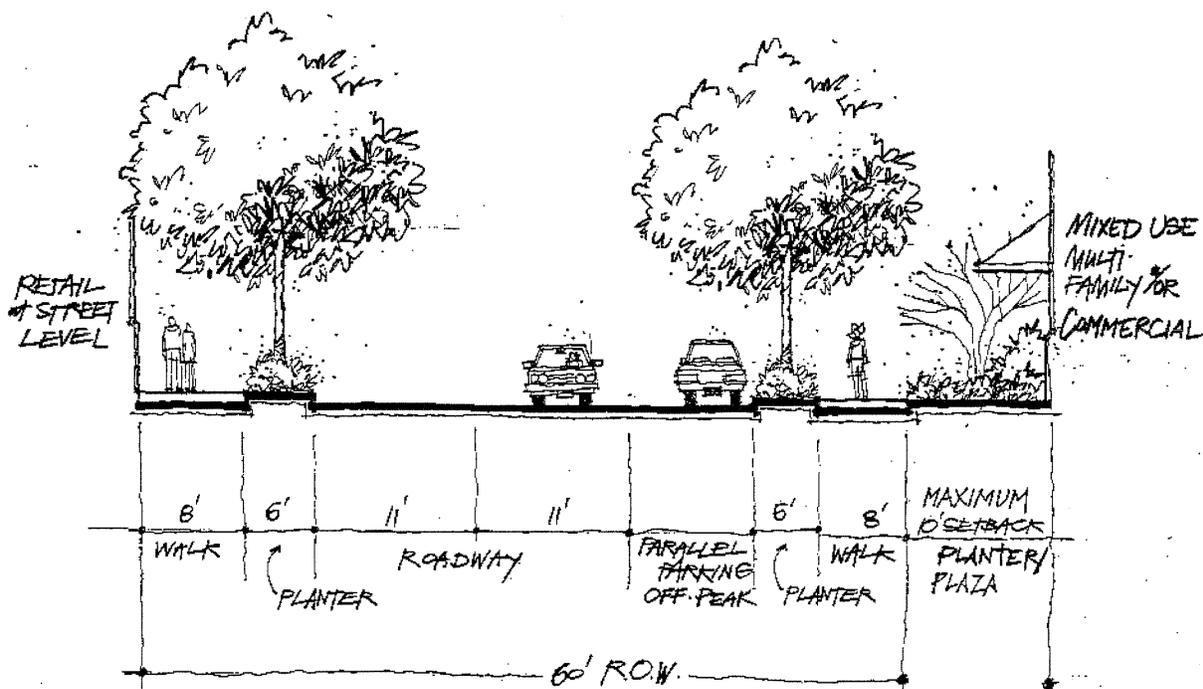
### GOAL 1

To provide safe and efficient vehicular access to, from and through the City Center.

**Policy T-1A:** Create a new “Main Street” along 32<sup>nd</sup> Avenue South and provide adequate connections to existing and future City Center streets.

#### Discussion

An alternative north-south arterial is necessary to allow City Center residents and employees to move through the City Center area without being entirely dependant upon access to International Boulevard. As a state route, International Boulevard will continue to carry large volumes of regional traffic. A system of smaller collector streets will allow local traffic to reach the major arterials that provide regional access (S. 188<sup>th</sup> St. and International Boulevard). Main Street, with several existing and potential east-west connections to International Boulevard, will become the primary local traffic artery for the City Center. This route will be designed to accommodate local traffic needs only, and will have a relatively low design speed and insufficient capacity to serve as a bypass to International Boulevard for pass-through regional traffic.



*Typical minor arterial street section.*

**Policy T-1B: Ensure adequate vehicular access from the City Center to International Boulevard and other local and regional facilities.****Discussion**

Good access to major transportation modes and significant commercial developments is key to realizing the development potential of much of the City Center. Multiple access ways will improve the ability to move people, goods, and services throughout the City Center as well as access facilities outside of the City Center.

**Policy T-1C: Create a new connected network of public and private collector streets to promote provide vehicular and pedestrian access and provide vehicular circulation.****Discussion**

~~The City Center Plan Map generally provides for an interconnected network of collector streets throughout the City Center area. While the exact location of future collector streets is not specified on the map, general consistency with the need for such a street network is required, subject to adopted Development Agreements, the constraints of topography, and the planned phasing of arterial streets. It is expected that as new developments are constructed, access to these developments will be necessary. To the extent possible, as subsequent new developments emerge, access to these developments should connect to existing local streets to form a system that best serves the access and circulation needs of the area.~~ Increasing the numbers of collector streets provides more prime street front development sites, and automobiles and pedestrians are better able to circulate around and through the area. These streets will also reduce traffic impacts at existing intersections by dispersing traffic through a wider local street network. New streets with sidewalks and appropriate landscaping, built by either the public sector or the private sector, will serve to improve the development capacity of these areas.

**Policy T-1D: Employ traffic calming techniques and other measures to minimize traffic congestion in existing single family neighborhoods caused by development in the City Center.****Discussion**

The addition of new arterial and collector roads will reduce the need for traffic to use streets that primarily serve single family neighborhoods. A variety of devices may be employed to help discourage the use of streets that primarily serve single family neighborhoods by making such streets less convenient to pass-through traffic. Street intersections can be narrowed so that cars must slow down to make turns. Visually narrowing streets by adding street trees and extending the sidewalks at the intersection crosswalks will cause cars to slow down by changing the perception that the road is wide open and safe for high speeds. Traffic circles can be added to residential intersections. These require cars to travel at very slow speeds to maneuver around them. Also signs can be added identifying residential streets with reduced speed limits.

Proposed Policies	Implementation Strategies	Primary Responsibility	Time Line
<b>Transportation</b>			
<b>Policy T-1A:</b> Create a new "Main Street" along 32 <sup>nd</sup> Avenue South and provide adequate connections to existing and future City Center streets.	<ul style="list-style-type: none"> <li>Acquire and/or improve public right of way incrementally as needed to construct Main Street and new public access ways pursuant to the Modified Main Street Plan.</li> </ul>	City Council	See Phasing Plan (Fig. 6.1)
<b>Policy T-1B:</b> Ensure adequate vehicular access from the City Center to International Boulevard and other local and regional facilities.	<ul style="list-style-type: none"> <li>Require new developments along International Boulevard or other arterials to provide <del>collector roads as shown in the Modified Main Street Plan (Fig. 5.1)</del> <u>adequate vehicular and pedestrian connections from the development to adjacent arterials.</u></li> <li><del>Provide adequate arterial connections as shown in the plan.</del></li> </ul>	City Council  City Council City Staff	Short Term  Long-Term
<b>Policy T-1C:</b> Create new public and private collector streets to <del>promote provide vehicular and pedestrian access and provide vehicular access</del> <u>promote provide vehicular and pedestrian access and provide vehicular access circulation.</u>	<ul style="list-style-type: none"> <li>Require developments to provide a system of collector roads to create a series of City blocks consistent with the plan.</li> <li>Provide rights-of-way for collector roads, whether public or private, of 48 to 60 feet in width including drive lanes, sidewalks and landscaping.</li> </ul>	City Council  City Council City Staff	Immediate  Short-Term
<b>Policy T-1D:</b> Employ traffic calming techniques and other measures to minimize traffic congestion in existing single family neighborhoods caused by development in the City Center.	<ul style="list-style-type: none"> <li>Design new streets and intersections to include traffic calming measures to restrict access to single family neighborhoods.</li> </ul> <p>Revise or close existing streets and intersections as needed to discourage or restrict access</p>	City Staff  City Council City Staff	Short Term  Ongoing

Proposed Policies	Implementation Strategies	Primary Responsibility	Time Line
	from east-west bound City-Center-generated traffic.		
<p><b>Policy T-2A:</b> <i>Develop sidewalks and pedestrian/bike trails and paths to link public, private and civic facilities to other areas within the City Center.</i></p>	<ul style="list-style-type: none"> <li>• Adopt Development standards that require new development to provide links in accordance with the plan.</li> <li>• Consider requiring new developments to provide pedestrian connections as shown on the plan, as a condition of permit approval.</li> <li>• Build and improve sidewalks in the City Center.</li> </ul>	<p>City Council and City Staff</p> <p>City Council and City Staff</p> <p>City Council and City Staff/Private Sector</p>	<p>Immediate</p> <p>Short Term</p> <p>As properties redevelop</p>
<p><b>Policy T-2B:</b> <i>Encourage the provision of pedestrian access to the Airport and future LRT stations.</i></p>	<ul style="list-style-type: none"> <li>• City to work with Sound Transit and the Port to ensure adequate access.</li> <li>• Provide incentives to private developers to provide public access by allowing increased density and parking.</li> </ul>	<p>City Council and City Staff</p> <p>City Council and City Staff</p>	<p>Ongoing</p> <p>Immediate</p>
<p><b>Policy T-3A:</b> <i>Establish safe and convenient access from light rail stations to all areas of the City Center.</i></p>	<ul style="list-style-type: none"> <li>• City to work with Sound Transit.</li> </ul>	<p>City Staff</p>	<p>Ongoing</p>

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4. Include updated  
description/background information  
regarding rail station location



1. Direct bus to LRT transfer connection point. The goal is to minimize walking/transfer distances between travel modes as well as improving access to the City Center. Transfer points should be located directly below the elevated pedestrian walkway on both sides of International Boulevard. Bus pull-out locations could be included along with a signal preempt to allow buses back into the flow of traffic.
2. Off-street LRT auto-passenger pick-up and drop-off (“kiss n ride”) location. The goal is to provide a safe and much needed drop-off area for local residents, since convenient station access ~~to~~ from the residential area would not exist and pedestrian walking distances are too great for the majority of area residents to walk to the station.
3. Grade-separated LRT pedestrian access. The goal is to provide direct and safe access to City Center core commercial uses and to the existing Airport terminal.
4. LRT integration with commercial development. The goal is to provide retail uses that would serve both the LRT rider and the employees within the core area and to reduce the visual impact of stand-alone transit structures.
5. LRT pedestrian link to the Airport and City Center. The goal is to improve pedestrian connections between the existing Airport terminal, City Center commercial areas, and LRT station. This would improve ridership and flexibility of the system and is especially important for LRT passengers arriving from the south and travelers going to the existing terminal.
6. Comfortable and inviting pedestrian walkways. The goal is to provide clear way-finding for riders. Walkways should be designed for safety and include retail activities to ensure pedestrian comfort.
7. Aerial LRT Tracks located on west of the Boulevard. The goal is to minimize the physical and visual impacts to the commercial properties and traffic along the Boulevard.

Different levels of development could occur around a high capacity transit station. Figure 5.5 illustrates one potential development scenario ~~around the IMC station~~. By developing these future projects as dense, mixed-use projects, parking could be shared and overall parking demand could be reduced as compared to separate, stand-alone projects. These types of dense mixed-use projects would provide both the desired pedestrian activities now lacking in SeaTac and maximize the potential LRT ridership.

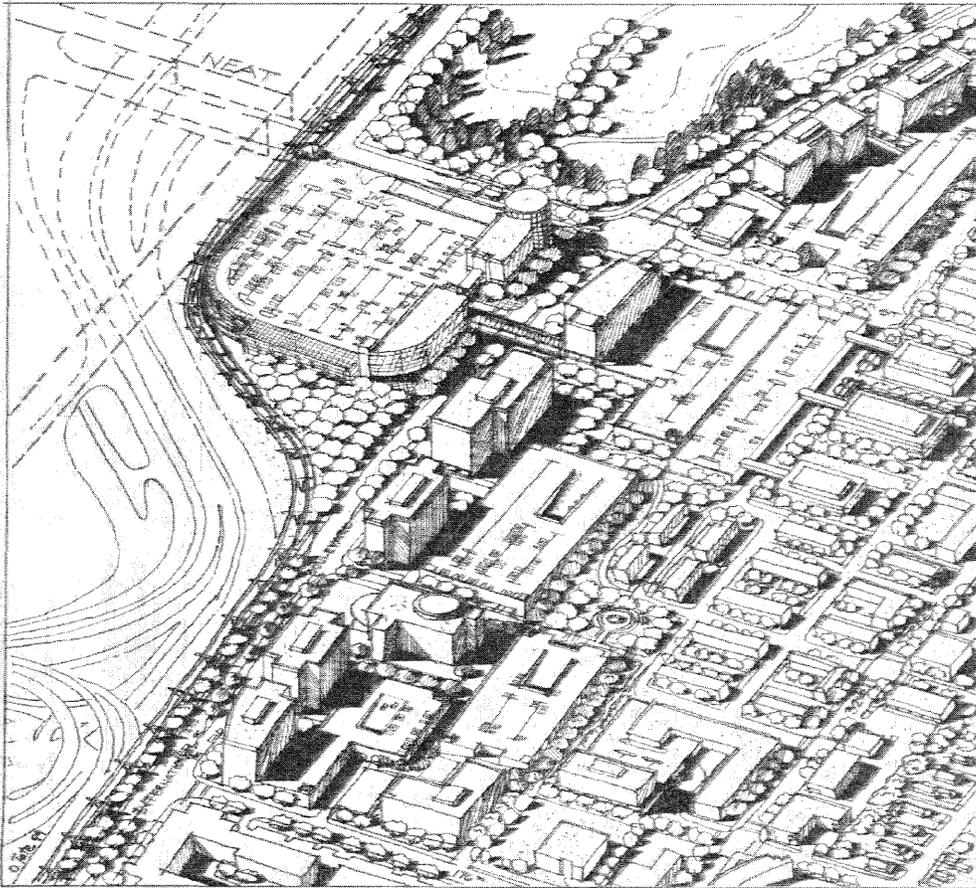


Figure 5.5 Illustration of a potential North City Center Gateway Redevelopment Scenario — High Intensity

5. Create parking management practices  
to discourage  
“hide-&-ride” parking

## ***Amendments to Include the policy to create parking management practices to discourage “hide-&-ride” parking:***

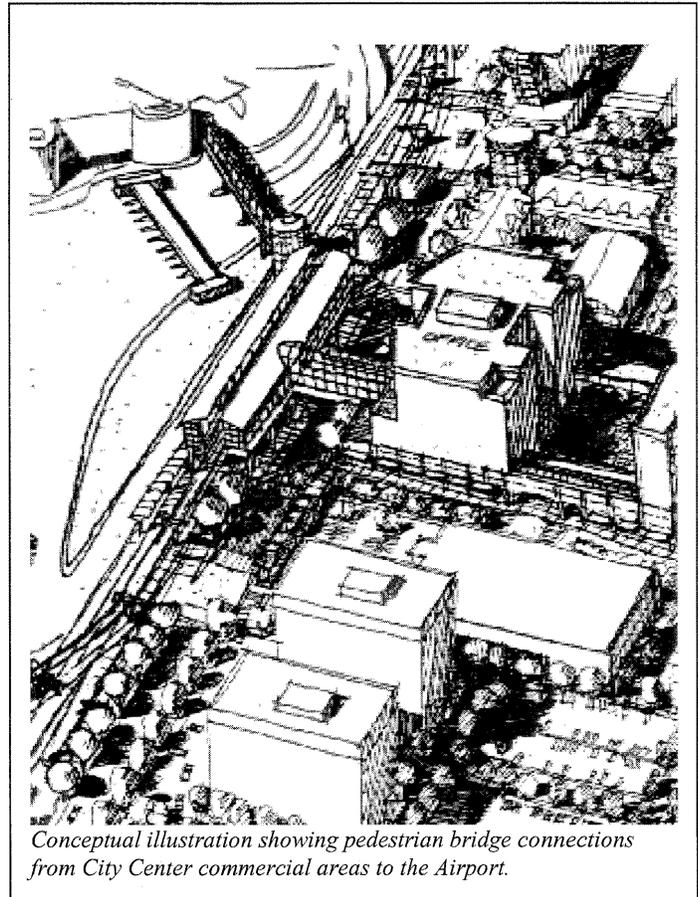
### **GOAL 3**

**To integrate and encourage adequate mass transit systems and facilities to serve the City Center.**

**Policy T-3A: Establish safe and convenient access from light rail stations to all areas of the City Center.**

#### **Discussion**

A light rail transit station can become a focus for housing and commercial development due to the improved access to the entire region. Transit stations typically will not be used by pedestrians originating further than a half mile from the station. A station should be located as close as possible to the center of the City Center area to serve the users of offices, services, and housing. Areas of the City Center outside of the ½ mile radius from the station should be served by moving sidewalks, shuttles, or other automated systems to promote easy access to the stations.



*Conceptual illustration showing pedestrian bridge connections from City Center commercial areas to the Airport.*

**Policy T-3B: Ensure that the City Center is adequately served by mass transit facilities and systems, such as an APM.**

#### **Discussion**

The City Center area is too large for quick and easy pedestrian access throughout the entire area. A system to move pedestrians around the City Center and connect to the Airport terminals will reduce the need for automobiles and encourage Airport employees and travelers to use services in the City Center. This system must be safe and easy to use, and could include moving sidewalks and/or a variety of automated people mover (APM) technologies. All LRT stations should be pre-designed to accommodate APM service.

**Policy T-3C: Ensure that transit facilities are supported by adequate vehicular and pedestrian links to the City Center.**

#### **Discussion**

City Center businesses and residents need good connections to the Airport, light rail, and bus terminals by foot and by vehicle. Clear and efficient routes between transit facilities and the City Center are essential

to the success of businesses and an attractive public environment. A moving sidewalk or people mover system is desirable to create an easy connection between the Airport and the City Center.

**Policy T-3D: Create parking management practices to discourage “hide-&-ride” parking.**

**Discussion**

Hide-&-ride parking, is the practice of commuters or airport users leaving vehicles parked for long periods of time on neighborhood and city streets. The City should implement parking management techniques that prevent airport and light rail users from using neighborhood and city streets for these purposes.

<i>Proposed Policies</i>	Implementation Strategies	Primary Responsibility	Time Line
<i>Policy T-3A: Establish safe and convenient access from light rail stations to all areas of the City Center.</i>	<ul style="list-style-type: none"> <li>City to work with Sound Transit.</li> </ul>	City Staff	Ongoing
<i>Policy T-3B: Ensure that the City Center is adequately served by mass transit facilities and systems, such as an automated people mover.</i>	<ul style="list-style-type: none"> <li>City to work with Sound Transit, METRO, and private transit companies to ensure adequate service.</li> </ul>	City Staff	Immediate
<i>Policy T-3C: Ensure that transit facilities are supported by adequate vehicular and pedestrian links to the City Center.</i>	<ul style="list-style-type: none"> <li>Adopt development standards for station areas to require adequate connections to the City Center.</li> </ul>	City Council	Immediate
<i>Policy T-3D: Create parking management practices to discourage “hide-&amp;-ride” parking</i>	<ul style="list-style-type: none"> <li>Develop and implement parking management techniques that prevent airport and light rail users from leaving their vehicles for long periods of time on neighborhood streets.</li> </ul>	City Council City Staff	Short Term (1-3 years)

6. Reduce traffic mitigation fees  
(traffic impact reduction allowance)  
to encourage desired developments

**Amendments to Include the policy to reduce traffic mitigation fees to encourage desired developments:**

**Land Use/Zoning**

**GOAL 1**

**To create a vibrant City Center that encourages high-quality development and is linked to mass transit facilities.**

Policy LU-1C: Reduce traffic mitigation fees (traffic impact reduction allowance) to encourage desired developments.

Discussion

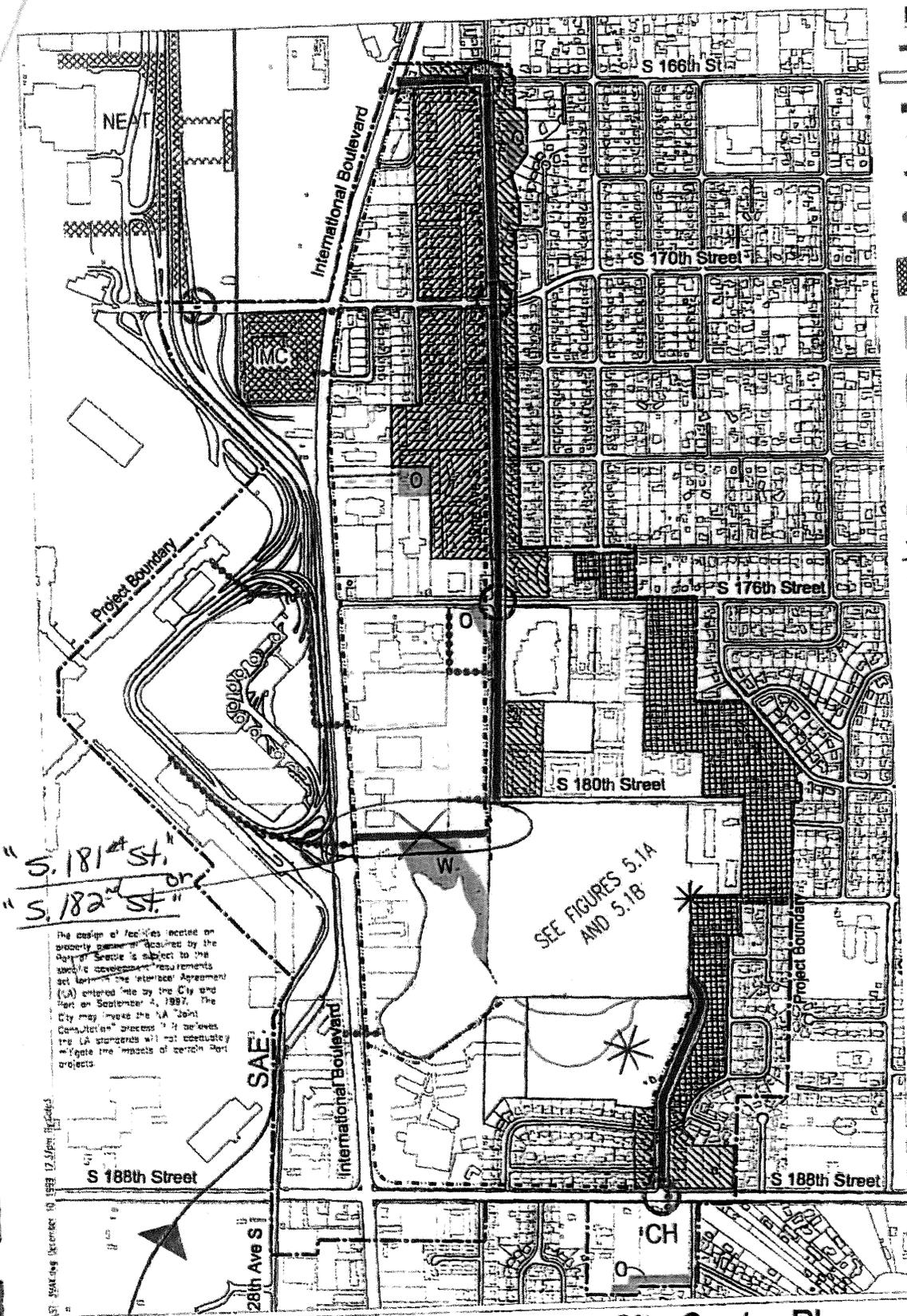
The City should implement a program to offer reduced traffic mitigation fees to encourage desired developments, such as mixed use.

<i>Proposed Policies</i>	<i>Implementation Strategies</i>	<i>Primary Responsibility</i>	<i>Time Line</i>
<u>Policy LU-1C: Reduce traffic mitigation fees (traffic impact reduction allowance) to encourage desired development.</u>	<ul style="list-style-type: none"> <li><u>Allow reduced traffic mitigation fees to encourage desired developments, such as mixed use.</u></li> </ul>	<u>City Council</u>	<u>Short Term (1 – 3 years)</u>

Subarea Plan  
Amendment #S-2

**LEGEND**

-  LIGHT RAIL ROUTE
-  LIGHT RAIL STATION
-  MINOR ARTERIAL
-  COLLECTOR
-  TRAILS/PEDESTRIAN IMPROVEMENTS
-  PEDESTRIAN CONNECTIONS
-  IMC= INTERMODAL CENTER  
NEAT= NORTH END AVIATION TERMINAL
-  W WETLANDS/STORMWATER FACILITIES WITH PUBLIC ACCESS
-  O PLAZA/OPEN SPACE
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-  SAE NOTE: SR 5209 SOUTH ACCESS EXPRESSWAY OPEN TO ALL TRAFFIC WITH ACCESS TO AND FROM I-5. HALF INTERSECTION AT S. 200TH ST.
-  REGIONAL ACCESS - YEAR 2020 WITH LOCAL ACCESS AT S. 200TH ST.
-  UH900 - SUBJECT TO PROPERTY-SPECIFIC CONDITIONS



"S. 181<sup>st</sup> St."  
"S. 182<sup>nd</sup> St." one

SEE FIGURES 5.1A AND 5.1B

The design of facilities located on property owned or acquired by the Port of Seattle is subject to the local development requirements set forth in the Interlocal Agreement (IA) entered into by the City and Port on September 2, 1997. The City may invoke the "IA Joint Contingencies" process if at any level the IA standards will not adequately mitigate the impacts of certain Port projects.

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**SeaTac City Center Plan**

YEAR 2020

**Main Street (modified)**

Figure 5.1

# Text Amendments

# Text Amendments

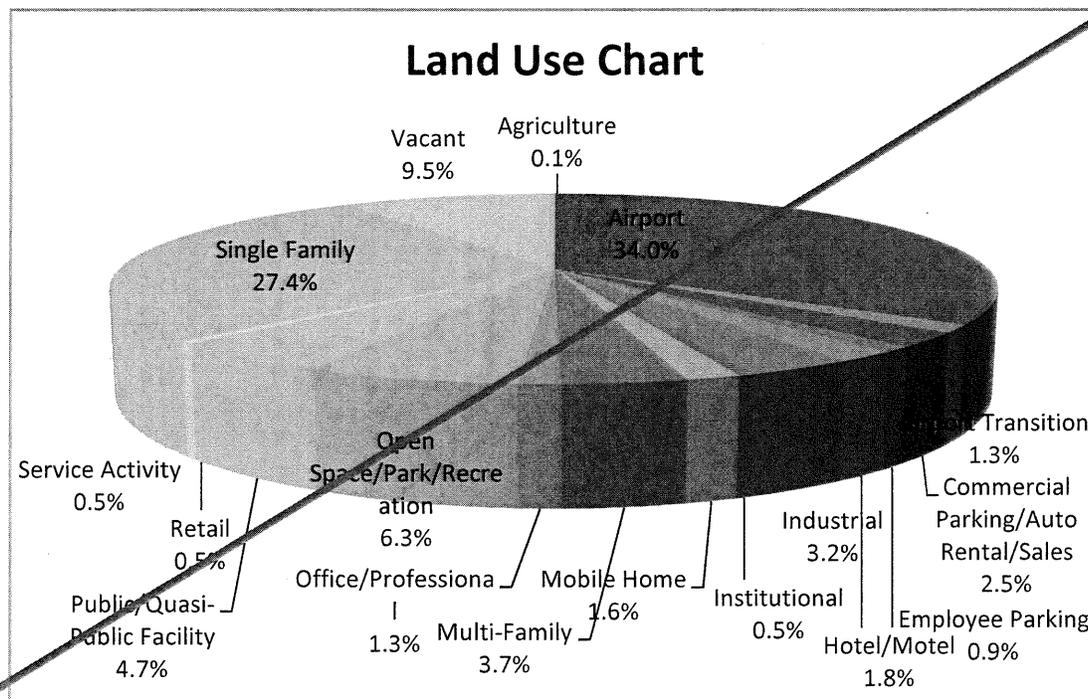
#T-1 and #T-2

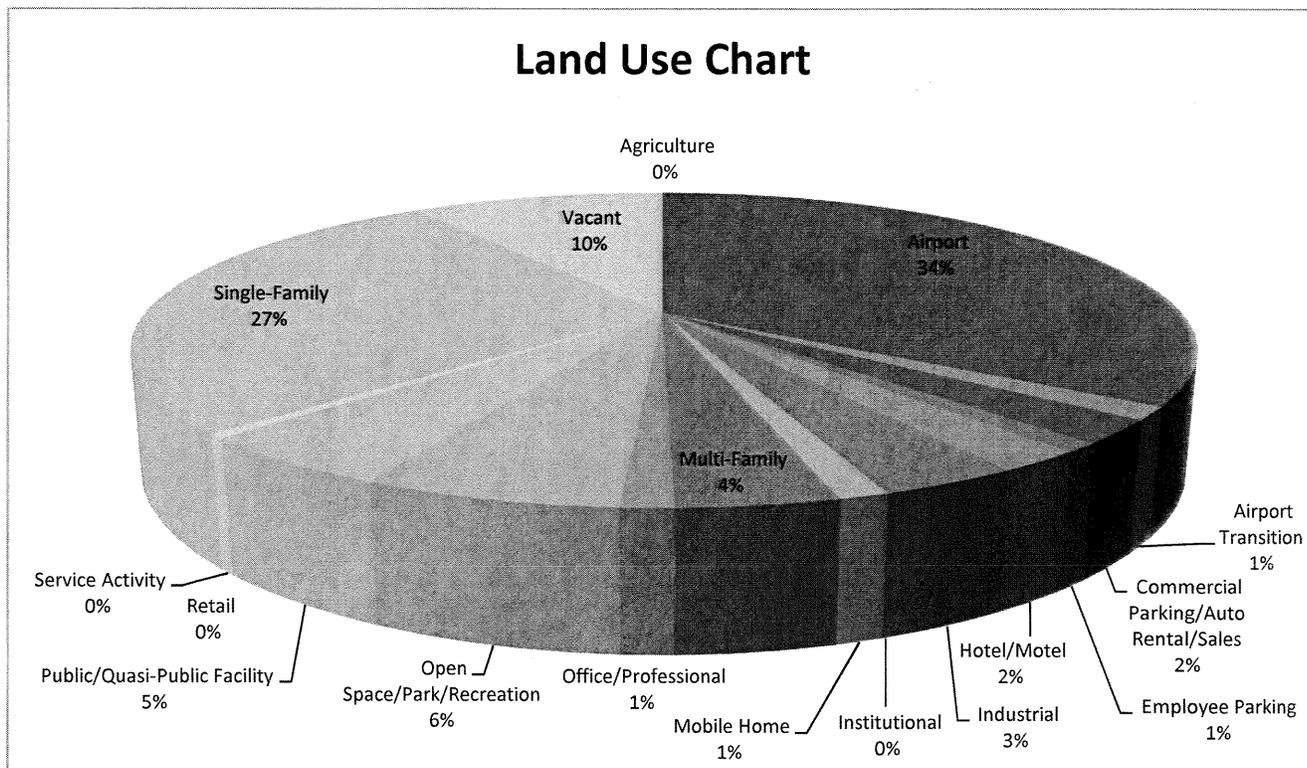
# EXISTING LAND USE PATTERNS

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

The City of SeaTac currently contains 8,072 acres, or 12.6 square miles, of land within its borders (this includes all streets, roads, highways, and other rights-of-way not shown in figures A1.1 and A1.2). As shown in Figures A1.1 and A1.2 below, this land acreage consists primarily of airport-related, single-family residential, and commercial/retail land uses. The percentages cited below are based on a SeaTac acreage subtotal (5,387,395 acres) that excludes right-of-ways from the total amount. If included into the percentage breakdowns, rights-of-way would be among the single largest land use category with 2,685 acres (33% of the total land area). Map #1.4 illustrates the existing land use distribution in the City.

**Figure A1.1**  
**Land Use Summary Chart**  
[Draft New 2009 Chart]





**Figure A1.2**  
**Land Use Summary Tab**  
 The existing land use categories are described below.  
**[Draft New 2010 Table]**

<b>Land Use Summary Table</b>			
<b>Land Use</b>	<b>Square Feet</b>	<b>Acres</b>	<b>% of Total</b>
Agriculture	350,004	8	0.1%
Airport	79,772,795	1,831	34.0%
Airport Transition	3,056,123	70	1.3%
Commercial Parking/Auto Rental/Sales	5,833,779	134	2.5%
Employee Parking	2,198,644	50	0.9%
Hotel/Motel	4,357,531	100	1.8%
Industrial	7,603,858	175	3.2%
Institutional	1,162,738	27	0.5%
Mobile Home	3,802,308	87	1.6%
Multi-Family	8,750,480	201	3.7%
Office/Professional	2,991,894	69	1.3%
Open Space/Park/Recreation	14,893,344	342	6.3%
Public/Quasi-Public Facility	11,070,951	254	4.7%
Retail	1,165,700	27	0.5%
Service Activity	1,076,886	25	0.5%
Single Family	64,300,238	1,476	27.4%
Vacant	22,278,829	511	9.5%
<b>TOTAL</b>	<b>234,646,101</b>	<b>5,387</b>	<b>100.0%</b>

<u>Land Use Summary Table</u>				
<u>Land Use</u>		<u>Square Feet</u>	<u>Acres</u>	<u>Percent of Total</u>
<u>Agriculture</u>		<u>350,003.99</u>	<u>8.03</u>	<u>0%</u>
<u>Airport</u>		<u>80,050,830.22</u>	<u>1,837.71</u>	<u>34%</u>
<u>Airport Transition</u>		<u>3,056,122.40</u>	<u>70.16</u>	<u>1%</u>
<u>Commercial Parking/Auto Rental/Sales</u>		<u>5,620,858.34</u>	<u>129.04</u>	<u>2%</u>
<u>Employee Parking</u>		<u>2,198,643.54</u>	<u>50.47</u>	<u>1%</u>
<u>Hotel/Motel</u>		<u>5,119,457.59</u>	<u>117.53</u>	<u>2%</u>
<u>Industrial</u>		<u>7,725,301.45</u>	<u>177.35</u>	<u>3%</u>
<u>Institutional</u>		<u>414,828.53</u>	<u>9.52</u>	<u>0%</u>
<u>Mobile Home</u>		<u>2,842,971.37</u>	<u>65.27</u>	<u>1%</u>
<u>Multi-Family</u>		<u>9,417,856.63</u>	<u>216.20</u>	<u>4%</u>
<u>Office/Professional</u>		<u>3,060,644.74</u>	<u>70.26</u>	<u>1%</u>
<u>Open Space/Park/Recreation</u>		<u>14,899,463.54</u>	<u>342.04</u>	<u>6%</u>
<u>Public/Quasi-Public Facility</u>		<u>11,029,272.01</u>	<u>253.20</u>	<u>5%</u>
<u>Retail</u>		<u>1,173,035.75</u>	<u>26.93</u>	<u>0%</u>
<u>Service Activity</u>		<u>1,085,552.90</u>	<u>24.92</u>	<u>0%</u>
<u>Single-Family</u>		<u>64,209,849.35</u>	<u>1,474.06</u>	<u>27%</u>
<u>Vacant</u>		<u>22,730,771.27</u>	<u>521.83</u>	<u>10%</u>
<u>Total</u>		<u>234,985,463.63</u>	<u>5,394.52</u>	<u>100%</u>

## RESIDENTIAL LAND USES

A majority (54 percent) of SeaTac's residential units are **single-family** homes (2000 US Census). In fact, ~~27.4~~27.3% percent (~~1,476~~1,474.6 acres) of the City's acreage is single-family residential. This situation represents the area's historic development trend, which initially was focused primarily on residential and agricultural land uses. It wasn't until the construction of S.R. 99 and, later, Seattle-Tacoma International Airport that significant commercial development started to appear within the community.

Much of the newer residential development in SeaTac has been **multi-family** in nature, including an 80-unit senior housing facility at 4040 S. 188<sup>th</sup> St, completed in 2004. While there are pockets of multiple family housing in numerous sections of the City, two areas of major concentration are located in the vicinity of:

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

Multi-family development consumes less land per housing unit than single-family housing. For example, multi-family residential units make up 37 percent of the total residential units in SeaTac, but only consume ~~3.74~~12 percent of the City's area and ~~11~~12 percent of the residentially used land.

SeaTac has a relatively large number of **mobile homes** (~~610~~532 units, according to the ~~2009 OFM Housing Unit and Population Estimate Report~~), which make up ~~7.5~~ percent of the City's housing units. Most of the mobile homes are located in mobile home parks, which include the following (~~unit counts for the individual Mobile Home Parks Data~~ are from the City's ~~2008-2010~~ OFM Housing Unit and Population Estimate Report):

- Bow Lake Mobile Home Park            404407Units  
18030 32nd Avenue S.
- ~~Town and Country Mobile Home Parks~~     ~~60~~ Units  
~~2701 S. 205th Street~~
- Firs Mobile Home Park                    73 Units  
20440 International Boulevard
- Angle Lake Mobile Home Park            63 Units  
2916 S. 200th Street

Text Amendment T-2

The last of the mobile home parks west of International Boulevard were closed in January of 2010. The three mobile home parks listed above are located east of International Boulevard and are outside of the ~~are within the~~ 65+ Ldn noise impact

~~contour areas, and therefore are not subject to FAA noise insulation requirements. Because of this noise factor and their close proximity to the Airport, many of the affected mobile home units are expected to convert to nonresidential uses. Since there is no cost-effective method for providing sound insulation to mobile homes in the 65+ Ldn areas, the Port of Seattle and Federal Aviation Administration have developed a program that will use federal funds to assist in the relocation of these mobile home units, in the event of a mobile home park closure.~~

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# Text Amendment #T-3

(Withdrawn. No amendment related to the Major Zoning Code Update is necessary at this time)

# Text Amendment #T-4

# GOALS AND POLICIES

Text Amendment #T-4, Part 1

Goals and policies were developed to help guide the preparation of the City's transportation plan. The goals and policies establish the general philosophy for use of City rights-of-way and transportation funds. The policies also indicate City priorities for regional transportation system programs, including bus and rail transit, people mover systems, and transportation demand management (TDM).

## GENERAL

### GOAL 3.1

**To promote the safe and efficient mobility of people and goods of SeaTac residents, businesses, and visitors through a multi-modal transportation system that encourages alternative travel modes.**

**Discussion:** This goal acknowledges the need for alternative travel modes to meet the transportation needs of the City. In the short- to mid-range (zero- to 10-year) horizon, this plan includes improvements to the arterial and freeway system, including improvements and additions to existing transit service and nonmotorized facilities. The plan also promotes reducing transportation demand, especially during peak travel periods, by encouraging alternative travel modes to single-occupant vehicles. Sound Transit's Light Rail Transit System (HCT) ~~is scheduled to be operational by the year~~ opened in 2009 with the Tukwila International Boulevard Station at S. 154<sup>th</sup> St. and the SeaTac/airport Station in 2010. ~~Personal Rapid Transit (PRT) has been considered to connect travelers to the light rail stations, the Airport, hotels and other destinations in the City without increasing congestion on the roadways, a potential system, but is not currently available to meet the transportation needs of the City. The PRT options, or options for a similar type of system that would provide a similar function,~~ should be considered when the technology demonstrates that such a system is feasible for the City. Implementation actions should be pursued according to the design and financial feasibility of any HCT system, and supportive land use actions pursued that will be consistent with its future success.

...

## TRANSIT/MULTI-MODAL/TRANSPORTATION DEMAND MANAGEMENT

### GOAL 3.4

**To encourage the use of transit and other High Occupancy Vehicle (HOV)/multi-modal travel modes to accommodate a larger proportion of existing and future travel in and adjacent to the City of SeaTac.**

**Discussion:** Area residents and elected officials identified the need for improved transit service and programs to increase the use of high occupancy vehicles in the City of SeaTac. Furthermore, increased transit and Transportation Demand Management programs will be needed to reduce the need for continued widening or new construction of arterials. The success of these programs is an important consideration in establishing the acceptable level of service standard for principal and minor arterials at LOS E or better. The following policies are identified to implement this goal.

#### **Policy 3.4A**

Work with Metro Transit to focus local transit service on major employment centers and feeder service to the residential areas, including existing concentration areas and the future growth areas, such as the Urban Center.

**Discussion:** Local transit service, which is primarily north-south in orientation, should be rerouted to serve the ABC area and the entire Urban Center as it develops. The rerouting should also look to maximize transit access to existing employment centers within the City. Providing direct transit service concurrent with the development will allow new employees the maximum flexibility in choosing an alternative to driving alone.

#### **Policy 3.4B**

Work with Metro Transit and adjacent jurisdictions to enhance east-west transit service and future multi-modal transit options.

**Discussion:** Existing transit service to the City of SeaTac primarily targets north-south commuters. Analysis of existing and future travel patterns shows a significant east-west travel pattern, especially to employment centers in the Kent Valley. Without new east-west transit service, many commuters will have minimal opportunities to use transit with the result being an increased demand for east-west roadway capacity.

#### **Policy 3.4C**

Coordinate with Sound Transit, King County/Metro, WSDOT, Port of Seattle, and other regional and local agencies to plan and implement for a High Capacity Transit (HCT) system to serve the City of SeaTac and

the Airport. Integrate the systems into planned transportation system improvements such as the South Access Roadway project.

**Discussion:** The Urban Center, Sea-Tac Airport, and its associated facilities generate high volumes of traffic and users daily. The current and future impact of such activity warrants the consideration of a regional HCT system. Such a system can reduce future traffic volumes and congestion on the local arterial system and regional freeways serving the City. Sound Transit will build light rail stations at S. 176th Street and International Boulevard and S. 154th Street and International Boulevard which are anticipated to be operational by 2009. The City adopted station area plans for the two station areas. In addition, Sound Transit plans to extend the system to the south, and a station at S. 200th Street is planned as part of that future expansion. The City should work with the involved agencies and private developers to ensure that feasibility and environmental studies of all major roadway system projects consider how the HCT system might be integrated in the future.

### **Policy 3.4D**

Coordinate with Sound Transit, Port of Seattle, and the local development community to study, plan, and implement (if deemed feasible) a Personal Rapid Transit (PRT or similar system providing a similar function) system serving SeaTac's Urban Center; provided, that appropriate technology is available and any proposed system is primarily funded by the private sector, or other non-City sources.

**Discussion:** A Personal Rapid Transit System could enhance mobility in and around the higher density development areas and the Airport. The system could help reduce the need for using automobiles for shorter trips within the core of the City, thereby reducing congestion and safety problems in the area. Sound Transit has completed a feasibility study to connect the Tukwila Commuter Rail station with the Airport. PRT was one of the technologies considered. The study concluded that the necessary technology is not feasible at this time. In addition, the study recommends PRT (or similar system providing a similar function) as a viable option only if a project elsewhere has successfully utilized the technology.

### **Policy 3.4E**

Work with Sound Transit, Metro and private developers to provide transit rider amenities to create a more hospitable environment for transit users.

**Discussion:** Transit rider amenities serve to enhance the surrounding environment for transit users. Additional amenities can encourage transit use and provide a more hospitable atmosphere for transit users. Such amenities can include bus shelters, benches, additional lighting, and trash receptacles.

**Policy 3.4F**

Formal Transportation Demand Management (TDM) programs should be encouraged for new developments and in existing developments. The programs should, at a minimum, conform to the Commute Trip Reduction (CTR) Act. Transportation management associations should be encouraged in order to coordinate TDM programs between adjacent developments to increase their potential impact on reducing future traffic volumes.

**Discussion:** TDM programs are intended to reduce the amount of traffic from new and existing developments. Some of the most effective programs include a combination of transit subsidies, parking management (including possible parking charges), ridematching services, a guaranteed ride home program, and flexible work schedules. Without these types of programs, traffic growth in major travel corridors would likely be congested at an earlier date, requiring accelerated funding, additional improvements, or possibly denial of development permits.

**General Discussion:**

The above policies guide the City of SeaTac in working with Sound Transit, Metro/King County and other agencies in promoting alternatives to single-occupant vehicles for the short term as well as longer-range transportation system needs. It is important that these alternatives be available concurrent with new major developments, otherwise it will be more difficult to change travel behavior in the future. These policies, coupled with some of the policies related to streets and highways, direct the City to plan for HCT and PRT (or similar system providing a similar function) systems, as well as provisions for transit and HOVs on arterials and highways. HCT will be available by the year 2009; however, PRT (or similar system providing a similar function) technology is currently not feasible. Unless it is demonstrated that PRT (or similar system providing a similar function) has been successfully utilized elsewhere, it is unlikely to be a viable option.

**Policy 3.4G**

Consider flexibility in general parking requirements of the City in new developments in order to encourage innovative parking plan solutions and multi-modal options.

**Discussion:** The City, with its designated Urban Center, is encouraging development in the commercial districts. In order to develop such density, flexibility in parking requirements allows creative and potentially better, long-term solutions to reduce the number of vehicle trips a development may generate. The City should also encourage the use of additional parking strategies, such as joint-use parking, reduced parking requirements in conjunction with given levels of transit service, and relocation of long-term parking out of the Urban Center area, when appropriate, to more suitable locations.

## COMMERCIAL LAND USE DESIGNATIONS

Text Amendment #T-4, Part 2

### **Commercial Mixed Use – Low Intensity**

Some areas along International Boulevard will be outside the one-quarter to one-half mile radius from the planned light rail station location and will not be within easy walking distance to the station. Consequently, these areas would not benefit from high intensity, transit-supportive land uses. These areas could, however, potentially be served by the personal rapid transit (PRT or similar system providing a similar function) system if feasible. The areas designated as Commercial Mixed Use – Low Intensity will provide opportunities to retain many of the necessarily auto-oriented, small scale uses that make up the present character of International Boulevard. Examples of this type of development include nurseries, hardware and home supply stores, car sales, automotive repair garages, and department stores. Guidelines for businesses in these areas will be directed at improving their function and visual appearance. It is expected that there will be minimal housing in these designated areas. Transit service would consist of bus service and possible PRT or similar system providing a similar function).

### **Commercial Mixed Use – Medium Intensity**

The Commercial Mixed Use – Medium Intensity designation anticipates a lower intensity of development than the High Intensity designation. Building heights will be around five to seven stories with additional stories (up to 12) allowed through a bonus system. Typical activities will include dense corporate parks, individual office buildings, smaller hotels and restaurants, and relatively dense retail developments. Developers will be encouraged to mix uses, either within an individual building, or within different buildings on a multiple building development site. Mid-rise apartments or mixed, residential/commercial developments could be built within this area. Structured parking will also be encouraged in this area, but may not be as feasible due to the lower intensity of development. As with the high intensity designation, developers will be encouraged to locate surface parking in a way that allows for redevelopment as structured parking becomes feasible.

### **Commercial Mixed Use – High Intensity**

The Commercial Mixed Use – High Intensity designation allows the highest concentration of development. The building heights in this area will be limited only by FAA height limits. Activities within this designation will include hotels, office towers and high density housing. Retail and service-oriented businesses will be encouraged to locate within the first floors of large scale, multi-story developments. Some of these commercial activities would be oriented toward employees, providing them with convenience shopping, eating establishments and places to complete daily errands without having to drive. Other commercial activities such as specialty shops, restaurants, and movie theaters could be oriented to serve City residents and travellers staying at hotels. Some opportunities may also exist for convention center activities. The SeaTac Office Center and the Red Lion Hotel are some examples of the types of development that are envisioned for the Commercial Mixed Use – High Intensity designation. Structured parking will be encouraged as land values make this feasible. In the interim, while surface parking is still necessary, developers will be encouraged to orient their site plans to allow for redeveloping the surface parking at a later date. Developers will be encouraged to provide open spaces, eating and sitting areas within their projects. The City will also work to encourage the provision of small pocket parks. The SeaTac/Airport Station area will include bus and paratransit service at

the plaza/“kiss and ride” to provide a high level of convenient multi-modal transit service. The Personal Rapid Transit (PRT or similar system providing a similar function) system could eventually link development within these areas to the Airport and other large developments. Sound Transit’s two station areas will provide an efficient transit link to the rest of the region.

**Aviation Business Center**

The Aviation Business Center (ABC) land use designation reflects the existing/potential ABC zoning and related development standards. One purpose of the designation is to promote a major center supporting high concentrations of customers, visitors, employees, and pedestrian activity to create a quality development area in which people can work, shop and access child care. A second related purpose is to create a development area with a business orientation to the Airport and compatible with Airport operations. This designation will encourage flexible development programs to improve the design, character, and quality of new development, facilitate the provision of streets and utilities, and preserve natural and scenic features. The ABC area also establishes minimum lot sizes to encourage projects of sufficient scale to increase the viability of high capacity transit and PRT or similar system providing a similar function in this area.

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# Text Amendments

#T-5 & #T-6

# Potential 2010 Amendments for Consideration

3/25/10

Transportation Element, *Volume 1 (Policies)*

Text Amendment #T-5

## Potential Amendment #1: Policy Change Proposal

### Policy 3.3D

~~The provision of pedestrian facilities on one or both sides of non-arterial streets may should be flexible to allow for consideration of the physical constraints, economic feasibility, and neighborhood context specific to a particular location, while ensuring minimum safety standards are met constructed on only one side of the street to provide a more extensive system on local access and neighborhood collector roads.~~

*Discussion:* It is recognized that building sidewalks on both sides of local access streets is desirable for creating walkable communities, but may not be feasible or practical in all situations. At the Public Works director's discretion, sidewalks may be constructed on only one side of the street. Factors to be considered include physical constraints such as topography or sensitive areas, abutting land uses, pedestrian safety considerations, and community context. Pedestrian facilities on non-arterials are needed to supplement the major system of pedestrian facilities. Non-arterial streets are designed for lower traffic volumes and lower speeds, which should reduce the potential for safety problems for nonmotorized travel along those streets. By constructing pedestrian facilities on only one side of local streets, these types of facilities can be developed in more areas better serving all of the City. The City's Department of Public Works should work with the community and neighborhood groups to define which side of the street the facility should be constructed.

## Potential Amendment #2: Policy Change Proposal

### Recommended Implementation Strategies

Page 3-26

PROPOSED POLICIES	IMPLEMENTATION STRATEGIES	PRIMARY RESPONSIBILITY	TIMELINE
3.3D Provide for flexibility in determining when a sidewalk on one side of the street is appropriate and when sidewalks should be provided that Pedestrian Facilities on both sides of Non-Arterial Streets May be Constructed on Only one Side of the Street	<ul style="list-style-type: none"> <li>• <del>Revise the Zoning code as needed to implement policies.</del></li> <li>• Amend the Capital Facilities Plan and TIP as needed to implement policies.</li> </ul>	<p>City Council, Planning Commission</p> <p>City Council, Planning Commission</p>	<p>Ongoing</p> <p>Ongoing</p>

Transportation Element, *Volume 2 (Background Information)*

Text amendment #T-6

## Potential Amendment #4: Revision to background information

"School Routes (page A3-9)

~~School Districts are required by state regulations (WAC 392-151-025) to have suggested School walk routes plans are primarily intended for every elementary school. Highline School District~~

## Potential 2010 Amendments for Consideration

3/25/10

~~is responsible for creating and updating the walk route plans for the elementary schools age students and extend up to a mile in radius from each school. There are no school routes currently existing in or proposed for the City of in SeaTac. In addition, Highline School District also provides suggested walk routes for its middle and high schools. School walk route plans are available on the school district's website under "Transportation." These include walking surfaces separated from traffic on minor and major arterials and have designated crosswalks and/or pedestrian-activated lights at all intersections.~~

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# Text Amendment #T-7

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## CHAPTER 3

# TRANSPORTATION BACKGROUND REPORT

Background information pertaining to the Transportation Element's Goals, Policies and Implementation Strategies may be found in the "City of SeaTac Comprehensive Transportation Plan, 1993 - 2003" (dated January, 1994), updated in 2001 as the "2001 City of SeaTac Comprehensive Transportation Plan Update and Port of Seattle Ground Access Facility Plan Update Joint Transportation Study" (JTS), which was prepared for the City of SeaTac and the Port of Seattle in 2001 by Kato and Warren, Inc.

The Transportation Plan includes a summary report and three working papers. Working Paper #1 inventories existing conditions and identifies issues and evaluation criteria. Working Paper #2 documents the development of future travel demand forecasts. Working Paper #3 analyzes both existing and forecasted transportation conditions, and includes programs, policies and implementation and financing strategies.

The Transportation Element has been developed in accordance with the following: The Growth Management Act (GMA), Section 36.70A.070; relevant procedural criteria and recommendations in the Washington Administrative Code (WAC), (365-195-325); and King County Countywide Policies,. The Transportation Element and Background Report describes how the City will meet the Growth Management Act's goal to, "encourage efficient multi-modal transportation systems that are based on regional priorities and coordinated with county and city comprehensive plans" (RCW 36.70A.020 (3)).

The GMA requires all comprehensive plans to include a transportation element that implements, and is consistent with, the land use element. The GMA and related legislation establishes the foundation for a consistent transportation methodology and aims to integrate transportation and land use decisions. The GMA also provides structure for statewide and regional transportation planning coordination. Under the GMA, local jurisdictions are also required to include a number of subelements that examine such issues as facilities and service needs (including air, water, and land transportation facilities and services, transit alignments and travel levels), level of service standards, traffic forecasts, capacity needs of future growth, system expansion needs,

demand management strategies and financing and funding (RCW 36.70A.070(6)).

Under the GMA and Regional Transportation Planning Program (RCW 47.80), Regional Transportation Planning Organizations (RTPOs) were authorized and Regional Transportation Plans (RTPs) were mandated. The transportation element of the comprehensive plan must be approved by the RTPO. Puget Sound Regional Council (PSRC) is the RTPO for the City of SeaTac. All projects within the jurisdiction of the PSRC must be consistent with the regional transportation plan, Destination 2030, and the comprehensive plans for associated cities and counties. The City's Comprehensive Plan must be consistent with Destination 2030 and countywide planning policies.

Copies of the "City of SeaTac Comprehensive Transportation Plan, 1993 - 2003" or the JTS may be reviewed at or purchased from the SeaTac Public Works Department, SeaTac City Hall.

## **LEVEL OF SERVICE (LOS) STANDARDS**

The GMA requires each local jurisdiction to identify facility and service needs based on level of service (LOS) standards for all arterials and transit routes. A level of service standard is used to judge the performance of transportation facilities. The GMA was amended in 1998 by the Level of Service Bill (HB 1487), which required cities to address LOS standards for State-owned transportation facilities. The Level of Service Bill also required RTPOs to monitor regional transportation performance and use such information in the identification of system deficiencies, recommendations, and priority funding.

The LOS standards for transportation facilities varies depending on ownership and level of significance (e.g., regional or statewide). For local transportation systems, LOS standards are established by local jurisdictions and coordinated by the RTPOs. For regional state-owned highways and transportation facilities that are not of statewide significance, regional LOS standards are established by RTPOs. Local jurisdictions are required to adopt the regional standards. LOS standards for State-owned highways and transportation facilities of statewide significance are set by the state (WSDOT) in consultation with RTPOs. Local jurisdictions are required to include transportation facilities of statewide significance in their inventories and adopt LOS standards, needs and impacts. Local jurisdictions are exempt from applying concurrency standards to such facilities.

## LOS DEFINITION (DELAY METHOD)

The City of SeaTac’s 1994 Comprehensive Plan had adopted a volume-to-capacity ratio (V/C) methodology for calculating levels of service. Now, however, instead of the V/C method, the City uses the delay method as defined in the 2000 Highway Capacity Manual (HCM). The HCM delay method effectively calculates level of service for each leg of signalized and unsignalized intersections.

As shown in Table A3.1, the level of service ranges from A at the highest level to F at the lowest level. LOS A and B represent minimum delays, LOS C signifies moderate delays, while LOS D represents an increased amount of delay caused by an increased number of vehicles at an intersection. LOS E represents an intersection that is processing traffic at maximum capacity. LOS F signifies excessive delays and a high level of congestion. Vehicles may have to wait one or more signal cycles before getting through the intersection.

Table A3.1. Level of Service Definition (Delay Method)

LOS	Average Signalized Intersection Delay Per Vehicle (seconds)	Average Unsignalized Intersection Delay Per Vehicle (seconds)	Descriptions of Level of Service Operations
A	less than 10	less than 10	Highest driver comfort. Little delay. Free flow.
B	10 to 20	10 to 15	High degree of driver comfort. Little delay.
C	10 to 35	15 to 25	Some delays. Acceptable level of driver comfort. Efficient traffic operation
D	35 to 55	25 to 35	Long cycle length. Some driver frustration. Efficient traffic operation.
E	55 to 80	35 to 50	Approaching capacity. Notable delays. High level of driver frustration.
F	greater than 80	greater than 50	Flow breaks down. Excessive delays.

Source: 2000 Highway Capacity Manual, Transportation Research Board.

## LOS FOR STATE-OWNED TRANSPORTATION FACILITIES

The LOS for state-owned transportation facilities is determined by the significance of the highways (regional or statewide). The LOS for regionally significant highways is designated by the RTPO (PSRC) for the City of SeaTac. The LOS standards for highways of statewide significance (HSS) are set by WSDOT and based on a Congestion Index.

The LOS standards for regionally and statewide significant highways within the boundaries of the City of SeaTac are shown in Table A3.2.

Table A3.2. LOS for State-Owned Transportation Facilities

<b>Route Designation</b>	<b>Length (mi.)</b>	<b>LOS</b>
Regional Significance		
<i>S.R. 99</i>	4.15	E/Mitigated
Statewide Significance		
<i>I-5</i>	3.69	D/Mitigated
<i>S.R. 509</i>	1.15	D/Mitigated
<i>S.R. 518</i>	1.52	D/Mitigated

Source: Puget Sound Regional Council (PSRC)

As discussed, the LOS standards for highways of statewide significance (HSS) are determined by WSDOT. State law clearly states that HSS routes are exempt from local concurrency regulation. If HSS routes fall below the established LOS within jurisdiction boundaries, the local jurisdiction does not have to deny development based upon such performance.

The proposed regional standard of “E/Mitigated” is consistent with the latest edition of the Highway Capacity Manual (2000) and based on a one-hour p.m. peak period. Local jurisdictions must be consistent with the regional LOS, although alternative methods may be used in the calculation. The term “mitigated” means that congestion should be mitigated (such as transit) when p.m. peak hour LOS falls below LOS E. Some appropriate mitigation measures for Tier 1 routes (S.R. 99) that do not meet the LOS standard of “E” can include, but are not limited to:

- Access management
- Transit service improvements
- High Occupancy Vehicle (HOV) lanes
- Transit signal priority
- Bus queue jump lanes
- Turn lanes
- Parking ratios, parking pricing
- Pedestrian and bicycle improvements

The City of SeaTac’s Comprehensive Transportation Plan Draft Environmental Impact Statement (DEIS) proposes the following mitigation measures, some of which have been completed or are under construction.

- Completion of the South Access Roadway/S.R. 509 freeway connection to I-5;

- Improvements to the 16<sup>th</sup>/18<sup>th</sup> Ave. S. arterial between S. 200<sup>th</sup> St. and S.R. 516;
- Development of the 28<sup>th</sup>/24<sup>th</sup> arterial roadway between S. 188<sup>th</sup> and S. 216<sup>th</sup> St.;
- Widening of International Boulevard (S.R. 99) through Tukwila, SeaTac and Des Moines;
- Construction of a new 32<sup>nd</sup> Ave. S. arterial between S. 170<sup>th</sup> St. and S. 188<sup>th</sup> St.;
- Adoption of access control guidelines by the City to assist developers in preparing site plans;
- The City should continue to require traffic impact assessments for new developments

The City of SeaTac has adopted a LOS for Principal and Minor Arterials (which include International Boulevard (S.R. 99) and S. 188<sup>th</sup> St.) of LOS E. The City's LOS policy accommodates for lower LOS standards at the following two intersections: S. 188<sup>th</sup> St./International Boulevard and S. 200<sup>th</sup> St./International Boulevard. (See Policy 3.2A)

## **ESTIMATE OF TRAFFIC IMPACTS**

The Joint Transportation Study (JTS) was prepared for the City of SeaTac and the Port of Seattle in 2001. The JTS is an in-depth study of existing and forecasted local and regional transportation issues facing the Airport and the City of SeaTac. The JTS evaluated the current and forecasted traffic impacts of the existing and anticipated transportation system(s). Based on Annual Average Weekday Traffic (AAWDT), the existing traffic impacts on state-owned transportation facilities are shown in table A3.3. The traffic volumes of road segments are listed as well as the average AADWT (within City limits) for the route designation.

Table A3.3. Traffic Impacts on State-Owned Facilities

Route Designation	Existing Annual Average Weekday Traffic Estimates*	2020 Annual Average Weekday Traffic Forecast**
<b>Interstate 5 (I-5)</b>		
S.R. 518 to S. 188th St.	202,000	258,000
S. 188th St. to S. 200th St.	198,000	246,000
S. 200th St. to S. 216th St.	<u>198,000</u>	<u>241,200</u>
Average AADWT (I-5)	199,333	248,400
<b>State Route 99 (S.R. 99)</b>		
North of S.R. 518	27,800	66,300
S.R. 518 to S. 160th St.	35,000	61,400
S. 160th St. to S. 166th St.	27,000	51,400
S. 166th St. to S. 170th St.	30,000	38,200
S. 170th St. to S. 176th St.	35,000	45,100
S. 176th St. to S. 182nd St.	37,000	40,200
S. 182nd St. to S. 188th St.	41,000	41,200
S. 188th St. to S. 192nd St.	41,000	38,800
S. 192nd St. to S. 200th St.	33,000	35,800
S. 200th St. to S. 208th St.	32,500	41,300
S. 208th St. to S. 216th St.	<u>32,000</u>	<u>35,500</u>
Average AADWT (S.R. 99)	33,755	45,018
<b>State Route 509 (S.R. 509)</b>		
North of S. 188th St. (in City)	31,700	83,600
S. 188th St. to Des Moines Memorial Drive	N/A	62,800
Des Moines Memorial Drive to 28th Ave. S.	N/A	52,100
28th Ave. S. to I-5	<u>N/A</u>	<u>83,200</u>
Average AADWT (S.R. 509)	31,700	70,425
<b>State Route 518 (S.R. 518)</b>		
S.R. 99 to City limits	<u>68,600</u>	<u>83,600</u>
Average AADWT (S.R. 518)	68,600	83,600

Source: Joint Transportation Study (JTS), 2001

\* JTS Baseline figures, 1998/9 AADWT Estimates

\*\* JTS AADWT Forecasts based on Final Alternative 2A

The forecasted AADWT for 2020 is based on the transportation system scenario, “Final Alternative 2A.” These traffic volumes are based on the assumption that a number of improvements will be made to the existing transportation system by 2020. The basic improvements include:

- A full interchange between S.R. 518 and S.R. 99 (International Boulevard)
- S.R. 509 extension south to I-5, which would improve south access to the Airport; this would reduce traffic volumes on S.R. 99 and S. 188<sup>th</sup> St.
- 28<sup>th</sup>/24<sup>th</sup> Avenue arterial project; this would also reduce traffic volumes on S.R. 99.

**FUNCTIONAL CLASSIFICATION**

Functional classification is the process by which public streets and highways are grouped into classes according to the function they provide. Factors considered when determining functional classification include current and forecast traffic volumes, access to adjacent land uses, and connectivity to the citywide roadway system. Map 3.1 shows the functional classifications of the City’s arterial streets. Table A3.4 below describes the functional classifications used in the City of SeaTac.

**Table A3.4  
Functional Classification Definition**

	<b>Functional Classification</b>	<b>Description</b>
<b>Arterial</b>	<u>Freeway (Interstate or Expressway)</u>	<ul style="list-style-type: none"> <li>▪ <u>Multi-lane, high-speed, high capacity</u></li> <li>▪ <u>Limited-access facility</u></li> <li>▪ <u>Jurisdiction of WSDOT or Port of Seattle</u></li> </ul>
	<u>Principle Arterial</u>	<ul style="list-style-type: none"> <li>▪ <u>Carry high traffic volume and provide high degree of mobility</u></li> <li>▪ <u>Connect to regional locations, such as Burien, Tukwila, and DesMoines</u></li> <li>▪ <u>Partial access limitations (e.g., medians) to abutting properties</u></li> </ul>
	<u>Minor Arterial</u>	<ul style="list-style-type: none"> <li>▪ <u>Interconnect with and augment principle arterials</u></li> <li>▪ <u>Connect activity centers within the City</u></li> <li>▪ <u>Provide greater access to abutting properties</u></li> <li>▪ <u>Serve as key circulation routes within SeaTac</u></li> </ul>
	<u>Collector Arterial</u>	<ul style="list-style-type: none"> <li>▪ <u>Connect residential neighborhoods with community facilities and commercial areas</u></li> <li>▪ <u>Channel traffic from local access to minor or principle arterials</u></li> <li>▪ <u>Provide a high degree of property access</u></li> </ul>
<b>Non-Arterial</b>	<u>Local Access</u>	<ul style="list-style-type: none"> <li>▪ <u>Provide local access to residential areas</u></li> <li>▪ <u>Minimum restrictions to property access</u></li> <li>▪ <u>Designed to carry low volume, low speed traffic</u></li> <li>▪ <u>Typically no lane striping</u></li> </ul>

# Text Amendment

## #T-8, #T-10

(Text Amendment #T-10,  
Swimming Pool Level of  
Service, can be found on pages  
A4-5 and A4-60 of Text  
Amendment #T-8, Capital  
Facilities Plan Background  
Report)

## CHAPTER 4

Text Amendment #8

# CAPITAL FACILITIES BACKGROUND REPORT

## SUMMARY

The Capital Facilities Element, also referred to as the Capital Facilities Plan (CFP), is one of the elements of the City of SeaTac's Comprehensive Plan that is required by Washington's Growth Management Act (GMA). Capital facilities are public facilities with a minimum cost of \$25,000 and an expected useful life of at least 10 years. Capital facilities require special advanced planning because of their significant costs and long lives.

## CAPITAL FACILITIES PLAN SUPPORT DOCUMENTS

The City of SeaTac's CFP consists of this Capital Facilities Element of the Comprehensive Plan, and 2 support documents:

- 1. Capital Facilities Requirements:** An analysis of the need for additional facility capacity to serve current and future development. Multiple scenarios use different levels of service (for example, current LOS vs. recommended LOS) to quantify the capacity needs and to estimate the cost of meeting those needs.
- 2. Revenue Sources for Capital Facilities:** Analysis of each source of revenue that the City can legally use for capital facilities, including sources now in use as well as other sources the City does not now use.

## GROWTH ASSUMPTION

This CFP is based on the following established and projected population data:

Year	City-Wide
2001	25,380
2002	25,320
2003	25,100
2004	25,130
2005	25,140
2006	25,230
2007	25,530
2008	25,720
2009	25,730
2010	<u>2725,250890</u>
2011	<u>2726,610188</u>
2012	<u>2726,970510</u>
2013	<u>2826,330857</u>
2014	<u>2827,690229</u>
2015	<u>2927,050626</u>
<del>2015</del> 2016	28,048

## CAPITAL COSTS

The cost of capital improvements for ~~2010~~2011 through ~~2015~~2016 is:

**Figure A4.1**  
**Capital Improvement Costs, 2011 - 2016**  
 (All Amounts are times \$1,000)

TYPE OF FACILITY	City* Cost	Non-City** Cost	Total Cost
City Hall	\$1,105.7	\$0.0	\$1,105.7
Parks and Park Facilities	\$5,225.0	\$1,283.6	\$6,508.6
Fire Services	\$5,179.4	\$0.0	\$5,179.4
Surface Water Management	\$600.0	\$0.0	\$600.0
Transportation	\$31,488.3	\$9,332.9	\$40,821.2
Station Areas	\$42,451.0	\$691.0	\$43,142.0
<b>Total</b>	<b>\$86,049.4</b>	<b>\$11,307.5</b>	<b><del>\$97,356.9</del></b>

TYPE OF FACILITY	City Cost	Non-City Cost	Total Cost*
City Hall	<del>\$666.0</del> <u>\$659.6</u>	\$105.0	<del>\$771.0</del> <u>\$764.6</u>
Parks and Park Facilities	\$6,575.8	\$279.8	\$6,855.6
Fire Services	\$6,004.2	\$0.0	\$6,004.2
Surface Water Management	\$0.0	\$0.0	\$0.0
Transportation	<del>\$26,992.7</del> <u>\$19,972.7</u>	<del>\$23,548.3</del> \$30,948.3	<del>\$50,541.0</del> \$50,921.0
Station Areas	<del>\$7,114.1</del> <u>\$3,046.1</u>	<del>\$941.0</del> <u>\$0.0</u>	<del>\$8,055.1</del> <u>\$3,046.1</u>
<b>TOTAL</b>	<del>\$47,352.8</del> <u>\$36,258</u>	<del>\$24,874.1</del> <u>\$31,331.1</u>	<del>\$72,220.5</del> <u>\$67,591</u>

## FINANCING

The financing plan for these capital improvements includes:

**Figure A4.2**  
~~2010-2015~~ **2011-2016 Revenue**  
(All amounts are x \$1,000)

Revenue Source	City*	Non-City*	Total
Existing Revenues	\$32,075.6	\$4,621.8	\$36,697.4
New Revenues	\$53,973.8	\$6,685.7	\$60,659.5
<b>Total</b>	<b>\$86,049.4</b>	<b>\$11,307.5</b>	<b>\$97,356.9</b>

Revenue Source	City*	Non-City**	Total*
Existing Revenues	<del>\$42,338.7</del> <u>\$34,312.3</u>	<del>\$7,241.0</del> <u>\$6,300.0</u>	<del>\$49,579.7</del> \$49,579.7
New Revenues	<del>\$5,014.1</del> <u>\$1,946.1</u>	<del>\$17,633.1</del> <u>\$17,633.1</u>	<del>\$22,647.2</del> <u>\$26,979.2</u>
<b>TOTAL</b>	<del>\$47,352.8</del> <u>\$36,258.4</u>	<del>\$24,874.1</del> <u>\$31,333.1</u>	<del>\$72,220.5</del> <u>\$67,591.5</u>

\* City Sources include bonds, the General Fund, the City Arterial and City Street Funds, the SWM Fund, the Capital Reserve Fund, and parking taxes.

\*\* Non-city sources include grants, donations, impact fees and contributions from outside agencies /jurisdictions toward joint projects.

## LEVEL OF SERVICE CONSEQUENCES OF THE CFP

The CFP will enable the City of SeaTac to accommodate over ~~118%~~ growth during the next 6 years (from ~~25,720-890~~ to ~~28,690-048~~ people) while maintaining the ~~2009~~2010 level of service (LOS) for the following public facilities:

**Figure A4.3**  
**Facilities With Non-Population Growth-Based LOS**

Facility	LOS Units	Existing <del>2009</del> <u>2010</u> LOS	Adopted LOS Standard
Surface Water Management	Storm Cycle/Duration	100 Yr.-24 Hr.	100 Yr.-24 Hr.
Transportation	Volume/Capacity Ratio	LOS D/E; Some intersections F	LOS D/E; Some intersections F

**Figure A4.4**  
**Facilities With Population Growth-Based LOS**

Facility	LOS Units	Existing <del>2009</del> 2010 LOS	Adopted LOS Standard	Page(s) (will be added to final draft)
City Hall	Gross Sq. Ft./City Hall Employee	402.26	256.00	<del>A4-23</del> <del>A4-25</del>
Community Center	Sq. Ft./1,000 population	<del>1,170.19</del> 1,162.96	1020.00	<del>A4-62</del> <del>A4-64</del>
Fire Services	Svc. Units	0.12	0.100	<del>A4-65</del> <del>A4-70</del>
Community Parks	Acres	<del>2,502.43</del>	1.70	<del>A4-30</del> <del>A4-34</del>
Neighborhood Parks	Acres	0.39	0.27	<del>A4-32</del> <del>A4-34</del>
Pocket/Mini Parks	Sq. Ft.	<del>2,2752,261</del>	500.00	<del>A4-36</del> <del>A4-37</del>
Trails/Linear Parks	Lineal Ft.	<del>879,5874.1</del>	251.60	<del>A4-38</del> <del>A4-39</del>
Badminton Courts	Courts	0.12	0.10	A4-40
Baseball/Softball Fields, adult	Fields	<del>0.160.15</del>	0.08	A4-41
Baseball/Softball Fields, youth	Fields	0.23	0.15	A4-42
Basketball Courts, indoor	Courts	<del>0.040.08</del>	0.04	A4-43
Basketball Courts, outdoor	Courts	<del>0.430.42</del>	0.23	A4-44
BMX Track	Tracks	0.04	0.03	A4-45
Boat Launch	Launches	0.04	0.03	A4-46
Botanical Garden	Gardens	0.04	0.01	A4-47
Fishing Pier	Piers	0.04	0.03	A4-48
Football/Soccer Fields	Fields	0.27	0.18	A4-49
Pickleball Courts, indoor	Courts	0.12	0.10	A4-50
Picnic Shelters	Shelters	0.08	0.06	A4-51
Picnic Table Areas	Table Areas	0.08	0.03	A4-52
Playgrounds	Playgrounds	0.27	0.24	A4-53
Roller Hockey	Rinks	0.04	0.03	A4-54
Skateboard Parks	Parks	0.04	0.03	A4-55
Text Amendment 10 Swimming Pools	<u>Pools</u>	<u>0.04</u>	<u>0.02</u>	
Tennis Courts	Courts	0.39	0.30	A4-56
Theater, outdoor	Theaters	0.04	0.03	A4-57
Volleyball Courts	Courts	<del>0.120.19</del>	0.12	A4-58
Weight/Fitness Rooms	Courts	0.08	0.04	A4-59

**NOTE:** The City does not intend to reduce the facilities available to the community. An adopted LOS that is lower than the existing LOS means that the City is currently providing a level of service higher than its commitment, and that as population increases over time, the existing LOS will decline to approach the adopted LOS.

In addition, improvements made to existing facilities may increase their capacity to serve the community, and prevent the existing LOS from declining.

# INTRODUCTION

## DEFINITION AND PURPOSE OF CAPITAL FACILITIES PLAN

The CFP is a 6-year plan for capital improvements that support the City of SeaTac's current and future population and economy. The capital improvements are fully funded, not a "wish list." One of the principal criteria for identifying needed capital improvements is standards for levels of service (LOS). The CFP contains LOS standards for each public facility, and requires that new development be served by adequate facilities (for example, the "concurrency" requirement). The CFP also contains broad goals and specific policies that guide and implement the provision of adequate public facilities.

The purpose of the CFP is to use sound fiscal policies to provide adequate public facilities consistent with the land use element and concurrent with, or prior to the impacts of development in order to achieve and maintain adopted standards for levels of service, and to exceed the adopted standards, when possible.

## WHY PLAN FOR CAPITAL FACILITIES?

There are at least three reasons to plan for capital facilities: growth management, good management, and eligibility for grants and loans.

### **Growth Management**

A CFP is required by the GMA. The CFP is one of five required elements of the City of SeaTac's Comprehensive Plan:

- Land Use
- Housing
- Transportation
- Utilities
- Capital Facilities Plan

Capital facilities plans are required in the Comprehensive Plan in order to:

- Provide capital facilities for land development that is envisioned or authorized by the land use element of the Comprehensive Plan.
- Maintain the quality of life for existing and future development by establishing and maintaining standards for the level of service of capital facilities.
- Coordinate and provide consistency among the many plans for capital improvements, including:
  - Other elements of the Comprehensive Plan (for example, transportation and utilities elements),
  - Master plans and other studies of the local government,
  - Plans for capital facilities of state and/or regional significance,
  - Plans of other adjacent local governments, and
  - Plans of special districts.
- Insure the timely provision of adequate facilities as required in the GMA.
- Document all capital projects and their financing (including projects to be financed by impact fees and/or real estate excise taxes that are authorized by GMA).

The CFP is the element that makes the rest of the Comprehensive Plan real. By establishing levels of service as the basis for providing capital facilities and for achieving concurrency, the CFP determines the quality of life in the community. The requirement to fully finance the CFP (or revise the land use plan) provides a reality check on the vision set forth in the Comprehensive Plan. The capacity of capital facilities that are provided in the CFP affects the size and configuration of the urban growth area.

### **Good Management**

Planning for major capital facilities and their costs enables the City of SeaTac to:

- Demonstrate the need for facilities and the need for revenues to pay for them;
- Estimate future operation/maintenance costs of new facilities that will impact the annual budget;
- Take advantage of sources of revenue (for example, grants, impact fees, real estate excise taxes) that require a CFP in order to qualify for the revenue; and
- Get better ratings on bond issues when the City borrows money for capital facilities (thus reducing interest rates and the cost of borrowing money).

## Eligibility for Grants and Loans

The Department of Community, Trade and Economic Development's (DCTED) Public Works Trust Fund requires that local governments have some type of CFP in order to be eligible for loans. Some other grants and loans have similar requirements, or give preference to governments that have a CFP.

## STATUTORY REQUIREMENTS FOR CAPITAL FACILITIES PLANS

The GMA requires the CFP to identify public facilities that will be required during the six years following adoption of the new plan (~~2009-2011~~ through ~~2015~~2016). Each year the CFP is amended to reflect the subsequent six-year time frame. Thus, this CFP addresses the Capital needs of the City for the ~~2010-2015~~ 2011-2016 time frame. The CFP must include the location and cost of the facilities, and the sources of revenue that will be used to fund the facilities. The CFP must be financially feasible; in other words, dependable revenue sources must equal or exceed anticipated costs. If the costs exceed the revenue, the City must reduce its level of service, reduce costs, or modify the land use element to bring development into balance with available or affordable facilities.

Other requirements of the GMA mandate forecasts of future needs for capital facilities, and the use of standards for levels of service of facility capacity as the basis for public facilities contained in the CFP (see RCW 36.70A.020 (12)). As a result, public facilities in the CFP must be based on quantifiable, objective measures of capacity, such as traffic volume capacity per mile of road, and acres of park per capita.

One of the goals of the GMA is to have capital facilities in place concurrent with development. This concept is known as concurrency (also called "adequate public facilities"). In the City of SeaTac, concurrency requires (1) facilities to serve the development to be in place at the time of development (or for some types of facilities, that a financial commitment is made to provide the facilities within a specified period of time) and (2) such facilities have sufficient capacity to serve development without decreasing levels of service below minimum standards adopted in the CFP. The GMA requires concurrency for transportation facilities. GMA also requires all other public facilities to be "adequate" (see RCW 19.27.097, 36.70A.020, 36.70A.030, and 58.17.110). Concurrency management procedures will be developed to ensure that sufficient public facility capacity is available for each proposed development.

After the CFP is completed, and adopted as part of the Comprehensive Plan, the City must adopt development regulations to implement the plan. The development regulations must be completed within one year of the adoption of the Comprehensive Plan. The development regulations will provide detailed regulations and procedures for implementing the requirements of the plan.

Each year the CFP will likely need to be updated. The annual update should be completed before the City's budget is adopted in order to incorporate the capital improvements from the updated CFP in the City's annual budget.

## Traditional Capital Improvement Programs (CIP) vs. New CAPITAL Facilities Plans (CFP)

Traditional capital improvements programs, which are often "wish lists," will not meet these requirements. Figure A4.5 compares traditional CIPs to the new CFP.

**Figure A4.5**  
**Traditional CIP vs. New CFP**

<b>Feature of Plan</b>	<b>Capital Improvements Program</b>	<b>Capital Facilities Plan</b>
Which facilities?	None Required	All Facilities Required
What priorities?	Any Criteria (or None)	Level of Service Standards
Financing Required?	None Required	Financing Plan Required
Implementation Required?	None Required	Concurrency Required for Identified Facilities

There are traditional and non-traditional approaches to developing capital facilities plans. Two traditional approaches (used to develop CIP's) are needs-driven, and revenue-driven.

- Needs-driven: first develop needed capital projects, then try to finance them. This approach is sometimes called a "wish list."
- Revenue-driven: first determine financial capacity, then develop capital projects that do not exceed available revenue. This approach is also called "financially constrained."

Because of the non-traditional requirements of capital facilities planning under the GMA, the traditional approaches to developing capital improvements can cause problems.

The needs-driven approach may exceed the City's capacity to pay for the projects. If the City cannot pay for needed facilities to achieve the adopted level of service standards, the City must impose a moratorium in order to comply with the concurrency requirement.

The revenue-driven approach may limit the City to capital projects that provide a lower level of service than the community desires. The City may be willing to raise more revenue if it knows that the financial constraints of existing revenues limit the levels of service.

A hybrid approach that overcomes these problems is scenario-driven.

- Scenario-driven: develop two or more scenarios using different assumptions about needs (levels of service) and revenues. Use the scenarios to identify the best combination of level of service and financing plan.

The development of multiple scenarios allows the community and decision makers to review more than one version of the City's future. Each version is like a choice on a menu in a restaurant: the most desirable choices are often the most expensive and the most affordable choices are often not as appealing.

The same is true with the City's CFP: the highest levels of service provide the best quality of life, but the greatest cost (and the greatest risk of a development moratorium if the cost is not paid), while the lowest cost provide less desirable quality of life. The scenario-driven approach enables the City to balance its desire for high levels of service with its willingness and ability to pay for those levels of service.

Other advantages of the scenario-driven approach include:

- Helping the City analyze which approach achieves the best balance among GMA goals;
- Helping prepare analyses required by SEPA (State Environmental Policy Act); and
- Evaluating scenarios for the land use element.

The scenario-driven approach also provides a non-traditional method of policy development. The other approaches begin by setting policies (for example, needs or revenues) then building a plan to implement the policies. The scenario-driven approach uses alternative potential policy assumptions as the basis for different scenarios.

The establishment of City policies is accomplished by reviewing all scenarios. The City Council selects the preferred scenario, and then policies are written to implement the preferred scenario.

The scenarios are used to test alternative policies, and lead to selection of the policy that the community believes they can achieve. The formal language of policies is written after the scenarios are evaluated and the preferred scenarios (and accompanying policies) have been identified.

## **LEVEL OF SERVICE (SCENARIO-DRIVEN) METHOD FOR ANALYZING CAPITAL FACILITIES**

### **Explanation of Levels of Service**

Levels of service are usually quantifiable measures of the amount of public facilities that are provided to the community. Levels of service may also measure the quality of some public facilities.

Typically, measures of levels of service are expressed as ratios of facility capacity to demand (for example, actual or potential users). Figure A4.6 lists examples of levels of service measures for some capital facilities:

**Figure A4.6**  
**Sample Level of Service Measurements**

<b>Type of Capital Facility</b>	<b>Sample Level of Service Measure</b>
Corrections	Beds per 1,000 population
Fire and Rescue	Average response time
Hospitals	Beds per 1,000 population
Law Enforcement	Officers per 1,000 population
Library	Collection size per capita Building square feet per capita
Parks	Acres per 1,000 population
Roads and Streets	Ratio of actual volume to design capacity
Schools	Square feet per student
Sewer	Gallons per customer per day Effluent quality
Solid Waste	Tons (or cubic yards) per capita or per customer
Surface Water	Design storm (for example, 100-year storm)
Transit	Ridership
Water	Gallons per customer per day Water quality

Each of these level of service measures needs one additional piece of information: the specific quantity that measures the current or proposed level of service. For example, the *standard* for parks might be 5 acres per 1,000 population, but the *current* level of service may be 2.68 acres per 1,000, which is less than the standard.

In order to make use of the level of service method, the City selects the way in which it will measure each facility (for example, acres, gallons, etc.), and it identifies the amount of the current and proposed level of service for each measurement.

There are other ways to measure the level of service of many of these capital facilities. The examples in Figure A4.7 are provided in order to give greater depth to the following discussion of the use of levels of service as a method for determining the City's need for capital facilities.

**Method for Using Levels of Service:** The level of service method answers two questions in order to develop a financially feasible CFP. The GMA requires the CFP to be based on standards for service levels that are measurable and financially feasible for the six fiscal years following adoption of the plan. The CFP must meet the City's capital needs for the fiscal years ~~2010-2015~~2011-2016.

There are two questions that must be answered in order to meet the GMA requirements:

- What is the quantity of public facilities that will be required by the end of the 6th year?
- Is it financially feasible to provide the quantity of facilities that are required by the end of the 6<sup>th</sup> year?

The answer to each question can be calculated by using objective data and formulas. Each type of public facility is examined separately (for example, roads are examined separately from parks). The costs of all the types of facilities are then added together in order to determine the overall financial feasibility of the CFP. One of the CFP support documents, "Capital Facilities Requirements" contains the results of the use of this method to answer the two questions for the City of SeaTac.

**Question 1:** What is the quantity of public facilities that will be required by the end of the 6<sup>th</sup> year?

*Formula 1.1*      Demand x Standard = Requirement

*Where*            Demand is the estimated year ~~2015~~ 2016 population or other appropriate measure of need (for example, dwelling units),

*And*                Standard is the amount of facility per unit of demand (for example, acres of park per capita)

The answer to this formula is the total amount of public facilities that are needed, regardless of the amount of facilities that are already in place and being used by the public.

*Formula 1.2*      Requirement - Inventory = Surplus or Deficiency

*Where*            Requirement is the result of Formula 1.1,

*and*                Inventory is the quantity of facilities available as of December 31, ~~2009~~-2010 (the beginning of the six years covered by the plan).

This formula uses the inventory of existing public facilities, plus facilities that will be completed by December 31, ~~2009~~2010, to offset the total requirement of Formula 1.1. The answer to Formula 1.2 is the net surplus of public facilities, or the net deficit that must be eliminated by additional facilities before December 31, ~~2015~~2016. If a net deficiency exists, it represents the combined needs of existing development and anticipated new development. Detailed analysis will reveal the portion of the net deficiency that is attributable to current development compared to the portion needed for new development (see the CFP support document "Capital Facilities Requirements" for the delineation between current development and new development).

**Question 2:** Is it financially feasible to provide the quantity of facilities that are required by the end of the 6th year?

A "preliminary" answer to Question 2 is prepared in order to test the financial feasibility of tentative or proposed standards of service. The preliminary answers use "average costs" of facilities, rather than specific project costs. This approach avoids the problem of developing detailed projects and costs that would be unusable if the standard proved to be financially unfeasible. If the standards are feasible at the preliminary level, detailed projects are prepared for the "final" answer to Question 2. If, however, the preliminary answer indicates that a standard of service is not financially feasible, six options are available to the City:

1. Reduce the standard of service, which will reduce the cost, or
2. Increase revenues to pay for the proposed standard of service (higher rates for existing revenues, and/or new sources of revenue), or
3. Reduce the average cost of the public facility (for example, alternative technology or alternative ownership or financing), thus reducing the total cost, and possibly the quality, or
4. Reduce the demand by restricting population (for example, revise the land use element), which may cause growth to occur in other jurisdictions, or
5. Reduce the demand by reducing consumption (for example, transportation demand management techniques, recycling solid waste, water conservation, etc.) which may cost more money initially, but may save money later, or
6. Any combination of options 1-5.

The preliminary answer to Question 2 is prepared using the following formulas (P = preliminary):

$$\text{Formula 2.1P} \quad \text{Deficiency} \times \text{Average Cost/Unit} = \text{Deficiency Cost}$$

*Where* Deficiency is the Result of Formula 1.2,

*and* Average Cost/Unit is the usual cost of one unit of facility (for example, mile of road, acre of park, etc.)

The answer to Formula 2.1P is the approximate cost of eliminating all deficiencies of public facilities, based on the use of an "average" cost for each unit of public facility that is needed.

$$\text{Formula 2.2P} \quad \text{Deficiency Cost} - \text{Revenue} = \text{Net Surplus or Deficiency}$$

*Where* Deficiency Cost is the result of Formula 2.1P,

*and* Revenue is the money currently available for public facilities.

The result of Formula 2.2P is the preliminary answer to the test of financial feasibility of the standards of service. A surplus of revenue in excess of cost means the standard of service is affordable with money remaining (the surplus), therefore the standard is financially feasible. A deficiency of revenue compared to cost means that not enough money is available to build the facilities, therefore the standard is not financially feasible. Any standard that is not financially feasible will need to be adjusted using the 6 strategies listed after Question 2.

One of the CFP support documents, "Capital Facilities Requirements" contains the scenarios for the City of SeaTac.

The "final" demonstration of financial feasibility uses detailed costs of specific capital projects in lieu of the "average" costs of facilities used in the preliminary answer, as follows (F = final):

$$\text{Formula 2.1F} \quad \text{Capacity Projects} + \text{Non-capacity Projects} = \text{Project Cost}$$

*Where* Capacity Projects is the cost of all projects needed to eliminate the deficiency for existing and future development (Formula 1.2), including upgrades and/or expansion of existing facilities as well as new facilities,

*and* Non-capacity Projects is the cost of remodeling, renovation or replacement needed to maintain the inventory of existing facilities.

$$\text{Formula 2.2F.} \quad \text{Project Cost} - \text{Revenue} = \text{Net Surplus or Deficiency}$$

*Where* Project Cost is the result of Formula 2.1F,

*and* *Revenue* is the money available for public facilities from current/proposed sources.

The "final" answer to Question 2 validates the financial feasibility of the standards for levels of service that are used for each public facility in the CFP and in the other elements of the Comprehensive Plan. The financially feasible standards for levels of service and the resulting capital improvement projects are used as the basis for policies and implementation programs in the final Capital Facilities Plan.

### **Setting the Standards for Levels of Service**

Because the need for capital facilities is largely determined by the levels of service that are adopted, the key to influencing the CFP is to influence the selection of the level of service standards. Level of service standards are measures of the quality of life of the community. The standards should be based on the community's vision of its future and its values.

Traditional approaches to capital facilities planning rely on technical experts, including staff and consultants, to determine the need for capital improvements. In the scenario-driven approach, these experts play an important advisory role, but they do not control the determination. Their role is to define and implement a process for the review of various scenarios, to analyze data and make suggestions based on technical considerations.

The final, legal authority to establish the levels of service rests with the City Council because they

enact the level of service standards that reflect the community's vision. Their decision should be influenced by recommendations of the 1.) Planning Commission; 2.) providers of public facilities including local government departments, special districts, private utilities, the State of Washington, tribal governments, etc.; 3.) formal advisory groups that make recommendations to the providers of public facilities (for example, CPSC); and 4.) the general public through individual citizens and community civic, business, and issue-based organizations that make their views known or are sought through sampling techniques.

An individual has many opportunities to influence the level of service (and other aspects of the Growth Management Plan). These opportunities include attending and participating in meetings, writing letters, responding to surveys or questionnaires, joining organizations that participate in the CFP process, being appointed/elected to an advisory group, making comments/presentation/testimony at the meetings of any group or government agency that influences the level of service decision and giving input during the SEPA review process.

The scenario-driven approach to developing the level of service standards provides decision-makers and anyone else who wishes to participate with a clear statement of the outcomes of various levels of service for each type of public facility. This approach reduces the tendency for decisions to be controlled by expert staff or consultants, and opens up the decision-making process to the public and advisory groups, and places the decisions before the City Council.

Selection of a specific level of service to be the "adopted standard" was accomplished by a 10-step process:

1. The "current" actual level of service was calculated in 1993, at the beginning of the Capital Facilities Planning Process.
2. Departmental service providers were given national standards or guidelines and examples of local LOS from other local governments.
3. Departmental service providers researched local standards from City studies, master plans, ordinances and development regulations.
4. Departmental service providers recommended a standard for the City of SeaTac's CFP.
5. The first draft of the Capital Facilities Requirements support document forecast needed capacity and approximate costs of two levels of service, the 1993 actual LOS and the department's recommended LOS.
6. The City Council reviewed and commented on the first draft Capital Facilities Requirements report.
7. Departmental service providers prepared specific capital improvements projects to support the 1993 LOS (unless the Council workshop indicated an interest in a different LOS for the purpose of preparing the first draft CFP). In 2002 the City Council adopted LOS standards for individual park and recreation facilities to better reflect the City's commitment to providing improvements to parks without adding to parks acreage.
8. The first draft CFP was prepared using the 1993 LOS (unless the City Council indicated

an interest in a different LOS). The LOS in the first draft CFP served as the basis of capital projects, their costs, and a financing plan necessary to pay for the costs.

9. The draft CFP was reviewed/discussed during City Council-Planning Commission joint workshop(s) prior to formal reading/hearing of CFP by the City Council.
10. The City Council formally adopted levels of services as part of the Comprehensive Plan. The final standards for levels of service are adopted in Policy 4.3. The adopted standards (1) determine the need for capital improvements projects (see Policy 4.4 and the Capital Improvements section) and (2) are the benchmark for testing the adequacy of public facilities for each proposed development pursuant to the "concurrency" requirement (see Policy 4.3). The adopted standards can be amended, if necessary, once each year as part of the annual amendment of the Comprehensive Plan.

Because the CFP is a rolling 6-year plan, it must be revised annually and the revision constitutes one component of the Comprehensive Plan amendment process. Step 1 above indicates the use of the current LOS in the process of adopting service standards, and references 1993 as the base year. In the process of amending the CFP, the current LOS is calculated using the current population, in this case the year ~~2009~~2010.

## **DEFINITIONS**

This section defines specialized terms used throughout the Capital Facilities Element.

### **Capital Improvement**

Buildings, land or equipment with a minimum cost of \$25,000 and an expected useful life of at least 10 years.

### **Capital Facility**

A public facility with a minimum cost of \$25,000 and an expected useful life of at least 10 years.

### **Capital Facilities Plan**

A plan for capital improvements to public facilities necessary to support the City's current and future population and economy. The Capital Facilities Plan typically looks at a 6-year time-frame. Background documents for this CFP also analyze a longer 21-year time-frame.

### **Category 1 Public Facilities**

Facilities owned or operated by the City of SeaTac that are subject to a "no new development" trigger ("concurrency") if established levels of service are not met for existing and new development concurrent with the impacts of new development.

### **Category 2 Public Facilities**

Facilities owned or operated by the City of SeaTac that are not subject to concurrency.

### **Category 3 Public Facilities**

Facilities owned or operated by jurisdictions other than the City of SeaTac, including Federal, State, County and City governments, independent districts and private organizations, that are subject to concurrency.

### **Category 4 Public Facilities**

Facilities owned or operated by jurisdictions other than the City of SeaTac that are not subject to concurrency.

### **Certificate of Capacity**

Certificate issued by the City assuring that adequate public facilities are available to serve a proposed development.

### **Concurrency**

A requirement of the Growth Management Act that "adequate public facilities" to serve a development be in place or planned and financed before the development is permitted.

**Concurrency Management System**

A system integrated into the development regulations and permit review process which assures that adequate public facilities to serve a development are in place or planned and financed before the development is permitted.

**Development Permit**

A building permit, or any other development permit, which results in an immediate and continuing impact upon public facilities.

**Land Use Approval**

A rezone, plat, planned unit development, conditional use permit, shoreline substantial development permit, or any other official action by the City's Department of Planning and Community Development which has the effect of authorizing development of land or changing the conditions under which land can be developed.

**Level of Service Standard**

A benchmark for measuring the provision of a public service; the amount or quality of a public service that the City of SeaTac adopts and agrees to provide to its residents.

**Public Facility**

Public facilities are facilities provided by a government, district, or private company for public use. Examples include:

City government (including administrative offices, municipal court and maintenance facilities)

Fire protection and emergency medical services

Law enforcement

Libraries

Parks and recreation facilities

Roads (including related sidewalks and lighting)

Sanitary Sewers

Schools

Solid Waste

Storm Water

Transit

Water

# CAPITAL IMPROVEMENTS

## INTRODUCTION

This section of the CFP presents capital improvements projects and the financing plan to pay for those projects. It also contains the inventory of existing facilities, a map of existing and planned facilities, the level of service (LOS) standard, concurrency requirements, estimates of future operating and maintenance costs of new capital projects, and non-capital alternatives to achieving the LOS standard.

Each type of public facility is presented in a separate section which follows a standard format. In each section, tables of data are identified with abbreviations that correspond to the type of facility: Table FS-1 refers to Table 1 for FS (Fire Services). Each abbreviation corresponds to the name of the type of facility. Each section provides an overview of the data, with subsections devoted to Current Facilities, Level of Service, Capital Facilities Projects and Financing, Operating Impact of Level of Service Projects, and Concurrency.

## INVENTORY OF CURRENT FACILITIES (TABLE 1 OF EACH SUBSECTION)

A list of existing capital facilities, including the name, capacity (for reference to levels of service) and location.

## LEVEL OF SERVICE CAPACITY ANALYSIS (TABLE 2 OF EACH SUBSECTION)

A table analyzing facility capacity requirements is presented for each type of public facility. The analysis begins with the same analytical technique and format as the support document "Capital Facilities Requirements." The statistical table at the top calculates the amount of facility capacity that is required to achieve and maintain the standard for level of service. The capital improvements projects that provide the needed capacity are listed below the requirements table, and their capacities are reconciled to the total requirement in the table.

## CAPITAL PROJECTS AND FINANCING PLAN (TABLE 3 OF EACH SUBSECTION)

A list of capital improvements that will eliminate existing deficiencies, make available adequate facilities for future growth and repair or replace obsolete or worn out facilities through December 31, ~~2015~~2016. Each list of capital improvements begins with a financing plan, then itemizes the individual projects.

*Financing Plan.* Specific sources and amounts of revenue are shown which will be used to pay for the proposed capital projects. The amounts shown for each funding source represent only the amount needed to finance the proposed capital projects, and not the total amount available from that source. The amounts of the revenue forecasts are based on data from two support documents "Revenue Sources for Capital Facilities," and "Financial Capacity Analysis."

The "Financial Capacity Analysis" forecasts existing revenue and expenditures to determine the City's overall financial position, and identify existing City of SeaTac revenue that can be used for future capital facility projects.

"Revenue Sources for Capital Facilities" forecasts new sources of revenue that the City could generate for capital facilities projects.

*Capital Projects.* Each capital improvement project is named, and briefly described. Project locations are specified in the name or description of the project. The cost for each of the next six fiscal years is shown in thousands of dollars (\$1,000). All cost data is in current dollars; no inflation factor has been applied because the costs will be revised as part of the annual review and update of the Capital Facilities Plan.

All capital improvements projects were prepared by the department that provides the public facility.

#### **Operating Impact of Capital Projects (Table 4 each subsection)**

A forecast of future operating/maintenance costs of capital improvement projects. The impacts are presumed to begin in the year after the project is completed. Since it is not possible to forecast the completion date of each project, no attempt has been made to identify impacts for any portion of the year in which the project is completed.

The costs reflect the amount by which each future year's operating budget will increase compared to the current (~~2010~~2011) budget. In other words, once a project is completed and it impacts the next year's operating budget, that same project is shown to have the same annual impact on each succeeding year's operating budget.

The forecast of operating impacts is not required by GMA, but is included because the substantial cost impacts of some facilities may be a factor in the City's decision to construct the project (and to adopt the level of service that causes the need for the project). No "financing plan" is offered for the operating costs, and the City will be obliged to find revenue to pay for such costs. (Some of the revenue may come from increases to the tax base that accompanies new development that created the need for the capital facility. There is no assurance, however, that increased tax revenue from new development will be sufficient to pay for the cost of operating new facilities.)

The total of all operating costs of all capital projects is calculated as the sum of all the tables with a "-4" suffix. The annual totals are:

<b>Figure A4-7 Annual Impact Year (x \$1,000)</b>	
2009	1,519.4
2010	1,519.4
2011	0
2012	6.8
2013	15.4
2014	27.8
2015	32.9
2016	33.0

## SELECTING REVENUE SOURCES FOR THE FINANCING PLAN

One of the most important requirements of the Capital Facilities Plan is that it must be financially feasible; GMA requires a balanced capital budget. The following are excerpts from GMA pertaining to financing of capital improvements.

GMA requires "a six-year plan that will finance capital facilities within projected funding capacities and clearly identifies sources of public money for such purposes." For roads, GMA allows development when "a financial *commitment* is in place to complete the improvements...within six years" (emphasis added).

The City must be able to afford the standards of service that it adopts, or "if probable funding falls short of meeting existing needs" the City must "reassess the land use element" (which most likely will cause further limits on development).

In keeping with these requirements, the City's CFP Policy 4.1 requires "conservative estimates of revenues from sources that are available to the City pursuant to current statutes, and which have not been rejected by referendum, if a referendum is required to enact a source of revenue."

Sources of revenue are analyzed in two support documents "Financial Capacity Analysis," and "Revenue Sources for Capital Facilities."

The "Financial Capacity Analysis" forecasts existing revenue and expenditures to determine the City's overall financial position, and identify existing City of SeaTac revenue that can be used for future capital facility projects.

"Revenue Sources for Capital Facilities" forecasts new sources of revenue that the City of SeaTac could generate for capital facilities projects.

The process of identifying specific revenues for the financing plan was as follows:

1. Calculate total costs for each type of public facility.
2. Match existing restricted revenue sources to the type of facility to which they are restricted.
3. Subtract existing restricted revenues from costs to identify unfunded "deficit." (1 – 2 = 3).
4. Apply new restricted revenues to the type of facility to which they are restricted.
5. Subtract new restricted revenues from costs to identify remaining unfunded "deficits" (3 - 4 = 5).
6. Allocate new unrestricted revenue to unfunded deficits. Two new unrestricted revenues are potentially available to meet deficits:
  - a. New bond issues (either councilmanic, or voted, or a combination), and
  - b. The second 1/44 real estate excise tax.

Decision makers can choose which of the two (bonds or REET ) to assign to specific capital projects for the final CFP.

# CITY HALL

## CURRENT FACILITIES

In 2002, the City purchased and renovated an existing building to serve as the new City Hall. This building is located at 4800 S. 188<sup>th</sup> Street, SeaTac WA 98188. It contains over 81,000 square feet, of which the City uses approximately 53,500 square feet. The balance is leased but available for expansion, should the City need additional space.

## LEVEL OF SERVICE (LOS)

The adopted LOS of 256 gross square feet (gsf) per city hall employee (gross square feet includes offices and other work areas, the City Council Chamber, Courtroom, restrooms and other common areas) requires approximately ~~37,120~~35,328 gsf of space through the year ~~2015~~2016. (See Table CH-2). Through the year ~~2025~~2026, the City will need approximately 41,000 gsf of space to maintain this LOS. In addition, there may be other public (non-employee) spaces that must be accommodated in the City Hall. Accordingly, the City has purchased a building with its long-term needs in mind.

## CAPITAL FACILITIES PROJECTS AND FINANCING

There are five (5) capital projects through the year 2015 2016. The City intends to conduct an annual replacement of its heat pump each year between 2011 and 2016. In 2012, an upgrade is planned for the existing City Hall lighting and HVAC systems that will allow for greater energy efficiency. In 2013, the existing carpeting within City Hall is scheduled to be replaced, and in 2015, the existing elevator is scheduled to be upgraded (See Table CH-3 for costs associated with these projects).

## CAPITAL FACILITIES PROJECTS COMPLETED IN 2009 2010

No capital projects completed in 2008 2009. In 2010, the City Hall Roof and Cooling Tower were replaced. The new roof replaces a previous, fifteen (15) year old roof that had begun to leak and was thus costly to maintain. The new roof is constructed of PVC materials and is Energy Star rated. This will allow the City to save money on its operations costs. The new City Hall cooling tower replaces a thirty-five (35) year old unit that had exceeded its usable life. The new unit has energy-saving features the old one lacked, such as variable speed drives. This will also allow for reduced energy costs.

## OPERATING IMPACT OF LOS CAPITAL IMPROVEMENTS

The net operating impact during 2011-2016 of the capital improvement projects required to maintain the adopted level of service standard is project to decrease significantly as a result of energy-efficient capital improvements scheduled to occur between 2011 and 2016. The projected savings is shown on Table CH-4.

**City Hall**

The inventory of current City Hall administrative offices includes the following.

**Table CH-1  
CURRENT FACILITIES INVENTORY  
City Hall**

<b>Capacity</b>		
<u>Name</u>	<u>(Net Sq. Ft.)</u>	<u>Location</u>
City Hall	53,500	4800 S. 188 <sup>th</sup> Street

**Table CH-2  
CAPITAL PROJECTS LOS CAPACITY ANALYSIS  
City Hall**

<b>City LOS = 256 gross square feet per employee</b>				
<b>(1)</b>	<b>(2)</b>	<b>(3)</b>	<b>(4)</b>	<b>(5)</b>
<u>Time Period</u>	<u>City Hall Employment</u>	<u>Sq. Ft. Required @ 256 Per Employee</u>	<u>Current Sq. Ft. Available</u>	<u>Net Reserve or Deficiency</u>
2010 Actual Employment	133	34,048	53,500	19,452
<del>2010-2015</del> <u>2011-2016</u>	<del>12</del> <u>5</u>	<del>3,072</del> <u>1,280</u>	0	<del>-3,072</del> <u>1,280</u>
Growth				<u>1,280</u>
<b>TOTAL AS OF <u>2015/2016</u></b>	<del>145</del> <u>138</u>	<del>37,120</del> <u>35,328</u>	<b>53,500</b>	<del>11,772</del> <u>5,376</u>
<b>CAPACITY PROJECTS:</b> No capacity projects.				

**Table CH-3  
CFP PROJECTS AND FINANCING PLAN  
Sources and Uses of Funds  
City Hall**

(All Amounts Are Times \$1,000)

(1)	<u>(2)</u> <u>2009</u>	(2)	(3)	(4)	(5)	(6)	(7)	(8)
SOURCES/USES	<u>2009</u>	2010	2011	2012	2013	2014	<u>2015</u>	TOTAL
<b>SOURCES OF FUNDS</b>								
Existing Revenue:								
Fund Balance #108		375.6	25.9	26.7	284.8	299.4	93.3	1,105.7
<b>Total Sources</b>	<b>0.0</b>	<b>375.6</b>	<b>25.9</b>	<b>26.7</b>	<b>284.8</b>	<b>299.4</b>	<b>93.3</b>	<b>1,105.7</b>
<b>USES OF FUNDS</b>								
Non-Capacity Projects:								
1. Heat Pump Replacement		25.1	25.9	26.7	27.5	28.3	29.1	162.6
2. Roof Replacement		0.0	0.0	0.0	0.0	271.1	0.0	271.1
3. Carpet Replacement		0.0	0.0	0.0	257.3	0.0	0.0	257.3
4. Elevator Upgrade		0.0	0.0	0.0	0.0	0.0	64.2	64.2
5. Cooling Tower		350.5	0.0	0.0	0.0	0.0	0.0	350.5
<b>Total Costs</b>	<b>0.0</b>	<b>375.6</b>	<b>25.9</b>	<b>26.7</b>	<b>284.8</b>	<b>299.4</b>	<b>93.3</b>	<b>1,105.7</b>
<b>BALANCE</b>								
<b>Surplus or (Deficit)</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>

Capital Facilities Background Report

(All Amounts Are Times \$1,000)								
(1)	(2)	(2)	(3)	(4)	(5)	(6)	(7)	(8)
SOURCES/USES	2010	2011	2012	2013	2014	2015	2016	TOTAL
<b>SOURCES OF FUNDS</b>								
<b>Existing Revenue:</b>								
<i>City Sources:</i>								
Fund Balance #108	375.6	234.2	26.7	224.8	28.3	99,793.3	32.8	646,5640.1
Fund Balance #301	=	0.0	19.5	0.0	0.0	0.0	0.0	19.5
<i>Existing City Sources Total:</i>		234.2	46.2	224.8	28.3	99,793.3	32.8	666,0659.6
<i>Non-City Sources:</i>								
(none)	-	-	-	-	-	-	-	0.0
<i>Existing Non-City Sources Total:</i>		0.0	0.0	0.0	0.0	0.0	0.0	0.0
<b>Existing Revenue Total:</b>		234.2	46.2	224.8	28.3	93.3	32.8	666.0
<b>New Revenue:</b>								
<i>City Sources:</i>								
(none)								
<i>New City Sources Total:</i>		0.0	0.0	0.0	0.0	0.0	0.0	0.0
<i>Non-City Sources:</i>								
Local Grants	0.0	97.0	0.0	0.0	0.0	0.0	0.0	97.0
Arch/Eng Contribution	=	0.0	8.0	0.0	0.0	0.0	0.0	8.0
<i>New Non-City Sources Total:</i>		97.0	8.0	0.0	0.0	0.0	0.0	105.0
<b>New Revenue Total:</b>		97.0	8.0	0.0	0.0	0.0	0.0	105.0
<b>Total Sources</b>	<b>375.6</b>	<b>331.2</b>	<b>54.2</b>	<b>224.8</b>	<b>28.3</b>	<b>99,793.3</b>	<b>32.8</b>	<b>771,0764.6</b>
<b>USES OF FUNDS</b>								
<b>Non-Capacity Projects:</b>								
1. Heat Pump Replacement	25.4	25.9	26.7	27.5	28.3	29.1	32.8	170.3
2. Roof Replacement	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3. Carpet Replacement	0.0	0.0	0.0	197.3	0.0	0.0	0.0	197.3
4. Elevator Upgrade	0.0	0.0	0.0	0.0	0.0	70,464.2	0.0	64.2
5. Cooling Tower	350.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0
6. City Hall Lighting Upgrade		194.1						194.1
7. City Hall HVAC Digital Control		111.2						111.2
8. Maint. Fueling Station (@ Maint Yard)			27.5					27.5
<b>Total Costs</b>	<b>375.6</b>	<b>331.2</b>	<b>54.2</b>	<b>224.8</b>	<b>28.3</b>	<b>99,793.3</b>	<b>32.8</b>	<b>771,0764.6</b>
<b>BALANCE</b>								
Surplus or (Deficit)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0

**Table CH 4  
OPERATING IMPACT OF LEVEL OF SERVICE CAPITAL IMPROVEMENTS  
City Hall**

There are no operating impacts associated with capital projects through 2016

(All Amounts Are Times \$1,000)

(1)	(2)	(2)	(3)	(4)	(5)	(6)	(7)	(8)
Type of Facility	2010	2011	2012	2013	2014	2015	2016	Total \$
1. City Hall Lighting Upgrade		0	-9.308	-9.494	-9.684	-9.878	-10.075	-48.4
2. City Hall HVAC Digital Control		0	-10.122	-10.324	-10.531	-10.742	-11.0	-52.7
<b>Total Costs</b>	<b>0.0</b>	<b>0.0</b>	<b>-19.4</b>	<b>-19.8</b>	<b>-20.2</b>	<b>-20.6</b>	<b>-21.1</b>	<b>-101.1</b>

# PARKS AND RECREATION

## CURRENT FACILITIES

The parks inventory has identified approximately 400 acres of community, neighborhood and regional parks within the SeaTac city limits. 154 acres of that parkland is developed; the remainder is undeveloped. Much of the park land is operated by the City, while some is operated by other jurisdictions. The City currently owns and operates 98 acres of community parks, 18.3 acres of neighborhood parks, and more than 22,600 lineal feet of trails. The City is served by 58,548 square feet of pocket/mini parks which are owned by private businesses and other agencies, but are open to the public. Additionally, the city operates 80 acres of North SeaTac Park and has developed a small community park around the North SeaTac Community Center. Regional parkland (North SeaTac Park, and Des Moines Creek Park) will serve not only SeaTac residents but people from surrounding areas as well; as such, the City will seek funds outside the City for operations. Pocket parks will primarily serve the daytime public in commercial areas of the City; these parks will be encouraged as part of new developments and will typically be owned and maintained by commercial establishments. Mini parks are envisioned as small recreation areas to be located within residential developments, especially in higher density areas. Linear parks/trails will help to link different areas of the city and provide enjoyment of natural features; after such trails are developed, they will be owned and maintained by the City. Table 1 of each section, the "Current Facilities Inventory," lists each park facility separately along with its current capacity and street location. Map A4.1 shows the geographic location of each facility.

In terms of multi-purpose outdoor facilities, the City currently has two playfields, one at Sunset Park and the other at Valley Ridge Park, that are programmed for multiple sports year round. These two multi-purpose sports fields accommodate the following programmed activities: adult and youth baseball, adult and youth softball, football and soccer. Additionally, North SeaTac Park has baseball/softball fields and separate soccer fields.

## LEVEL OF SERVICE (LOS)

SeaTac uses two methods of measuring its level of service: acreage-based and facilities-based. In the past, the City measured its LOS solely by the amount of acreage per thousand residents devoted to a particular parks category, such as regional park, neighborhood park, etc. That approach does not directly take into account facilities available for recreation; it assumes that the demand will be met by providing a specified number of acres per City resident. Under an acreage-based LOS, as the number of residents increases, the amount of park land must increase to keep pace.

In SeaTac, however, very little land is left for additional parks. As the City's population grows, residents' need for recreational opportunities must be met by adding or upgrading facilities to most parks. Four types of parks will still be evaluated by an acreage-based standard: Community, Neighborhood, Pocket/Mini parks and Trails/Linear. All other types of parks use a facilities-based LOS to measure how well the City is meeting the recreational needs of SeaTac residents.

As those needs increase, the City has the option of adding new facilities, or adding capacity to existing ones, by improving the facilities themselves. For example, the Parks Department proposes to make playing surface and outdoor lighting improvements on field 4 Valley Ridge Park.

Improvements of this nature nearly double the capacity of baseball/football fields in the City, without actually adding any new fields.

While not reflected in either LOS standard, the City will also consider equity of location, to further ensure that all residents have access to recreation. Map A4.1 shows the locations of parks in SeaTac and the immediate surrounding areas.

**Parks Description and Acreage-based LOS**

Only land currently developed for recreational activities is counted as "capacity" for the purpose of calculating park LOS. Counting only developed acres as capacity allows the City to focus on its targeted need: more *developed* park land. As land is developed or as facilities are added, land will be transferred from the undeveloped to the developed category, showing progress toward the City's adopted LOS standard. In some cases, acreage that appears to be developed may be classified as undeveloped because it lacks facilities typical of parks in its category. In these cases, an acre value is assigned to a needed facility, for instance .5 acres for a child's play area. The following figure lists developed, undeveloped and total land within each park category.

**Figure A4.8**  
**Summary of Park Land, ~~2009~~2010**

Park Category	Developed	Undeveloped	Total
Community Parks	63 acres	35 acres	98 acres
Neighborhood Parks	10 acres	8.3 acres	18.3 acres
Regional Park	80 acres	211.4 acres	291.4 acres
Pocket/Mini Parks	73,548 sq. ft.	N.A.	73,548 sq. ft.
Trails/Linear Parks	22,630 lineal feet	0 lineal feet	22,630 lineal feet

The current LOS provided by the park system within the City is based on the current inventory of developed park acres divided by the actual ~~2009~~ 2010 SeaTac population. This equates to ~~2.5~~ 4 acres per 1,000 population for community parks; 0.4 acres per 1,000 population for neighborhood parks; ~~2,275-261~~ square feet per 1,000 population feet for pocket/mini parks; and ~~879874.5-1~~ lineal feet per 1,000 population for trails/linear parks.

The City adopted LOS is 1.7 acres per 1,000 population for community parks; 0.27 acres per 1,000 population for neighborhood parks; 500 square feet per 1,000 population for pocket/mini parks; and 251.6 lineal feet per 1,000 population for trails/linear parks.

Each City LOS will enable the City to respond to the need for additional developed park acreage and facilities, and trail miles as the City population continues to increase over time.

## CAPITAL FACILITIES PROJECTS COMPLETED IN 2009 2010

In 2009 2010, the City completed the irrigation improvements at the Sunset Park soccer field added several amenities to NST Community Park. These amenities included playground equipment targeted at the preschool and school-aged populations, a climbing rock, a basketball half-court and a sensory garden. These new features will allow this community park to provide neighborhood park amenities to the surrounding residential neighborhood. Additionally, a new tensile-structure concert band shell was added to Angle Lake Park. This canopy will remove the need for park personnel to erect temporary canopies for events at the park, and will shelter performers for park programming series such as "Music in the Park" and "Theatre in the Park" from sun and rain.

## CAPITAL FACILITIES PROJECTS AND FINANCING

Parks and Recreation facilities include four ~~four~~ capacity projects and four non capacity capital projects at a cost of ~~\$6,340,400~~ \$4,321,500. The proposed financing plans are shown on Tables PRC-3 and Table PRF-3.

## OPERATING IMPACT OF LOS CAPITAL IMPROVEMENTS

The net operating impact during ~~—2010-2015~~ 2011-2016 of the capital improvement projects required to maintain the adopted level of service standards is shown on Table PR-4.

# MAP A4.1

## PARKS AND RECREATION FACILITIES

## COMMUNITY PARKS

Community parks within the City are primarily highly developed and used for active recreation. They include amenities from picnic tables, and a boat launch at Angle Lake Park to courts and fields for tennis, softball, and soccer. Typically, community parks serve population within a mile radius of the park.

The inventory of current Community Parks includes the following:

**Table PRC-1  
PARKS INVENTORY  
Community Parks**

Name	Developed*	Undeveloped	Total	Location
Angle Lake Park	10.5 acres	0 acres	10.5 acres	19408 International Blvd.
Grandview Park	14.0 acres	24.0 acres	38.0 acres	3600 S. 228 <sup>th</sup> Street
Sunset Playfield	14.4 acres	0 acres	14.4 acres	13659 – 18 <sup>th</sup> Ave. S.
Valley Ridge Park	21 acres	0 acres	21 acres	4644 S. 188 <sup>th</sup> St.
NST Community Park	0.6 acres	11.0 acres	11.6 acres	S. 128 <sup>th</sup> St. & 20 <sup>th</sup> Ave. S
Tyee H.S. Playfields	2.5 acres	0 acres	2.5 acres	4424 S. 188 <sup>th</sup> St.
<b>TOTAL</b>	<b>63 acres</b>	<b>35 acres</b>	<b>98 acres</b>	

\* Developed acres are used to calculate current capacity.

**Table PRC-2  
CAPITAL PROJECTS LOS CAPACITY ANALYSIS  
Community Parks**

LOS = 1.7 acres per 1,000 population				
(1)	(2)	(3)	(4)	(5)
<u>Time Period</u>	<u>City Population</u>	<u>Dev. Acres Required @ 0.0017 per Capita</u>	<u>Dev. Acres Available</u>	<u>Net Reserve Or Deficiency</u>
<u>2009-2010 Actual Pop.</u>	<u>25,730</u> <u>25,890</u>	<u>43.7</u> <u>44.0</u>	63.0	<u>19.3</u> <u>19.0</u>
<u>2010 – 2015 2011-2016 Growth</u>	<u>3.3</u> <u>2,158</u>	<u>5.6</u> <u>3.7</u>	0.5	<u>-4.1</u> <u>-3.2</u>
<b>TOTAL AS OF <u>2015</u><u>2016</u></b>	<b><u>29,050</u><u>28,048</u></b>	<b><u>49.3</u><u>47.7</u></b>	<b>63.5</b>	<b><u>15.2</u> <u>15.8</u></b>
<b>CAPACITY PROJECTS:</b>	1. Gathering Space (SeaTac/Airport Station Area, <u>15,000 sq. ft.</u> ), and 2. Military Triangle Plaza (S. 154 <sup>th</sup> St. Station Area, <u>8,250 Sq. ft.</u> ), and 3. Patch at Riverton Heights School Site			

**Table PRC-3  
CPF PROJECTS AND FINANCING PLAN  
Sources and Uses of Funds  
Community Parks**

(All Amounts Are Times \$1,000)								
(1) SOURCES/USES	(2) 2009	(2) 2010	(3) 2011	(4) 2012	(5) 2013	(6) 2014	(7) 2015	(8) TOTAL
<b>SOURCES OF FUNDS</b>								
<b>Existing Revenue:</b>								
Construction Sales Tax	0.0	455.4	1,185.4	1,094.2	36.1	0.0	0.0	2,771.1
REET 2	0.0	138.0	0.0	0.0	0.0	0.0	0.0	138.0
Fund Balance #308		0.0	82.5	17.5	0.0	0.0	0.0	100.0
Valley Ridge Park Field Rentals	0.0	80.0	90.0	0.0	0.0	0.0	-	170.0
Debt Retirement Funds	0.0	0.0	0.0	0.0	0.0	630.0	-	630.0
Available Capital Funds	0.0	0.0	505.9	0.0	0.0	0.0	-	505.9
<b>Subtotal</b>	<b>0.0</b>	<b>593.4</b>	<b>1,267.9</b>	<b>1,111.7</b>	<b>36.1</b>	<b>0.0</b>	<b>0.0</b>	<b>3,009.1</b>
<b>NEW FUNDS</b>								
Grant: King Conservation Dist.	-	60.0	0.0	0.0	0.0	0.0	0.0	60.0
Community Relief Funds	-	0.0	0.0	220.9	1,002.7	0.0	0.0	1,223.6
REET 1	275.0	0.0	0.0	0.0	0.0	0.0	-	275.0
Investment Interest	0.0	0.0	341.6	0.0	0.0	0.0	-	341.6
<b>Subtotal</b>	<b>275.0</b>	<b>60.0</b>	<b>0.0</b>	<b>220.9</b>	<b>1,002.7</b>	<b>0.0</b>	<b>0.0</b>	<b>1,283.6</b>
<b>Total Sources</b>	<b>275.0</b>	<b>653.4</b>	<b>1,267.9</b>	<b>1,332.6</b>	<b>1,038.8</b>	<b>0.0</b>	<b>0.0</b>	<b>4,292.7</b>
<b>USES OF FUNDS</b>								
<b>Capacity Projects</b>								
1. Gathering Place Plaza (30th Ave. S)	0.0	593.4	1,185.4	1,002.6	1,002.7	0.0	0.0	3,784.1
2. Plaza/pedestrian connection at Military triangle (S. 154th St. Station Area)	400	0.0	82.5	330.0	0.0	0.0	0.0	412.5
3. Community Garden (Riverton School Site)		60.0	0.0	0.0	0.0	0.0	0.0	60.0
<b>Subtotal</b>	<b>400.0</b>	<b>653.4</b>	<b>1,267.9</b>	<b>1,332.6</b>	<b>1,002.7</b>	<b>0.0</b>	<b>0.0</b>	<b>4,256.6</b>
<b>Non-Capacity Projects:</b>								
4. Ornamental Fence Replacement (Angle Lake Pk)		0.0	0.0	0.0	36.1	0.0	0.0	36.1
3. Valley Ridge Spray Park	175.0	0.0	0.0	0.0	0.0	0.0	-	175.0
4. Valley Ridge Park (New restrooms, snack bar and storage)	0.0	0.0	0.0	0.0	0.0	630.0	-	630.0
<b>Subtotal</b>	<b>175.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>36.1</b>	<b>0.0</b>	<b>0.0</b>	<b>36.1</b>
<b>Total Costs</b>	<b>275.0</b>	<b>653.4</b>	<b>1,267.9</b>	<b>1,332.6</b>	<b>1,038.8</b>	<b>0.0</b>	<b>0.0</b>	<b>4,292.7</b>
<b>BALANCE</b>								
<b>Surplus or (Deficit)</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>

Capital Facilities Background Report

(All Amounts Are Times \$1,000)								
(1)	(2)	(2)	(3)	(4)	(5)	(6)	(7)	(8)
SOURCES OF FUNDS	2010	2011	2012	2013	2014	2015	2016	TOTAL
<b>Existing Revenue:</b>								
<i>City Sources:</i>								
Construction Sales Tax	0.0	0.0	0.0	570.5	312.5	0.0	34.0	917.0
Fund Balance #304	93.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Fund Balance #308	0.0	0.0	0.0	82.5	17.5	0.0	0.0	100.0
H/M Bond Proceeds	0.0	0.0	0.0	0.0	2025	0.0	0.0	2,025.0
REET 1	0.0	0.0	0.0	346.3	0.0	0.0	0.0	346.3
REET 2	0.0	0.0	0.0	933.2	0.0	0.0	0.0	933.2
<u>Existing City Sources Total:</u>		0.0	0.0	1,932.5	2,355.0	0.0	34.0	4,321.5
<i>Non-City Sources:</i>								
(none)								0.0
<u>Existing Non-City Sources Total:</u>		0.0	0.0	0.0	0.0	0.0	0.0	0.0
<b>Existing Revenue Total:</b>	<b>93.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1,932.5</b>	<b>2,355.0</b>	<b>0.0</b>	<b>34.0</b>	<b>4,321.5</b>
<b>New Revenue:</b>								
<i>City Sources:</i>								
Community Relief Funds	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
(none)								0.0
<u>New City Sources Total:</u>		0.0	0.0	0.0	0.0	0.0	0.0	0.0
<i>Non-City Sources:</i>								
Grant: King Conservation Dist.	60.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Grant: 4Culture	57.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Hotel/Motel Bond	593.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0
(none)	-	-	-	-	-	-	-	0.0
<u>New Non-City Sources Total:</u>		0.0	0.0	0.0	0.0	0.0	0.0	0.0
<b>New Revenue Total:</b>	<b>710.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>
<b>Total Sources</b>	<b>803.4</b>	<b>0.0</b>	<b>0.0</b>	<b>1,932.5</b>	<b>2,355.0</b>	<b>0.0</b>	<b>34.0</b>	<b>4,321.5</b>

Capital Facilities Background Report

(All Amounts are times 1,000)								
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	
SOURCES/USES	2010	2011	2012	2013	2014	2015	2016	TOTAL
<b>USES OF FUNDS</b>								
<b>Capacity Projects</b>								
1. Gathering Place Plaza (30th Ave. S)	593.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0
2. Plaza/pedestrian connection at Military triangle (S. 154th St. Station Area)	0.0	0.0	0.0	82.5	330.0	0.0	0.0	412.5
3. Community Garden (Riverton School Site)	60.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
4. Angle Lake Park Phase II*		0.0	0.0	1,850.0	0.0	0.0	0.0	1,850.0
3. 176th Gath Pl Plaza		0.0	0.0	0.0	2,025.0	0.0	0.0	2,025.0
<b>Subtotal</b>	<b>653.4</b>	<b>0.0</b>	<b>0.0</b>	<b>1,932.5</b>	<b>2,355.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4,287.5</b>
<b>Non-Capacity Projects:</b>								
4. Ornamental Fence Replacement (Angle Lake Pk)	0.0	0.0	0.0	0.0	0.0	0.0	34.0	34.0
5. Concert Band Shell (Angle Lake Pk.)	150.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
<b>Subtotal</b>	<b>150.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>34.0</b>	<b>34.0</b>
<b>Total Costs</b>	<b>803.4</b>	<b>0.0</b>	<b>0.0</b>	<b>1,932.5</b>	<b>2,355.0</b>	<b>0.0</b>	<b>34.0</b>	<b>4,321.5</b>
<b>BALANCE</b>								
Surplus or (Deficit)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

\*This project contains facility capacity improvements to boat launches, picnic shelter areas, as well as other amenities. These capacity improvements are noted where applicable in the Parks Facility Section of this Chapter.

Because the City tracks its facilities separately from its parks, improvements to the facilities at Valley Ridge Park, Angle Lake Park, and North SeaTac Community Park, as well as funding for these projects, are shown in Table PRF-3 on page A4-60.

## NEIGHBORHOOD PARKS

Neighborhood parks are typically located within a residential area and provide passive, multi-use space, as well as opportunities for active recreation. They typically serve the population within a 1/2 mile radius of the park. Elementary school playfields and other school outdoor facilities (e.g., Tye High School tennis courts) are counted in the City's inventory of parks facilities because they are available for the community's use. The City is not obligated to pay for maintenance or replacement of these facilities, except in cases where the City has entered into specific agreements with the Highline School District for provision or maintenance of specific facilities.

The inventory of current Neighborhood Parks includes the following:

**Table PRN-1  
PARKS INVENTORY  
Neighborhood Parks**

<u>Name</u>	<b>Developed*</b>	<b>Undeveloped</b>	<b>Total</b>	<b>Location</b>
McMicken Heights Park	2.5 acres	0 acres	2.5 acres	S. 166 <sup>th</sup> St. & 40 <sup>th</sup> Ave. S.
Bow Lake Park	3.5 acres	.5 acres	4 acres	S. 178 <sup>th</sup> St. at 51 <sup>st</sup> Ave. S.
McMicken Hts. School*	1 acre	0 acres	1 acre	3708 S. 168 <sup>th</sup> St.
Valley View Elem. School*	1 acre	0 acres	1 acre	17622 46 <sup>th</sup> Ave. So.
Madrona Elem. School*	1 acre	0 acres	1 acre	3030 S. 204 <sup>th</sup> St.
Bow Lake Elem. School*	1 acre	0 acres	1 acre	18237 42 <sup>nd</sup> Ave. So.
Riverton Heights Elem. School	0 acres	7.8 acres	7.8 acres	150 <sup>th</sup> & 30 <sup>th</sup> Ave S.
<b>TOTAL</b>	<b>10 acres</b>	<b><u>8.30.5 acres</u></b>	<b><u>18.310.5 acres</u></b>	

\*Developed acres are used to calculate current capacity.

\*School playfields also serve as neighborhood parks for local residents.

**Table PRN-2  
CAPITAL PROJECTS LOS CAPACITY ANALYSIS  
Neighborhood Parks**

City LOS = 0.27 acres per 1,000					
(1)	(2)	(3)	(4)	(5)	
<u>Time Period</u>	<u>City Population</u>	<u>Dev. Acres Required @ 0.00027 per Capita</u>	<u>Current Acres Available</u>	<u>Net Reserve Or Deficiency</u>	
<u>2009 2010</u> Actual Pop.	<u>25,730</u> <u>25,890</u>	<u>6.97</u> <u>7.0</u>	10.0	<u>3.13</u> <u>3.0</u>	
<u>2010-2015</u> <u>2011-2016</u> Growth	<u>3,320</u> <u>2,158</u>	<u>0.9</u> <u>0.6</u>	0.0	<u>-0.9</u> <u>-0.6</u>	
<b>TOTAL AS OF</b> <u>2015 2016</u>	<u>29,050</u> <u>28,048</u>	<u>7.87</u> <u>7.6</u>	<b>10.0</b>	<u>2.22</u> <u>2.4</u>	
<b>CAPACITY PROJECTS:</b>	No projects				

**Table PRN-3  
CFP PROJECTS AND FINANCING PLAN  
Sources and Uses of Funds  
Neighborhood Parks**

There are no Capital projects planned through 20152016

## REGIONAL PARKS

Regional/District parks typically serve a 10+ mile radius. They may include active recreational facilities, as well as passive open space areas.

### North SeaTac Park

Due to its wide service area extending beyond the City of SeaTac, North SeaTac Park has not been treated as a typical SeaTac park. The City, in working with King County has established policies for park jurisdiction and maintenance.

The City has a Master Plan for the whole park, and approximately 80 acres have been developed with facilities for active recreation. No projects for additional development are proposed for the six-year CFP.

### Des Moines Creek Park

Des Moines Creek Park is a wooded, natural area of 95 acres surrounding Des Moines Creek that was purchased with Forward Thrust funds for preservation as open space and recreation. Currently the area is underdeveloped and contains dirt bike trails. A connecting trail was completed along Des Moines Creek in 1997. Some additional improvements may be planned after discussion and master planning in conjunction with the community. However, the park will continue to offer passive recreational opportunities. Its large size and proximity at the southern end of the City contribute to its classification as a regional park. It will play a key role in the future, as additional trails are developed to form a linked network of natural areas in the Puget Sound.

**Table PRR-1**  
**CURRENT FACILITIES INVENTORY**  
**Regional Parks**

<u>Name</u>	<b>Developed*</b>	<b>Undeveloped</b>	<b>Total</b>	<b>Location</b>
North SeaTac Park	80.0 acres	116.4 acres	196.4 acres	City's Northwest Corner
Des Moines Creek Park	0.0 acres	95.0 acres	95.0 acres	City's South End
<b>TOTAL</b>	<b>80.0</b>	<b>211.4 acres</b>	<b>291.4 acres</b>	

## POCKET/MINI PARKS

“Pocket parks” are envisioned as small parks, near workplaces. They are characterized by urban plazas with hardscape surfaces, benches, lighting, and other pedestrian amenities. They may also include special interest areas such as the Flag Pavilion that highlights unique features of SeaTac, adding variety and interest to the commercial environment. City standards also encourage the inclusion of pocket parks within new developments, especially in the Urban Center.

Mini parks are small parks of 1/4 to 1/2 acre serving residential developments. Smaller than neighborhood parks, mini parks allow recreation areas to be accessible to children without the need to cross major streets. Such parks are especially needed in several existing multi-family areas that lack access to neighborhood parks.

The inventory of current pocket/mini parks includes the following.

**Table PRP-1  
PARKS INVENTORY  
Pocket/Mini Parks**

<u>Type</u>	<u>Name</u>	<u>Developed Sq. Ft.</u>	<u>Location</u>
Pocket Parks	Flag Pavilion	2,500 square feet	Intl. Blvd. at Airport entrance
	SeaTac Office Center Plaza	8,500 square feet	18000 International Blvd.
	Hilton Plaza	45,748 square feet	17620 International Blvd.
	<u>Sound Transit Plaza</u>	<u>15,000 square feet</u>	<u>Intl. Blvd. at 176<sup>th</sup> Street</u>
Mini Parks	Eagle Scout Park	1,800 square feet	196 <sup>th</sup> & Military Road
<b>TOTAL</b>		<b><u>5873,548 square feet</u></b>	

None of the pocket parks listed is owned or maintained by the City. They are accessible to the public through the desire of property owners to create urban amenities that will enhance commercial areas. Both the City and local business can benefit from such parks which typically remain under the commercial property owner’s operation. Currently there are no guidelines for the use of such parks nor guarantees that they will remain as parks. The City would like to encourage creation of additional parks in conjunction with guidelines for their use. Guidelines can serve both to protect property owners and to ensure the long term availability of pocket parks for the public.

The zoning code currently gives density bonuses to developers for including open space or park in their development, or for dedicating land for park development. Additionally, within the Urban Center, pedestrian plazas can count toward the landscaping requirements in certain situations. These zoning code provisions are intended to encourage the creation of pocket parks as the City grows.

The City has recently identified the need for mini parks in existing residential developments, and will continue to work with the community to identify opportunities to develop such parks.

**Table PRP-2  
CAPITAL PROJECTS LOS CAPACITY ANALYSIS  
Pocket/Mini Parks**

City LOS = 500 square feet per 1,000 population				
(1)	(2)	(3)	(4)	(5)
<u>Time Period</u>	<u>Citywide Population</u>	<u>Square Feet Required @ 0.5 per Capita</u>	<u>Square Feet Available</u>	<u>Net Reserve Or Deficiency</u>
<u>2009-2010 Actual Pop.</u>	<u>25,730</u> <u>25,890</u>	<u>12,865</u> <u>12,945</u>	<u>58,548</u> <u>73,548</u>	<u>45,683</u> <u>60,603</u>
<u>2010-2015-2011-2016 Growth</u>	<u>3,320</u> <u>2,158</u>	<u>1,660</u> <u>1,079</u>	0	<u>-1,660</u> <u>-1,079</u>
<b>Total as of <u>2015 2016</u></b>	<u><del>29,050</del></u> <u>28,048</u>	<u>14,525</u> <u>14,024</u>	<u>58,548</u> <u>73,548</u>	<u>44,023</u> <u>59,524</u> <b>(Approx. 1.4 acre)</b>
<b>CAPACITY PROJECTS:</b> No projects.				

**Table PRP-3  
CFPPROJECTS AND FINANCING PLAN  
Sources and Uses of Funds  
Pocket/Mini Parks**

There are currently no capital projects planned through <u>2015 2016</u> .
--

## TRAILS/LINEAR PARKS

Recreational trails create pedestrian linkages between existing parks and enhance public enjoyment of natural features.

The inventory of current Trails includes the following:

**Table PRT-1  
CURRENT FACILITIES INVENTORY  
Trails**

<b>Name</b>	<b>Capacity (Lineal feet)</b>	<b>Location</b>
North SeaTac Park Trails	12,430	City's Northwest Corner
Des Moines Creek Park Trail	3,000	City's South End
West Side Trail	7,200	Adjacent to DMMD, NSTP to Sunnydale
<b>TOTAL</b>	<b>22,630 Lineal Feet</b>	

**Table PRT-2  
CAPITAL PROJECTS LOS CAPACITY ANALYSIS  
Trails/Linear Parks**

City LOS = 251.6 lineal feet per 1,000 population				
(1)	(2)	(3)	(4)	(5)
<u>Time Period</u>	<u>Citywide Population</u>	<u>Feet @ 0.2516 Per Capita</u>	<u>Lineal Feet Available</u>	<u>Net Reserve Or Deficiency</u>
<del>2009-2010</del> Actual Pop.	<del>25,730</del> 25,890	<del>6,474</del> 6,514	22,630	<del>16,156</del> 16,116
<del>2010-2015</del> 2011 - 2016 Growth	<del>3,320</del> 2,158	<del>835</del> 543	<del>3,200</del>	<del>2,365</del> 543
<b>Total as of <del>2015</del> 2016</b>	<del>29,050</del> 28,048	<del>7,309</del> 7,057	<del>25,830</del> 22,630	<del>18,521</del> 15,573
<b>CAPITAL PROJECTS:</b>	<del>Westside Trail Phase II, 3,200 lineal feet. See Table TR-3, Transportation Sources and Uses of Funds, for schedule, cost and revenue detail. No projects.</del>			

**Table PRT-3**  
**CFP PROJECTS AND FINANCING PLAN**  
**Sources and Uses of Funds**  
**Trails/Linear Parks**

No Trail/Linear Park projects are planned through ~~2015~~2016.\*

\* Phase II of the Westside Trail is being tracked through the Transportation budget. See Table TR 3.

## FACILITIES-BASED LOS

The LOS provided by recreational facilities in the City is based on the number of each facility divided by the estimated number of people each one can serve annually. Table PRF-2 in each category analyzes capacity through the year ~~2015~~2016. Several projects are planned to increase capacity, including various sports field improvements. Capacity projects and financing plans for facilities with a facilities-based LOS are shown in Table PRF-3.

**Table PRF-bd-1  
CURRENT FACILITIES INVENTORY  
Badminton Courts**

Park	Location	Number of Facilities
NST Community Park	13735 24 <sup>th</sup> Ave. S. (Community Center Gym)	3
<b>TOTAL</b>		<b>3</b>

**Table PRF-bd-2  
CAPITAL PROJECTS LOS CAPACITY ANALYSIS  
Badminton Courts**

City LOS = 0.1 courts per 1,000 population				
[1]	[2]	[3]	[4]	[5]
<u>Time Period</u>	<u>City-wide Population</u>	<u>Facilities Required @ 0.00010 per capita</u>	<u>Current Facilities Available</u>	<u>Net Reserve or Deficiency</u>
<del>2009</del> 2010 Actual Pop.	<del>25,730</del> 25,890	2.6	3.0	0.4
<del>2010 - 2015</del> 2011-2016 Growth	<del>3,320</del> 2,158	<del>0.30</del> 0.2	0.0	<del>-0.3</del> -0.2
Total as of <del>2015</del> 2016	<del>29,050</del> 28,048	<del>2.92</del> 2.8	<b>3.0</b>	<del>0.10</del> 0.2
<b>CAPACITY PROJECTS:</b>	No projects.			

**Table PRF-bsa-1  
INVENTORY  
Baseball/softball Fields, adult**

Park	Location	Number of Facilities
Valley Ridge Park	4644 S. 188 <sup>th</sup> Street	2
NST Community Park	S. 128 <sup>th</sup> Street & 20 <sup>th</sup> Avenue South	2
<b>TOTAL</b>		<b>4</b>

**Table PRF-bsa-2  
CAPITAL PROJECTS LOS CAPACITY ANALYSIS  
Baseball/Softball Fields, Adult**

Adopted City LOS = 0.08 fields per 1,000 population					
[1]	[2]	[3]	[4]	[5]	[6]
<u>Time Period</u>	<u>City-wide Population</u>	<u>Facilities Required @ 0.00008 per capita</u>	<u>Current Facilities Available</u>	<u>Added Capacity to Facilities</u>	<u>Net Reserve or Deficiency</u>
<del>2009</del> <del>2010</del> Actual Pop.	<del>25,730</del> <u>25,890</u>	2.1	4.0	0.0	1.9
<del>2010</del> <del>2015</del> <del>2011</del> - <del>2016</del> Growth	<del>3,320</del> <u>2,158</u>	<del>0.30</del> <u>0.2</u>	0.0	0.5	<del>0.2</del> <u>0.3</u>
<b>TOTAL AS OF</b> <del>2015</del> <u>2016</u>	<del>29,050</del> <u>28,048</u>	<del>2.42</del> <u>3</u>	<b>4.0</b>	<b>0.5</b>	<del>2.12</del> <u>2</u>
<b>CAPACITY PROJECTS:</b> Improved surface and outdoor lighting on field #4 at Valley Ridge Park *					

\* Column [5] refers to these improvements.

**Table PRF-bsy-1  
INVENTORY  
Baseball/softball Fields, youth**

<b>Park</b>	<b>Location</b>	<b>Number of Facilities</b>
Sunset Playfield	13659 18 <sup>th</sup> Ave. South	2
Valley Ridge Park	4644 S. 188 <sup>th</sup> Street	4
<b>TOTAL</b>		<b>6</b>

**Table PRF-bsy-2  
CAPITAL PROJECTS LOS CAPACITY ANALYSIS  
Baseball/softball Fields, youth**

City LOS = 0.15 fields per 1,000 population					
[1]	[2]	[3]	[4]	[5]	[6]
<u>Time Period</u>	<u>City-wide Population</u>	<u>Facilities Required @ 0.00015 per capita</u>	<u>Current Facilities Available</u>	<u>Capacity Added to Facilities</u>	<u>Net Reserve or Deficiency</u>
<del>2009</del> <del>2010</del> Actual Pop.	<del>25,730</del> 25,890	3.9	6.0	0.0	2.1
<del>2010-2015</del> <del>2011-2016</del> Growth	<del>3,320</del> 2,158	<del>0.5</del> 0.3	0.0	0.5	<del>0.00</del> 2
<b>TOTAL AS OF</b> <del>2015</del> <del>2016</del>	<del>29,050</del> 28,048	<del>4.44</del> 2	6.0	0.5	<del>2.12</del> 3
<b>CAPACITY PROJECTS:</b>	Improved surface and outdoor lighting on field #4 at Valley Ridge Park.*				

\* Column [5] refers to these improvements.

**Table PRF-bbi-1  
INVENTORY  
Basketball Courts, indoor**

<b>Park</b>	<b>Location</b>	<b>Number of Facilities</b>
NST Community Park	13735 24 <sup>th</sup> Ave. S. (Community Center Gym)	1
YMCA	3595 S. 188 <sup>th</sup> St.	1
<b>TOTAL</b>		<b>2</b>

**Table PRF-bbi-2  
CAPITAL PROJECTS LOS CAPACITY ANALYSIS  
Basketball Courts, indoor**

City LOS = 0.04 courts per 1,000 population				
[1]	[2]	[3]	[4]	[5]
<u>Time Period</u>	<u>City-wide Population</u>	<u>Facilities Required @ 0.00004 per capita</u>	<u>Current Facilities Available</u>	<u>Net Reserve or Deficiency</u>
<u>Revenue Source</u>				
<u>2009-2010 Actual Pop.</u>	<u>25,730</u> <u>25,890</u>	1.0	2	1.0
<u>2010-2015 2011-2016 Growth</u>	<u>3,320</u> <u>2,158</u>	0.1	0	-0.1
<b>TOTAL AS OF <u>2015 2016</u></b>	<b><u>29,050</u><b><u>28,048</u></b></b>	1.1	2	0.9
<b>CAPACITY PROJECTS:</b>	<u>No projects.</u>			

**Table PRbbo-1  
INVENTORY  
Basketball Courts, outdoor**

<b>Park</b>	<b>Location</b>	<b>Number of Facilities</b>
Valley Ridge Park	4644 S. 188 <sup>th</sup> Street	3
NST Community Park	S. 128 <sup>th</sup> Street & 20 <sup>th</sup> Avenue South	2
Bow Lake School	18237 42 <sup>nd</sup> Ave. Street	2
Madrona School	440 S. 186 <sup>th</sup> Street	4
<b>TOTAL</b>		<b>11</b>

**Table PRF-bbo-2  
CAPITAL PROJECTS LOS CAPACITY ANALYSIS  
Basketball Courts, outdoor**

City LOS = 0.23 courts per 1,000 population				
<b>[1]</b>	<b>[2]</b>	<b>[3]</b>	<b>[4]</b>	<b>[5]</b>
<b>Time Period</b>	<b>City-wide Population</b>	<b>Facilities Required @ 0.00023 per capita</b>	<b>Current Facilities Available</b>	<b>Net Reserve or Deficiency</b>
<u>2009-2010</u> Actual Pop.	<u>25,730-25,890</u>	<u>5.96.0</u>	11	5.1
<del>2010-2015</del> <u>2011-2016</u> Growth	<u>3,320-2,158</u>	<u>0.80.5</u>	0.0	<u>-0.8-0.5</u>
<b>TOTAL AS OF <u>2015-2016</u></b>	<b><u>-29,050-28,048</u></b>	<b><u>6.76.5</u></b>	<b>11</b>	<b><u>4.34.5</u></b>
<b>CAPACITY PROJECTS:</b>	No projects.			

**Table PRF-bmx-1  
INVENTORY  
BMX Track**

<b>Park</b>	<b>Location</b>	<b>Number of Facilities</b>
NST Community Park	S. 128 <sup>th</sup> St. & 20 <sup>th</sup> Ave. S	1
<b>TOTAL</b>		<b>1</b>

**Table PRF-bmx-2  
CAPITAL PROJECTS LOS CAPACITY ANALYSIS  
BMX Track**

<b>Adopted City LOS = 0.03 tracks per 1,000 population</b>				
<b>[1]</b>	<b>[2]</b>	<b>[3]</b>	<b>[4]</b>	<b>[5]</b>
<b><u>Time Period</u></b>	<b><u>City-wide Population</u></b>	<b><u>Facilities Required @ 0.00003 per capita</u></b>	<b><u>Current Facilities Available</u></b>	<b><u>Net Reserve or Deficiency</u></b>
<del>2009-2010</del> Actual Pop.	<del>25,730</del> 25,890	0.8	1	0.2
<del>2010-2015</del> 2011-2016 Growth	<del>3,320</del> 2,158	0.1	0	-0.1
<b>TOTAL AS OF <del>2015</del>2016</b>	<del>29,050</del> 28,048	<b>0.9</b>	<b>1</b>	<b>0.1</b>
<b>CAPACITY PROJECTS:</b>	No projects.			

**Table PRF-bl-1  
INVENTORY  
Boat Launch**

<b>Park</b>	<b>Location</b>	<b>Number of Facilities</b>
Angle Lake Park	19408 International Boulevard	1
<b>TOTAL</b>		<b>1</b>

**Table PRF-bl-2  
CAPITAL PROJECTS LOS CAPACITY ANALYSIS  
Boat Launch**

<b>Adopted City LOS = 0.03 launches per 1,000 population</b>				
<b>[1]</b>	<b>[2]</b>	<b>[3]</b>	<b>[4]</b>	<b>[5]</b>
<b><u>Time Period</u></b>	<b><u>City-wide Population</u></b>	<b><u>Facilities Required @0.00003 per capita</u></b>	<b><u>Current Facilities Available</u></b>	<b><u>Net Reserve or Deficiency</u></b>
	<u>25,730</u>			
<u>2009 2010</u> Actual Pop.	<u>28,890</u>	0.8	1	0.2
<u>2010-2015-2011-2016</u>	<u>3,320</u>			
Growth	<u>2,158</u>	0.1	0	-0.1
	<u>29,050</u>			
<b>TOTAL AS OF <u>2015 2016</u></b>	<b><u>28,048</u></b>	<b>0.9</b>	<b>1</b>	<b>0.1</b>
<b>CAPACITY PROJECTS:</b>	No projects.			

**Table PRF-bg-1  
INVENTORY  
Botanical Garden**

Park	Location	Number of Facilities
Highline Botanical Garden	13735 24 <sup>th</sup> Avenue S.	1
<b>TOTAL</b>		<b>1</b>

**Table PRF-bg-2  
CAPITAL PROJECTS LOS CAPACITY ANALYSIS  
Botanical Garden**

City LOS = 0.01 gardens per 1,000 population				
[1]	[2]	[3]	[4]	[5]
<u>Time Period</u>	<u>City-wide Population</u>	<u>Facilities Required @ 0.00001 per capita</u>	<u>Current Facilities Available</u>	<u>Net Reserve or Deficiency</u>
<u>2009 2010 Actual Pop.</u>	<u>25,730,258,890</u>	0.3	1	0.7
<u>2010 - 2015 2011-2016 Growth</u>	<u>3,320,158</u>	0.0	0	0.0
<b>Total as of <u>2015 2016</u></b>	<b><u>29,050,28,048</u></b>	<b>0.3</b>	<b>1</b>	<b>0.7</b>
<b>CAPACITY PROJECTS:</b>	No projects.			

**Table PRF-f-1  
INVENTORY  
Fishing Pier**

Park	Location	Number of Facilities
Angle Lake Park	19408 International Boulevard	1
<b>TOTAL</b>		<b>1</b>

**Table PRF-f-2  
CAPITAL PROJECTS LOS CAPACITY ANALYSIS  
Fishing Pier**

City LOS = 0.03 piers per 1,000 population				
[1] <u>Time Period</u>	[2] <u>City-wide Population</u>	[3] <u>Facilities Required @ 0.00003 per capita</u>	[4] <u>Current Facilities Available</u>	[5] <u>Net Reserve or Deficiency</u>
<del>2009-2010</del> Actual Pop.	<del>25,730</del> 28,048	0.8	1	0.2
<del>2010-2015-2011-2016</del> Growth	<del>3,320</del> 2,158	0.1	0	-0.1
<b>TOTAL AS OF <del>2015</del> 2016</b>	<del>29,050</del> 28,048	<b>0.9</b>	<b>1</b>	<b>0.1</b>
<b>CAPACITY PROJECTS:</b>	No projects.			

**Table PRF-fs-1  
INVENTORY  
Football/soccer Fields**

<b>Park</b>	<b>Location</b>	<b>Number of Facilities</b>
Sunset Playfield	13659 18 <sup>th</sup> Ave. South	1
Valley Ridge Park	4644 S. 188 <sup>th</sup> Street	4
NST Community Park	S. 128 <sup>th</sup> Street & 20 <sup>th</sup> Avenue South	2
<b>TOTAL</b>		<b>7</b>

**Table PRF-fs-2  
CAPITAL PROJECTS LOS CAPACITY ANALYSIS  
Football/soccer Fields**

City LOS = 0.18 fields per 1,000 population					
<b>[1]</b>	<b>[2]</b>	<b>[3]</b>	<b>[4]</b>	<b>[5]</b>	<b>[6]</b>
<b>Time Period</b>	<b>City-wide Population</b>	<b>Facilities Required @ 0.00018 per capita</b>	<b>Current Facilities Available</b>	<b>Added Capacity to Facilities</b>	<b>Net Reserve or Deficiency</b>
<u>2009-2010 Actual Pop.</u>	<u>25,730 25,890</u>	<u>4.64.7</u>	7	0.0	<u>2.42.3</u>
<u>2010-2015 2011-2016 Growth</u>	<u>3.3202.158</u>	<u>0.6 0.4</u>	0	0.5	<u>-0.10.1</u>
<b>TOTAL AS OF 2015 2016</b>	<b><u>29.05028,048</u></b>	<b><u>5.25.1</u></b>	7	0.5	<b><u>2.32.4</u></b>
<b>CAPACITY PROJECTS:</b>	Improved surface and outdoor lighting on field #4 at Valley Ridge Park.				

\* Column [5] refers to these improvements.

**Table PRF-pb-1  
INVENTORY  
Pickleball Courts, Indoor**

Park	Location	Number of Facilities
NST Community Park	13735 24 <sup>th</sup> Ave. S. (Community Center Gym)	3
<b>TOTAL</b>		<b>3</b>

**Table PRF-pb-2  
CAPITAL PROJECTS LOS CAPACITY ANALYSIS  
Pickleball Courts**

City LOS = 0.1 courts per 1,000 population					
[1]	[2]	[3]	[4]	[5]	
<u>Time Period</u>	<u>City-wide Population</u>	<u>Facilities Required @ 0.00010 per capita</u>	<u>Current Facilities Available</u>	<u>Net Reserve or Deficiency</u>	
<del>2009-2010</del> Actual Pop.	<del>25,730</del> 25,890	2.6	3	0.4	
<del>2010-2015</del> 2011-2016 Growth	<del>3,320</del> 2,158	<del>0.30</del> 2	0	<del>-0.3</del> -0.2	
<b>TOTAL AS OF <del>2015</del> 2016</b>	<del>29,050</del> 28,048	<del>2.92</del> 8	<b>3</b>	<del>0.10</del> 2	
<b>CAPACITY PROJECTS:</b>	No projects.				

**Table PRF-ps-1  
INVENTORY  
Picnic Shelters**

<b>Park</b>	<b>Location</b>	<b>Number of Facilities</b>
Angle Lake Park	19408 International Boulevard	1
NST Community Park	S. 128 <sup>th</sup> Street & 20 <sup>th</sup> Avenue South	1
<b>TOTAL</b>		<b>2</b>

**Table PRF-ps-2  
CAPITAL PROJECTS LOS CAPACITY ANALYSIS  
Picnic Shelters**

City LOS = 0.06 shelters per 1,000 population				
[1]	[2]	[3]	[4]	[5]
<u>Time Period</u>	<u>City-wide Population</u>	<u>Facilities Required @ 0.00006 per capita</u>	<u>Current Facilities Available</u>	<u>Net Reserve or Deficiency</u>
<u>2009-2010 Actual Pop.</u>	<u>25,730</u> <u>25,890</u>	<u>4.51.6</u>	2	<u>0.5</u> <u>0.4</u>
<u>2010-2015-2011-2016 Growth</u>	<u>-3,320</u> <u>2,158</u>	<u>0.2</u> <u>0.1</u>	<u>0</u> <u>2</u>	<u>-0.2</u> <u>1.9</u>
<b>TOTAL AS OF</b> <u>2015</u> <u>2016</u>	<u>29,050</u> <u>90</u> <u>28,048</u>	<b>1.7</b>	<u>24</u>	<u>02.3</u>
<b>CAPACITY PROJECTS:</b>	<u>Angle Lake Park Phase II includes two new rentable picnic shelters. Costs for Angle Lake Park Phase II can be found in Table PRC-3.</u>			

**Table PRF-pt-1  
INVENTORY  
Picnic Table Areas**

<b>Park</b>	<b>Location</b>	<b>Number of Facilities</b>
NST Community Park	S. 128 <sup>th</sup> Street & 20 <sup>th</sup> Avenue South	1
Valley Ridge Park	4644 S. 188 <sup>th</sup> Street	1
<b>TOTAL</b>		<b>2</b>

**Table PRF-pt-2  
CAPITAL PROJECTS LOS CAPACITY ANALYSIS  
Picnic Table Areas**

Adopted City LOS = 0.03 table areas per 1,000 population				
[1]	[2]	[3]	[4]	[5]
<u>Time Period</u>	<u>City-wide Population</u>	<u>Facilities Required @ 0.00003 per capita</u>	<u>Current Facilities Available</u>	<u>Net Reserve or Deficiency</u>
<del>2009</del> <del>2010</del> Actual Pop.	<del>25,730</del> 25,890	0.8	2	1.2
<del>2010-2015</del> <del>2011-2016</del> Growth	<del>3,200</del> 2,158	0.1	0	-0.1
<b>TOTAL AS OF</b> <del>2015</del> 2016	<del>29,050</del> 28,048	<b>0.9</b>	<b>2</b>	<b>1.1</b>
<b>CAPACITY PROJECTS:</b>	No projects.			

**Table PRC-1  
INVENTORY  
Playgrounds**

Park	Location	Number of Facilities
McMicken School	S. 166 <sup>th</sup> Street & 37 <sup>th</sup> Avenue South	2
McMicken Heights Park	S. 166 <sup>th</sup> Street & 40 <sup>th</sup> Avenue South	1
Valley Ridge Park	4644 S. 188 <sup>th</sup> Street	1
NST Community Park	S. 128 <sup>th</sup> Street & 20 <sup>th</sup> Avenue South	1
Bow Lake School	18237 42 <sup>nd</sup> Ave. S.	1
Angle Lake Park	19408 International Blvd.	1
<b>TOTAL</b>		<b>7</b>

**Table PRC-2  
CAPITAL PROJECTS LOS CAPACITY ANALYSIS  
Playgrounds**

Adopted City LOS = 0.24 playgrounds per 1,000 population				
[1] <u>Time Period</u>	[2] <u>City-wide Population</u>	[3] <u>Facilities Required @ 0.00024 per capita</u>	[4] <u>Current Facilities Available</u>	[5] <u>Net Reserve or Deficiency</u>
<del>2009-2010</del> Actual Pop.	<del>25,730</del> 25,890	6.2	7	0.8
<del>2010-2015</del> 2011-2016 Growth	3,320 2,158	0.80.5	0	-0.8-0.5
<b>Total as of <del>2015</del>2016</b>	<del>29,050</del> 28,048	<del>7.06.7</del>	7	<del>0.00.3</del>
<b>CAPACITY PROJECTS:</b> No projects.				

**Table PRF-rh-1  
INVENTORY  
Roller Hockey**

<b>Park</b>	<b>Location</b>	<b>Number of Facilities</b>
Valley Ridge Park	4644 S. 188 <sup>th</sup> Street	1
<b>TOTAL</b>		<b>1</b>

**Table PRF-rh-2  
CAPITAL PROJECTS LOS CAPACITY ANALYSIS  
Roller Hockey**

<b>City (proposed) LOS = 0.03 rinks per 1,000 population</b>				
<b>[1]</b>	<b>[2]</b>	<b>[3]</b>	<b>[4]</b>	<b>[5]</b>
<b><u>Time Period</u></b>	<b><u>City-wide Population</u></b>	<b><u>Facilities Required @ 0.00003 per capita</u></b>	<b><u>Current Facilities Available</u></b>	<b><u>Net Reserve or Deficiency</u></b>
<del>2009-2010</del> Actual Pop.	<del>25,730-5,890</del>	0.8	1	0.2
<del>2010-2015-2011-2016</del> Growth	<del>3,320-2,158</del>	0.1	0	-0.1
<b>TOTAL AS OF <del>2015-2016</del></b>	<b><del>29,050-28,048</del></b>	<b>0.9</b>	<b>1</b>	<b>0.1</b>
<b>CAPACITY PROJECTS:</b>	No projects.			

**Table PRF-sb-1  
INVENTORY  
Skateboard Parks**

Park	Location	Number of Facilities
Valley Ridge Park	4644 S. 188 <sup>th</sup> Street	1*
<b>TOTAL</b>		<b>1</b>

**Table PRF-sb-2  
CAPITAL PROJECTS LOS CAPACITY ANALYSIS  
Skateboard Parks**

City (proposed) LOS = 0.03 parks per 1,000 population				
[1] <u>Time Period</u>	[2] <u>City-wide Population</u>	[3] <u>Facilities Required @ 0.00003 per capita</u>	[4] <u>Current Facilities Available</u>	[5] <u>Net Reserve or Deficiency</u>
<u>2009-2010</u> Actual Pop.	<u>25,730</u> 25,890	0.8	1	0.2
<u>2010-2015</u> 2011-2016 Growth	<u>3,230</u> 2,158	0.1	<u>0</u> 1	<u>-0.1</u> 0.9
<b>TOTAL AS OF</b> <u>2015</u> <u>2016</u>	<u>29,050</u> 28,048	<b>0.9</b>	<u>4</u> 2	<u>0.1</u> 1.1
<b>CAPACITY PROJECTS:</b>	No projects A skate park is proposed for the community park at the SeaTac Community Center. The cost of the skate park is shown in table PRF-3.			

\*In addition to the Skateboard Park at Valley Ridge Park, SeaTac residents use the facility at Foster High School in Tukwila. Since SeaTac does not contribute support to this facility, however, it is not listed here.

Table PRF-swm-1  
INVENTORY  
Swimming Pools

Text Amendment #10

<u>Park</u>	<u>Location</u>	<u>Number of Facilities</u>
YMCA	3595 S. 188 <sup>th</sup> St.	1
<b>TOTAL</b>		<b>1</b>

Table PRF-swm-2  
CAPITAL PROJECTS LOS CAPACITY ANALYSIS  
Swimming Pools

City (proposed) LOS = 0.02 Swimming Pools per 1,000 population

<u>[1]</u>	<u>[2]</u>	<u>[3]</u>	<u>[4]</u>	<u>[5]</u>
<u>Time Period</u>	<u>City-wide Population</u>	<u>Facilities @0.00002 per capita</u>	<u>Current Facilities Available</u>	<u>Net Reserve or Deficiency</u>
2010 Actual Pop.	25,890	0.5	1	0.5
2011 - 2016 Growth	2,158	0.0	0	0.0
<b>Total as of 2016</b>	<b>28,048</b>	<b>0.5</b>	<b>1</b>	<b>0.5</b>
<b>CAPACITY PROJECTS</b>	No projects.			-

**Table PRF-tc-1  
INVENTORY  
Tennis Courts**

<b>Park</b>	<b>Location</b>	<b>Number of Facilities</b>
McMicken Heights Park	S. 166 <sup>th</sup> Street & 20 Avenue South	2
Sunset Playfield	13659 18 <sup>th</sup> Ave. South	2
Valley Ridge Park	4644 S. 188 <sup>th</sup> Street	2
Tyee High School	4424 S. 188 <sup>th</sup> Street	4
<b>TOTAL</b>		<b>10</b>

**Table PRF-tc-2  
CAPITAL PROJECTS LOS CAPACITY ANALYSIS  
Tennis Courts**

<b>Adopted City LOS = 0.30 courts per 1,000 population</b>				
<b>[1]</b>	<b>[2]</b>	<b>[3]</b>	<b>[4]</b>	<b>[6]</b>
<b><u>Time Period</u></b>	<b><u>City-wide Population</u></b>	<b><u>Facilities Required @ 0.00030 per capita</u></b>	<b><u>Current Facilities Available</u></b>	<b><u>Net Reserve or Deficiency</u></b>
<u>2009 2010 Actual Pop.</u>	<u>25,730</u> <u>25,890</u>	<u>7.77.8</u>	10	<u>2.32.2</u>
<u>2010-2015-2011-2016 Growth</u>	<u>3,320</u> <u>2,158</u>	<u>4.00.6</u>	0	<u>-1.0-0.6</u>
<b>Total as of <u>2015 2016</u></b>	<u>29,050</u> <u>28,048</u>	<u>8.7</u> <u>8.4</u>	<b>10</b>	<u>1.31.6</u>
<b>CAPACITY PROJECTS:</b>	No projects.			

**Table PRF-th-1  
INVENTORY  
Theater, outdoor**

Park	Location	Number of Facilities
Angle Lake Park	19408 International Boulevard	1
<b>TOTAL</b>		<b>1</b>

**Table PRF-th-2  
CAPITAL PROJECTS LOS CAPACITY ANALYSIS  
Theater, outdoor**

Adopted City LOS = 0.03 theaters per 1,000 population					
[1]	[2]	[3]	[4]	[5]	
<u>Time Period</u>	<u>City-wide Population</u>	<u>Facilities Required @ 0.00030 per capita</u>	<u>Current Facilities Available</u>	<u>Net Reserve or Deficiency</u>	
<u>2009 2010</u> Actual Pop.	<u>25,730 25,890</u>	0.8	1	0.2	
<u>2010 - 2015</u> - <u>2011-2016</u> Growth	<u>3,3202,158</u>	0.1	0	-0.1	
<b>TOTAL AS OF <u>2015 2016</u></b>	<b><u>29,050 28,048</u></b>	<b>0.9</b>	<b>1</b>	<b>0.1</b>	
<b>CAPACITY PROJECTS:</b>	No projects.				

**Table PRF-vb-1  
INVENTORY  
Volleyball Courts**

<b>Park</b>	<b>Location</b>	<b>Number of Facilities</b>
NST Community Park	S. 128 <sup>th</sup> St. & 20 <sup>th</sup> Ave. S	1
Tyee H.S. Playfields	4424 S. 188 <sup>th</sup> Street	2
YMCA	3595 S. 188 <sup>th</sup> St.	2
<b>TOTAL</b>		<b>5</b>

**Table PRF-vb-2  
CAPITAL PROJECTS LOS CAPACITY ANALYSIS  
Volleyball Courts**

Adopted City LOS = 0.12 courts per 1,000 population				
[1]	[2]	[3]	[4]	[5]
<u>Time Period</u>	<u>City-wide Population</u>	<u>Facilities Required @ 0.00012 per capita</u>	<u>Current Facilities Available</u>	<u>Net Reserve or Deficiency</u>
<u>2009 2010 Actual Pop.</u>	<u>25,730</u> <u>25,890</u>	3.1	5.0	1.9
<u>2010 - 2015 2011-2016 Growth</u>	<u>3,320 2,158</u>	<u>0.40.3</u>	0.0	<u>-0.3</u>
<b>TOTAL AS OF <u>2015 2016</u></b>	<u>29,050</u> <u>28,048</u>	<u>3.53.4</u>	<b>5</b>	<u>1.51.6</u>
<b>CAPACITY PROJECTS:</b>	No projects.			

**Table PRF-wf-1  
INVENTORY  
Weight/Fitness Rooms**

<b>Park</b>	<b>Location</b>	<b>Number of Facilities</b>
NST Community Park	S. 128 <sup>th</sup> Street & 20 <sup>th</sup> Avenue South	1
YMCA	3595 S. 188 <sup>th</sup> St.	1
<b>TOTAL</b>		<b>2</b>

**Table PRF-wf-2  
CAPITAL PROJECTS LOS CAPACITY ANALYSIS  
Weight/Fitness Rooms**

Adopted City LOS = 0.04 weight rooms per 1,000 population				
[1]	[2]	[3]	[4]	[5]
<u>Time Period</u>	<u>City-wide Population</u>	<u>Facilities Required @ 0.0004 per capita</u>	<u>Current Facilities Available</u>	<u>Net Reserve or Deficiency</u>
<u>2009-2010 Actual Pop.</u>	<u>25,730,890</u>	1.0	2.0	1.0
<u>2010-2015-2011-2016 Growth</u>	<u>3,320,158</u>	0.1	0.0	-0.1
<b>TOTAL AS OF <u>2015 2016</u></b>	<b><u>29,050,048</u></b>	<b>1.1</b>	<b>2</b>	<b>0.9</b>
<b>CAPACITY PROJECTS:</b>	No projects.			

**Table PRF-3**  
**CAPITAL PROJECTS AND FINANCING PLAN**  
**Park and Recreation Facilities**

(All Amounts Are Times \$1,000)								
(1)	(2)	(2)	(3)	(4)	(5)	(6)	(7)	(8)
SOURCES/USES	2009	2010	2011	2012	2013	2014	2015	TOTAL
<b>SOURCES OF FUNDS</b>								
<b>Existing Revenue:</b>								
Reet 1		0.0	0.0	0.0	0.0	183.6	<u>0.0</u>	183.6
Reet 2		0.0	0.0	0.0	685.0	501.4	<u>0.0</u>	1,186.4
<u>Construction Sales Tax</u>		<u>42.8</u>	<u>72.0</u>	<u>42.8</u>	<u>0.0</u>	<u>0.0</u>	<u>0.0</u>	157.6
Excess Valley Ridge Park Turf Field Rental Fees	0.0	0.0	0.0	0.0	260.0	260.0	<u>0.0</u>	520.0
<u>Fund Balance #301</u>		<u>42.8</u>	<u>72.0</u>	<u>42.8</u>				-
Federal Grant	0.0	0.0	0.0	0.0	100.0	100.0		200.0
Local Grant	0.0	0.0	0.0	0.0	13.5	13.5		27.0
CDBG Fund	324.0	0.0	0.0	0.0	0.0	0.0		0.0
<b>NEW FUNDS</b>								
Highline School District	0.0	0.0	0.0	0.0	166.5	166.5		333.0
Investment Interest	0.0	0.0	0.0	0.0	177.0	177.0		354.0
<b>Total Sources</b>	<b>324.0</b>	<b>42.8</b>	<b>72.0</b>	<b>42.8</b>	<b>945.0</b>	<b>945.0</b>	<b>0.0</b>	<b>2,047.6</b>
<b>USES OF FUNDS</b>								
<b>Capacity Projects:</b>								
1. Valley Ridge Field #4 renovation	0.0	0.0	0.0	0.0	945.0	945.0	<u>0.0</u>	1,890.0
2. Facilities in YMCA project*								
<b>Subtotal</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>945.0</b>	<b>945.0</b>	<b>0.0</b>	<b>1,890.0</b>
<b>Non-Capacity Projects:</b>								
2. Angle Lake Pk playground equip. replacement		<u>0.0</u>	<u>0.0</u>	<u>42.8</u>	<u>0.0</u>	<u>0.0</u>	<u>0.0</u>	<u>42.8</u>
3. NST Comm. Pk playground equip. replacement		<u>42.8</u>	<u>0.0</u>	<u>0.0</u>	<u>0.0</u>	<u>0.0</u>	<u>0.0</u>	<u>42.8</u>
4. Valley Ridge Pk playground equip. replacement		<u>0.0</u>	<u>72.0</u>	<u>0.0</u>	<u>0.0</u>	<u>0.0</u>	<u>0.0</u>	<u>72.0</u>
1. Sunset Park								
— Soccer field irrigation improvements (7 acres)	324.0	0.0	0.0	0.0	0.0	0.0		324.0
<b>Subtotal</b>	<b>324.0</b>	<b>42.8</b>	<b>72.0</b>	<b>42.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>157.6</b>
<b>Total Costs</b>	<b>324.0</b>	<b>42.8</b>	<b>72.0</b>	<b>42.8</b>	<b>945.0</b>	<b>945.0</b>	<b>0.0</b>	<b>2,047.6</b>
<b>BALANCE</b>								
Surplus or (Deficit)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

SOURCES AND USES OF FUNDS								
PARKS FACILITIES								
(All Amounts Are Times \$1,000)								
(1)	(2)	(2)	(3)	(4)	(5)	(6)	(7)	(8)
SOURCES/USES	2010	2011	2012	2013	2014	2015	2016	TOTAL
<b>SOURCES OF FUNDS</b>								
<b>Existing Revenue:</b>								
<i>City Sources:</i>								
Fund Balance #301	42.8	72.0	42.8	0.0	0.0	0.0	0.0	114.8
Fund Carryover from Previous Years	0.0	0.0	0.0	0.0	0.0	0.0	520.0	520.0
Reet 1	0.0	0.0	0.0	0.0	0.0	511.2	202.4	713.6
Reet 2	0.0	0.0	0.0	0.0	0.0	376.4	145.5	521.9
Sales Tax	-	0.0	0.0	0.0	0.0	177.9	0.0	177.9
<i>Existing City Source Total:</i>	42.8	72.0	42.8	0.0	0.0	1065.5	867.9	2,048.2
<i>Non-City Sources:</i>								
(none)	-							
<i>Existing Non-City Source Total:</i>		0.0	0.0	0.0	0.0	0.0	0.0	0.0
<b>Existing Revenue Total:</b>	42.8	72.0	42.8	0.0	0.0	1065.5	867.9	2048.2
<b>NEW FUNDS</b>								
<i>City Sources:</i>								
(none)								0.0
<i>New City Sources Total:</i>	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
<i>Non-City Sources:</i>								
Federal Grant	-	279.8	0	0	0	0	0.0	279.8
<i>New Non-City Source Total:</i>	0.0	279.8	0.0	0.0	0.0	0.0	0.0	279.8
<b>New Revenue Total:</b>	0.0	279.8	0.0	0.0	0.0	0.0	0.0	279.8
<b>Total Sources</b>	42.8	351.8	42.8	0.0	0.0	1,065.5	867.9	2,328.0
<b>USES OF FUNDS</b>								
<b>Capacity Projects:</b>								
1. Valley Ridge Field #4 renovation	0.0	0.0	0.0	0.0	0.0	945.0	867.9	1,812.9
<b>Subtotal</b>	0.0	0.0	0.0	0.0	0.0	945.0	867.9	1,812.9
<b>Non-Capacity Projects:</b>								
2. Angle Lake Pk playground equip. replacement	0.0	0.0	42.8	0.0	0.0	0.0	0.0	42.8
3. NST Comm. Pk playground equip. replacement	42.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0
4. Valley Ridge Pk playground equip. replacement	0.0	72.0	0.0	0.0	0.0	0.0	0.0	72.0
5. Sunset Park Tennis Court Renovation		0.0	0.0	0.0	0.0	120.5	0.0	120.5
6. Valley Ridge Pk Synthetic Turf Field Repl.		0.0	0.0	0.0	0.0	0.0	0.0	0.0
7. Skate Park		279.8	0.0	0.0	0.0	0.0	0.0	279.8
<b>Subtotal</b>	42.8	351.8	42.8	0.0	0.0	120.5	0.0	515.1
<b>Total Costs</b>	42.8	351.8	42.8	0.0	0.0	1,065.5	867.9	2,328.0
<b>BALANCE</b>								
Surplus or (Deficit)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

## OPERATING IMPACT OF LOS CAPITAL IMPROVEMENTS

The operating impact of the capital improvement projects during 2010 - 2015 to maintain the adopted LOS is shown in Table PRF-4.

**Table PR 4**  
**OPERATING IMPACT OF LEVEL OF SERVICE CAPITAL IMPROVEMENTS**  
**Total Parks and Recreation**

(All Amounts Are Times \$1,000)

(1) Type of Facility	(2) 2010	(2) 2011	(3) 2012	(4) 2013	(5) 2014	(6) 2015	(7) 2016	(8) Total \$
All Parks	0	0	0	0	0	0	0	0
1. Community Garden (Riverton School Site)		6	6	5.7	5.9	6	6.1	35.7
2. Sports Field Improvements (Valley Ridge Park)		0.0	0.0	0.0	0.0	0.0	60.4	60.4
3. Soccer Field Improvements (Sunset Park)		1.5	1.5	1.6	1.6	1.6	1.7	9.5
<b>Total Costs</b>	<b>0.0</b>	<b>7.5</b>	<b>7.5</b>	<b>7.3</b>	<b>7.5</b>	<b>7.6</b>	<b>68.2</b>	<b>105.6</b>

(All Amounts Are Times \$1,000)

(1) Type of Facility	(2) 2010	(2) 2011	(3) 2012	(4) 2013	(5) 2014	(6) 2015	(7) 2016	(8) Total \$
All Parks	0	0	0	0	0	0	0	0
1. Community Garden (Riverton School Site)		0	0	0	0	0	0.0	0.0
2. Sports Field Improvements (Valley Ridge Park)		0.0	0.0	0.0	0.0	0.0	0.0	0.0
3. Soccer Field Improvements (Sunset Park)		0	0	0	0	0	0.0	0.0
4. Gathering Place Plaza, 30th Ave. S. (SeaTac/Airport Station Area)		0	0	0	0	0	0.0	0.0
5. Plaza/pedestrian connection at Military triangle (S. 154th St. Station Area)		0	0	0	0	1.5	1.5	3.0
6. Angle Lake Pk Ph II					0.796	0.865	0.9	2.6
7. Skate Park		0	0.23	0.237	0.244	0.251	0.3	1.3
<b>Total Costs</b>	<b>0.0</b>	<b>0.0</b>	<b>0.2</b>	<b>0.2</b>	<b>1.0</b>	<b>2.6</b>	<b>2.7</b>	<b>6.9</b>

# COMMUNITY CENTER

## CURRENT FACILITIES

The City of SeaTac operates one major community center to provide indoor recreation facilities and public meeting rooms. The North SeaTac Community Center is located at 13735 - 24th Avenue South and offers nearly 27,000 sq.ft. of recreational space, meeting rooms and administrative offices from which various recreational programs are run. The facilities include a weight room, gymnasium, locker rooms, a banquet room with cooking facilities, and a senior center.

In addition to North SeaTac Park, the City owns a small Community Center building at the Valley Ridge Community Park. This 2,000 sq. ft. building provides a large meeting room, an office, and restrooms. A morning preschool program and afternoon teen program are now being offered at this facility. The Valley Ridge facility is rented out to the community on Sundays.

Also, a City recreation room at Bow Lake was completed in 2007 that is used for before and after school activities and meetings.

## LEVEL OF SERVICE (LOS)

The City adopted LOS is 1,020 sq. feet per 1,000 population, marginally lower than the current LOS of 1,170 sq. ft. per 1,000 population. Based on projected population growth, the adopted LOS will result in a reserve of 478-1,500 sq. feet of community center space by the year 2015 2016.

## CAPITAL FACILITIES PROJECTS COMPLETED IN 2009 2010

There were no new capital facilities projects completed in 2009 2010.

## CAPITAL FACILITIES PROJECTS AND FINANCING

This City is planning ~~one~~two non-capacity capital projects through the year 2016. The roof of the NSTP Community Center is scueduled to be replaced, and digital controls for the Community Center's HVAC system will be installed. Both of these projects are scheduled for 2012. through the year 20142015 (See table CC-3).

**Table CC-1  
CURRENT FACILITIES INVENTORY  
Community Center Facilities**

<b>Name</b>	<b>Capacity</b>	<b>Location</b>
North SeaTac Park Community Center	26,809 square feet	13735 - 24 <sup>th</sup> Ave S.
Valley Ridge Community Center	2,000 square feet	4644 S. 188th St.
Recreation Room at Bow Lake Elementary School	1,300 square feet	18237 42nd Ave S
<b>TOTAL</b>	<b>30,109 square feet</b>	

**Table CC-2  
CAPITAL PROJECTS LOS CAPACITY ANALYSIS  
Community Center Facilities**

<b>City LOS - 1,020 sq. ft. per 1,000 population</b>				
<b>(1)</b>	<b>(2)</b>	<b>(3)</b>	<b>(4)</b>	<b>(5)</b>
<b>Time Period</b>	<b>City Population</b>	<b>Sq. Ft. Required @ 1.02000 Per Capita</b>	<b>Sq. Ft. Available</b>	<b>Net Reserve Or Deficiency</b>
<u>2009 2010</u> Actual Pop.	<u>25,730 25,890</u>	<u>26,245 26,408</u>	30,109	<u>3,8643,701</u>
<del>2010 - 2015</del> 2011-2016 Growth	<u>3,3202,158</u>	<u>3,386 2,201</u>	0	<u>-3,386-2,201</u>
<b>TOTAL AS OF <u>20152016</u></b>	<u>29,05028,048</u>	<u>29,634 28,609</u>	30,109	<u>4781,500</u>
<b>CAPACITY PROJECTS:</b>	No projects.			

**Table CC-3  
CFP PROJECTS AND FINANCING PLAN  
Sources and Uses of Funds  
Community Center Facilities**

(All Amounts Are Times \$1,000)								
(1) SOURCES/USES	(2) 2009	(2) 2010	(3) 2011	(4) 2012	(5) 2013	(6) 2014	(7) 2015	(8) TOTAL
<b>SOURCES OF FUNDS</b>								
<b>Existing Revenue:</b>								
Sales Tax	0.0	168.3	0.0	0.0	0.0	0.0	0.0	168.3
<b>Total Sources</b>	<b>0.0</b>	<b>168.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>168.3</b>
<b>USES OF FUNDS</b>								
<b>Capacity Projects</b>								
1. Roof Replacement-NSTP Community Center	0.0	168.3	0.0	0.0	0.0	0.0	0.0	168.3
<b>Total Costs</b>	<b>0.0</b>	<b>168.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>168.3</b>
<b>BALANCE</b>								
<b>Surplus or (Deficit)</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>

**SOURCES AND USES OF FUNDS  
COMMUNITY CENTER**

(All Amounts Are Times \$1,000)								
(1) SOURCES OF FUNDS	(2) 2010	(2) 2011	(3) 2012	(4) 2013	(5) 2014	(6) 2015	(7) 2016	(8) TOTAL
<b>Existing Revenue:</b>								
<i>City Sources:</i>								
Sales Tax	168.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Fund Balance 301		206.1	0.0	0.0	0.0	0.0	0.0	206.1
<i>Existing City Source Total:</i>		206.1	0.0	0.0	0.0	0.0	0.0	206.1
<i>Non-City Sources:</i>								
(none)								0.0
<i>Existing Non-City Source Total:</i>		0.0	0.0	0.0	0.0	0.0	0.0	0.0
<b>Existing Revenue Total:</b>		206.1	0.0	0.0	0.0	0.0	0.0	206.1
<b>New Revenue:</b>								
<i>City Sources:</i>								
(none)								
<i>New City Source Total:</i>		0.0	0.0	0.0	0.0	0.0	0.0	0.0
<i>Non-City Sources:</i>								
(none)								
<i>New Non-City Source Total:</i>		0.0	0.0	0.0	0.0	0.0	0.0	0.0
<b>New Revenue Total:</b>		0.0	0.0	0.0	0.0	0.0	0.0	0.0
<b>Total Sources</b>	<b>168.3</b>	<b>206.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>206.1</b>

(All amounts are times 1,000)								
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	
USES OF FUNDS	2010	2011	2012	2013	2014	2015	2016	TOTAL
<b>Capacity Projects</b>								
1. Roof Replacement-NSTP Community Center	168.3	168.3	0.0	0.0	0.0	0.0	0.0	168.3
2. CC HVAC Digital Control		37.8						37.8
<b>Total Costs</b>	<b>168.3</b>	<b>206.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>206.1</b>
<b>BALANCE</b>								
Surplus or (Deficit)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

**Table CH 4  
OPERATING IMPACT OF LEVEL OF SERVICE CAPITAL IMPROVEMENTS  
Community Center Facilities**

There are no operating impacts associated with capital projects through 2016

(All Amounts Are Times \$1,000)								
(1)	(2)	(2)	(3)	(4)	(5)	(6)	(7)	(8)
Type of Facility	2010	2011	2012	2013	2014	2015	2016	Total \$
1. CC HVAC Digital Control		0	-4.411	-4.499	-4.589	-4.681	-4.775	-23.0
<b>Total Costs</b>	<b>0.0</b>	<b>0.0</b>	<b>-4.4</b>	<b>-4.5</b>	<b>-4.6</b>	<b>-4.7</b>	<b>-4.8</b>	<b>-23.0</b>

# FIRE SERVICES

## CURRENT FACILITIES

The SeaTac Fire Department is responsible for delivering fire protection and emergency medical services to the City. The Fire Department currently serves 9.5 square miles (does not reflect recent Port of Seattle acquisitions) and ~~25,530~~~~25,730~~ 25,890 people, thus each of the three fire stations, on average, serves 3.2 miles and ~~8,510~~~~8,576~~ 8,630 people. Table FS-1, the Current Facilities Inventory for Fire Services, lists each fire station, its current capacity and location. A map following the inventory shows the geographic location of each station.

Presently, the City operates 3 fire stations: Station 45 (South), Station 46 (East), and Station 47 (North). Station 46 is the headquarters station, and the location of the City's Emergency Coordination Center (ECC). Three fire/aid units (engine companies with EMS/rescue capability) operate from these fire stations. The current ratio of fire/aid units to population is 0.12 fire/aid units per 1,000 population. The average response time from each station is 5.0 minutes.

## LEVEL OF SERVICE (LOS)

The adopted LOS for fire protection and emergency services capital facilities is 0.10 fire/aid units per 1,000 population. The adopted LOS will not require any additional fire/aid unit through the year ~~2015~~ 2016.

Fire Department staff emphasize that the "capital facility" LOS (0.10 fire/aid units per 1,000 population) is only one measurement for assessing fire protection services. In contrast, an "operational" level of service considers response time, delivery of required fire flows (quantity and pressure) in a timely manner, and available fire fighting force at the scene. The recommended "operational" level of service thus includes:

- A five minute response time for 95% of all emergency fire calls;
- Delivery of a minimum 350 gallons per minute to a fire:
  - a. Within 10 minutes of an emergency fire call;
  - b. At 35 gallons per minute per firefighter.

### **The recommended operational level of service is consistent with:**

- The 4 to 5 minute response time and 350 gallon availability within 10 minutes that the City of SeaTac Fire Department has identified as the "operational" LOS most likely to be required for the "average" residential fire, as well as the amount required to provide final extinguishment in a commercial building that is equipped with automatic sprinklers; and
- The "Managing Fire Services" guide for fire administrators published by the International City Management Association (ICMA), and the National Fire Academy which recommends 350 gpm delivery capability @ 35 gpm per firefighter.

According to Fire Department staff, the 350 gpm delivery standard adds an important dimension to a "typical response time LOS," which is a measure of when the first fire/aid unit arrives at the site of a fire. Response time as a sole LOS measure is appropriate for EMS response (assuming sufficient aid resources are on the apparatus) to provide basic life support. However, a fire incident response time

only reflects the time at which the first "spectators" arrive, and does not reflect the total and immediate resource requirements for water application, possible rescue, forcible entry, ventilation, and provision of a rescue team for the initial fire entry team. The 350 gpm delivery LOS capability would require at least 10 fire fighters at the scene for an effective fire suppression effort.

### **CAPITAL FACILITIES PROJECTS COMPLETED IN 20092010**

In 20092010, the City completed construction of the new Station 46 no capital expenditures were made for fire capital facilities.

### **CAPITAL FACILITIES PROJECTS AND FINANCING**

The 0.10 units/1,000 population LOS does not require any additional fire/aid unit for the 2010-20152011-2016 period. The City's Fire Capital Reserve fund is the source for Fire Department major vehicles and equipment, including any additional Fire/Aid unit needed in the future to achieve the adopted LOS. The city expects to complete the replacement of Fire Station #45 by 2011 (estimated cost is \$3,010338,400). Other capital projects planned for the 2010-2015-2011-2016 time period include vehicle and equipment replacements, estimated at \$2,469331,0800 (See Table FS-3).

### **OPERATING IMPACT OF LOS CAPITAL IMPROVEMENTS**

The operating impact of the capital improvement projects during 2010-2015-2011-2016 to maintain the adopted LOS is shown in Table FS-4.

**Fire Services**

The inventory of current Fire Services capital facilities include the following:

**Table FS-1  
CURRENT FACILITIES INVENTORY  
Fire Services**

Name of Station	Fire/Aid Units In Service	Total Station Capacity (Fire/Aid Units per Station)	Location
Station 45	1	3	South
Station 46	1	2	East
Station 47	1	1	North
<b>TOTAL</b>	<b>3</b>	<b>6</b>	

**Table FS-2  
CAPITAL PROJECTS LOS CAPACITY ANALYSIS  
Fire Services**

City LOS = 0.10 service units per 1,000 population				
(1)	(2)	(3)	(4)	(5)
Time Period	City Population	Service Units Required @ 0.0001 Per Capita	Service Units Available	Net Reserve Or Deficiency
<u>2009-2010 Actual Pop.</u>	<u>25,730,258.90</u>	2.6	3.0	0.4
<u>2010-2015-2011-2016 Growth</u>	<u>3,320,158</u>	<u>0.302</u>	0.0	<u>-0.302</u>
<b>Total as of <u>2015-2016</u></b>	<u><b>29,050,416.90</b></u>	<u><b>2.902</b></u>	3.0	<u><b>-0.102</b></u>
<b>CAPACITY PROJECTS:</b>	No projects.			

# MAP A4.2 FIRE STATIONS

**Table FS-3**  
**CFP PROJECTS AND FINANCING PLAN**  
**Sources and Uses of Funds**  
**Fire Services**

(All Amounts Are Times \$1,000)

(1) SOURCES/USES	(2) 2009	(2) 2010	(3) 2011	(4) 2012	(5) 2013	(6) 2014	(7) <u>2015</u>	(8) TOTAL
<b>SOURCES OF FUNDS</b>								
<b>Existing Revenue:</b>								
Muni Fac. Fund #306	1,500.0	1,505.2	0.0	0.0	0.0	0.0	<u>0.0</u>	1,505.2
Fire Equipment Fund #303	0.0	334.0	511.0	360.0	574.4	0.0	<u>389.6</u>	2,169.0
REET 1		0.0	<u>324.8</u>	0.0	0.0	0.0	<u>0.0</u>	324.8
Sales Tax		0.0	<u>1,180.4</u>	0.0	0.0	0.0	<u>0.0</u>	1,180.4
General Fund #001	0.0	220.0	220.0	0.0	0.0	0.0		440.0
<b>Subtotal, Existing Revenue</b>	<b>1,500.0</b>	<b>1,839.2</b>	<b>2,016.2</b>	<b>360.0</b>	<b>574.4</b>	<b>0.0</b>	<b><u>389.6</u></b>	<b>5,179.4</b>
<b>New Revenue:</b>								
Port Sales Tax/REET/Reserves	0.0	769.0	769.0	0.0	0.0	0.0		1,538.0
Construction Sales Tax	0.0	490.0	490.0	0.0	0.0	0.0		980.0
<b>Subtotal, New Revenue</b>	<b>0.0</b>	<b>1,259.0</b>	<b>1,259.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>		<b>2,518.0</b>
<b>Total Sources</b>	<b>1,500.0</b>	<b>1,839.2</b>	<b>2,016.2</b>	<b>360.0</b>	<b>574.4</b>	<b>0.0</b>	<b><u>389.6</u></b>	<b>5,179.4</b>
<b>USES OF FUNDS</b>								
<b>Capacity Projects:</b>								
<b>Subtotal, Capacity Projects</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b><u>0.0</u></b>	<b>0.0</b>
<b>Non-Capacity Projects:</b>								
1. Station 46 Replacement	1,500.0	0.0	0.0	0.0	0.0	0.0		1,500.0
1. Station 45 Replacement	0.0	1,505.2	1,505.2	0.0	0.0	0.0	<u>0.0</u>	3,010.4
<b>Subtotal, Buildings</b>	<b>1,500.0</b>	<b>1,505.2</b>	<b>1,505.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b><u>0.0</u></b>	<b>3,010.4</b>
<b>Vehicles:</b>								
1. Pumper Replacement (#112)	0.0	0.0	0.0	250.0	574.4	0.0	<u>0.0</u>	824.4
2. Assistant Chief Vehicle Replacement (#21)	0.0	0.0	0.0	55.0	0.0	0.0	<u>0.0</u>	55.0
3. Chief Vehicle Replacement (#20)	0.0	0.0	52.4	0.0	0.0	0.0	<u>0.0</u>	52.4
4. Command Vehicle Replacement (#19)	0.0	0.0	94.0	0.0	0.0	0.0	<u>0.0</u>	94.0
5. Type III Aid Car Replacement (#116)	0.0	0.0	268.0	0.0	0.0	0.0	<u>0.0</u>	268.0
6. Type III Aid Car Replacement (#119)	0.0	0.0	0.0	0.0	0.0	0.0	<u>325.7</u>	325.7
7. Training Officer's Vehicle Replacement (#23)	0.0	0.0	0.0	55.0	0.0	0.0	<u>0.0</u>	55.0
<b>Subtotal, Vehicles</b>	<b>0.0</b>	<b>0.0</b>	<b>414.4</b>	<b>360.0</b>	<b>574.4</b>	<b>0.0</b>	<b><u>325.7</u></b>	<b>1,674.5</b>
<b>Equipment:</b>								
8. Cardiac Defibrillators (5)	0.0	0.0	96.6	0.0	0.0	0.0	<u>0.0</u>	96.6
9. SCBA Replacement (Incl. bottles)	0.0	334.0	0.0	0.0	0.0	0.0	<u>0.0</u>	334.0
10. Thermal Imaging Camera		0.0	0.0	0.0	0.0	0.0	<u>63.9</u>	63.9
10. SCBA Bottles Replacement (80)	0.0	116.4	0.0	0.0	0.0	0.0		116.4
<b>Subtotal, Equipment</b>	<b>0.0</b>	<b>334.0</b>	<b>96.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b><u>63.9</u></b>	<b>494.5</b>
<b>Total Costs</b>	<b>1,500.0</b>	<b>1,839.2</b>	<b>2,016.2</b>	<b>360.0</b>	<b>574.4</b>	<b>0.0</b>	<b><u>389.6</u></b>	<b>5,179.4</b>
<b>BALANCE</b>								
<b>Surplus or (Deficit)</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b><u>0.0</u></b>	<b>0.0</b>

**OPERATING IMPACT OF LEVEL OF SERVICE CAPITAL IMPROVEMENTS**  
**Fire Services**  
**Table FS-4**

There are no operating impacts associated with capital projects through 2016

SOURCES AND USES OF FUNDS								
FIRE SERVICES								
(All Amounts Are Times \$1,000)								
(1)	(2)	(2)	(3)	(4)	(5)	(6)	(6)	(8)
SOURCES OF FUNDS	2010	2011	2012	2013	2014	2015	2016	TOTAL
<b>Existing Revenue:</b>								
<i>City Sources:</i>								
Fire Equipment Fund #303	334.0	334.0	0.0	702.7	0.0	0.0	23.5	1,060.2
Fund Balance 301/306		1,833.2	1,505.2	0.0	0.0	0.0	0.0	3,338.4
Interest Earnings from Fund #303		1.3	10.7	10.1	0.0	22.0	22.6	66.7
Muni Fac. Fund #306	1,505.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0
REET-1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sales Tax	0.0	79.0	292.3	375.0	0.0	367.6	425.0	1,538.9
<i>Existing City Sources Total:</i>	<i>1,839.2</i>	<i>2,247.5</i>	<i>1,808.2</i>	<i>1,087.8</i>	<i>0.0</i>	<i>389.6</i>	<i>471.1</i>	<i>6,004.2</i>
<i>Non-City Sources:</i>								
(none)								0.0
<i>Existing Non-City Sources Total:</i>	<i>0.0</i>	<i>0.0</i>	<i>0.0</i>	<i>0.0</i>	<i>0.0</i>	<i>0.0</i>	<i>0.0</i>	<i>0.0</i>
<b>Existing Revenue Total:</b>	<b>1,839.2</b>	<b>2,247.5</b>	<b>1,808.2</b>	<b>1,087.8</b>	<b>0.0</b>	<b>389.6</b>	<b>471.1</b>	<b>6,004.2</b>
<b>New Revenue:</b>								
<i>City Sources:</i>								
(none)								
<i>City Sources Total:</i>		0.0	0.0	0.0	0.0	0.0	0.0	0.0
<i>Non-City Sources:</i>								
(none)								0.0
<i>Non-City Sources Total:</i>		0.0	0.0	0.0	0.0	0.0	0.0	0.0
<b>New Revenue Total:</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>
<b>Total Sources</b>	<b>1,839.2</b>	<b>2,247.5</b>	<b>1,808.2</b>	<b>1,087.8</b>	<b>0.0</b>	<b>389.6</b>	<b>471.1</b>	<b>6,004.2</b>

SOURCE AND USE OF FUNDS  
FIRE SERVICES (cont'd)

	(2)	(3)	(4)	(5)	(6)	(7)	(8)
2010	2011	2012	2013	2014	2015	2016	TOTAL
(All Amounts are times 1000)							
<b>USES OF FUNDS</b>							
Capacity Projects:							0.0
(none)							0.0
<b>Subtotal, Capacity Projects</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>
<b>Non-Capacity Projects:</b>							
1. Station 45 Replacement	4,505.2	1,833.2	1,505.2	0.0	0.0	0.0	3,338.4
<b>Subtotal, Buildings</b>	<b>4,505.2</b>	<b>1,833.2</b>	<b>1,505.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3,338.4</b>
<b>Vehicles:</b>							
1. Pumper Replacement (#112)	0.0	0.0	250.0	574.4	0.0	0.0	824.4
2. Assistant Chief Vehicle Replacement (#21)	0.0	0.0	0.0	55.7	0.0	0.0	55.7
3. Chief Vehicle Replacement (#20)	0.0	0.0	53.0	0.0	0.0	0.0	53.0
4. Battalion Chief Vehicle Replacement (#19)	0.0	80.3	0.0	0.0	0.0	0.0	80.3
5. Type III Aid Car Replacement (#116)	0.0	0.0	0.0	295.4	0.0	0.0	295.4
6. Type III Aid Car Replacement (#119)	0.0	0.0	0.0	0.0	0.0	325.7	325.7
7. Training Officer's Vehicle Replacement (#23)	0.0	0.0	0.0	55.7	0.0	0.0	55.7
8. Battalion Chief Vehicle Repl (#22)		0.0	0.0	0.0	0.0	0.0	102.5
9. Inspector Vehicle Repl (#24)		0.0	0.0	0.0	0.0	0.0	34.3
10. Inspector Vehicle Repl (#25)		0.0	0.0	0.0	0.0	0.0	34.3
11. Pierce Quantum Repl (App#115)		0.0	0.0	0.0	0.0	0.0	300.0
<b>Subtotal, Vehicles</b>	<b>0.0</b>	<b>80.3</b>	<b>303.0</b>	<b>981.2</b>	<b>0.0</b>	<b>325.7</b>	<b>2,161.3</b>
<b>Equipment:</b>							
12. Cardiac Defibrillators (5)	0.0	0.0	0.0	106.6	0.0	0.0	106.6
13. SCBA Replacement (Incl. bottles)	334.0	334.0	0.0	0.0	0.0	0.0	334.0
14. Thermal Imaging Camera	0.0	0.0	0.0	0.0	0.0	63.9	63.9
<b>Subtotal, Equipment</b>	<b>334.0</b>	<b>334.0</b>	<b>0.0</b>	<b>106.6</b>	<b>0.0</b>	<b>63.9</b>	<b>504.5</b>
<b>Total Costs</b>	<b>4,839.2</b>	<b>2,247.5</b>	<b>1,808.2</b>	<b>1,087.8</b>	<b>0.0</b>	<b>389.6</b>	<b>6,004.2</b>
<b>BALANCE</b>							
<b>Surplus or (Deficit)</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>

# SURFACE WATER MANAGEMENT

## CURRENT FACILITIES

The inventory at the end of this section describes current surface water management facilities. Map A4.3 in this section identifies the major drainage basins within the City. As part of its ongoing efforts to develop programs that address the needs of the community, the City completed a Comprehensive Surface Water Plan for the Des Moines Creek Basin in the autumn of 1997 that identifies what will be needed to bring the basin up to the adopted LOS. This multi-year project was completed in ~~2009~~2010

## LEVEL OF SERVICE (LOS)

The City has adopted the current King County Surface Water Design Manual, together with revisions and amendments for flow control and water quality treatment as the LOS for all five of the major drainage basins in the City. The standards and requirements of the King County Surface Water Design Manual are intended to ensure that peak stormwater flows from new development are equivalent to or less than pre-development conditions, and that new development does not have a degrading effect on ambient water quality. The City of SeaTac also worked in conjunction with the cities of Burien, Normandy Park, the Port of Seattle, and King County to complete a Comprehensive Surface Water Plan for Miller Creek Basin.

## CAPITAL FACILITIES PROJECTS COMPLETED IN 2010

- ~~Sunrise View Storm water Bypass~~No surface water management projects were completed in 2010.

## CAPITAL FACILITIES PROJECTS AND FINANCING

Surface Water Management improvement activities have been included as part of six (6) transportation projects discussed in the Transportation section of this chapter. Those projects include:

- South 154<sup>th</sup> Street Improvements,
- South 138<sup>th</sup> Street Pedestrian Improvements
- Military Road Improvements between 166<sup>th</sup> and 176<sup>th</sup> Streets
- Military Road Improvements between 150<sup>th</sup> and 152<sup>nd</sup> Streets
- South 152<sup>nd</sup> Street between 30<sup>th</sup> and Military Streets, and
- 34<sup>th</sup> Avenue South between 160<sup>th</sup> and 176<sup>th</sup> Streets.

Surface water management enhancement and maintenance activites included in road network projects will be paid for from the transportation improvement revenues discussed in that section. Surface Water Management Funds will be placed into reserve until such time as they become sufficient to fund significant Surface Water Management activities. These activities will be included in future Capital Facilities Plans. ~~projects include one capital project listed in Table SWM-3, Spot Drainage Improvements at various locations throughout the city.~~

## **OPERATING IMPACT OF LOS CAPITAL IMPROVEMENTS**

~~The capital improvement projects required during 2010-2015 to maintain the adopted LOS will not impose any~~No additional operating and maintenance costs will be imposed for Surface Water Management activities during the time period covered by this Capital Facilities Plan, as they mainly address corrections to longstanding surface water management problems. (See Table SWM-4).

## **INVENTORY, CURRENT SURFACE WATER MANAGEMENT FACILITIES**

The surface water management system consists of both City-owned and regional detention and water quality facilities, consisting primarily of piping and associated conveyance facilities. A detailed inventory of current surface water management facilities is on file in the City's Department of Public Works.

# **MAP A4.3 DRAINAGE BASINS**

**Table SWM-3  
CFP PROJECTS AND FINANCING PLAN  
Sources and Uses of Funds**

(All Amounts Are Times \$1,000)

(1) SOURCES/USES	(2) 2009	(2) 2010	(3) 2011	(4) 2012	(5) 2013	(6) 2014	(7) <u>2015</u>	(8) TOTAL
<b>SOURCES OF FUNDS</b>								
SWM Fee Revenue	1,700.0	100.0	100.0	100.0	100.0	100.0	<u>100.0</u>	600.0
Port of Seattle/WSDOT	50.0	0.0	0.0	0.0	0.0	0.0		50.0
<b>Total Sources</b>	<b>1,750.0</b>	<b>100.0</b>	<b>100.0</b>	<b>100.0</b>	<b>100.0</b>	<b>100.0</b>	<b><u>100.0</u></b>	<b>600.0</b>
<b>USES OF FUNDS</b>								
<b>Capacity Projects:</b>								
1. Spot Drainage Improvements	100.0	100.0	100.0	100.0	100.0	100.0	<u>100.0</u>	600.0
2. Des Moines Creek Regional Habitat Restoration	50.0	0.0	0.0	0.0	0.0	0.0		50.0
3. Sunrise View Stormwater Bypass	1,600.0	0.0	0.0	0.0	0.0	0.0		1,600.0
<b>Capacity Project Subtotal</b>	<b>1,750.0</b>	<b>100.0</b>	<b>100.0</b>	<b>100.0</b>	<b>100.0</b>	<b>100.0</b>	<b><u>100.0</u></b>	<b>600.0</b>
<b>Non-Capacity Projects:</b>								
<b>Total Costs</b>	<b>1,750.0</b>	<b>100.0</b>	<b>100.0</b>	<b>100.0</b>	<b>100.0</b>	<b>100.0</b>	<b><u>100.0</u></b>	<b>600.0</b>
<b>BALANCE</b>								
Surplus or (Deficit)	0.0	0.0	0.0	0.0	0.0	0.0	<u>0.0</u>	0.0

**Table SWM-4  
OPERATING IMPACT OF LEVEL OF SERVICE CAPITAL IMPROVEMENTS  
Surface Water Management**

There are no operating impacts associated with capital projects through 2016

# TRANSPORTATION

## CURRENT FACILITIES

Regional freeway facilities serving the City of SeaTac include I-5, S.R. 509, and S.R. 518. The City of SeaTac is served by interchanges with I-5 at S. 200th and S. 188th Streets. S.R. 518 also provides access to I-5 from the north end of the City. The 509 freeway currently terminates at S.188th Street; arterial streets south of S. 188th Street are designated as the current S.R. 509 route to Des Moines, Federal Way, and Tacoma. S.R. 518 provides the primary access to Sea-Tac Airport.

The City of SeaTac's Public Works Department's road system inventory consists of roads in 4 categories: principal arterials, minor arterials, collector arterials, and non-arterials.

Table TR-1 "Current Facilities Inventory", lists each of the principal arterials, minor arterials, and collector arterials, along with the policy LOS for each of these arterial categories.

Map A4.4 shows the geographic location of freeways, principal arterials, minor arterials, collector arterials, and non-arterial city streets.

## LEVEL OF SERVICE (LOS)

Policy 3.2A of the City's Transportation Plan establishes an LOS standard for intersections and roadways with LOS E or better as being acceptable on principal or minor arterials. LOS D or better is acceptable on collector arterials and lower classification streets, as calculated on a delay-basis.

The City's Director of Public Works, utilizing established criteria, shall be allowed to provide for exceptions to the LOS E standard along minor and principal arterials if future improvements are included in the City's transportation plan, or where the City determines improvements beyond those identified in the transportation plan are not desirable, feasible, or cost-effective. The recommended plan would require exceptions to the level of service policy at the following three intersections: S. 188th Street/International Boulevard; S. 200th Street/International Boulevard; and S. 188th Street/I-5 southbound ramps.

## CAPITAL FACILITIES PROJECTS COMPLETED IN ~~2009~~2010

Transportation projects completed in ~~2009~~2010 include constructing new sidewalks on S. 192<sup>nd</sup> St. and 37<sup>th</sup> Ave. S.

## CAPITAL FACILITIES PROJECTS AND FINANCING

The City's road system improvement plan includes ~~twoten (10)~~ "capacity" projects (~~\$29,288,000~~\$49,541,000 ~~\$49,921,000~~) and ~~five-one (1)~~ "non-capacity" projects (~~\$11,533,000~~1,000,000). The proposed financing plan is shown on Table TR-3.

## OPERATING IMPACT OF LOS CAPITAL IMPROVEMENTS

The net operating impact during 2010 - 2015 of the capital improvements projects required to maintain the adopted level of service standards is shown on Table TR-4.

### CONCURRENCY (ADEQUATE PUBLIC FACILITIES)

In compliance with GMA and City Policy 4.3, adequate Roads and Transit facilities must be available within 6 years of the occupancy and use of any projects that cause the roadway LOS to be exceeded.

**Table TR-1**  
**CURRENT FACILITIES INVENTORY**  
**Transportation**

<b>Principal Arterials</b> (Current Level or LOS E)	International Boulevard
	S. 188th St.
	S. 200th St.
	28 <sup>th</sup> /24 <sup>th</sup> Ave. S. (S. 188 <sup>th</sup> St. to S. 202 <sup>th</sup> St.)
<b>Minor Arterials</b> (Min LOS E)	Des Moines Memorial Dr. S.
	Military Rd. S.
	S. 128th St.
	S. 154th St.
	S. 160th St. (Air Cargo Rd. - Military Rd. S.)
	S. 176th St. (International Blvd. – Military Rd. S.)
	S. 178th St. (East of Military Rd. S.)
	S. 216 <sup>th</sup> St.
<b>Collector Arterials</b> (Min LOS D)	24th Ave. S. (S. 128th - S. 154th St.)
	34th Ave. S. (S. 160th - S. 176th St.)
	42nd Ave. S. (S. 176th - S. 188th St. )
	35 <sup>th</sup> Ave. S (S. 216 <sup>th</sup> - 37 <sup>th</sup> Pl. S.)
	40th Pl. S. (37 <sup>th</sup> Pl. S. - 42 <sup>nd</sup> Ave. S.)
	42nd Ave. S. (S. 164 <sup>th</sup> St. - S. 160 <sup>th</sup> St.)
	S. 136th St. (West of 24th Ave. S.)
	S. 142nd Pl.
	S. 142 <sup>nd</sup> St. (West of 24 <sup>th</sup> Ave. S.)
	S. 144th St.
	S. 170th St. (Air Cargo Rd. - Military Rd. S.)
	S. 192nd St. (8 <sup>th</sup> Ave. S. - 16 <sup>th</sup> Ave. S)
	S. 208th St. (24 <sup>th</sup> Ave. S, - International Boulevard)

# **MAP A4.4 EXISTING ROADWAY SYSTEM**

**Table TR-3  
CFP PROJECTS AND FINANCING PLAN  
Sources and Uses of Funds  
Transportation Funding**

	(2) 2009	(2) 2010	(3) 2011	(4) 2012	(5) 2013	(6) 2014	(7) <u>2015</u>	(8) TOTAL
<b>SOURCES OF FUNDS</b>								
<b>EXISTING Revenue:</b>								
<b>Non-City Sources</b>								
Federal Grants	0.0	500.0	1,900.0	0.0	0.0	0.0	<u>0.0</u>	2,400.0
TIB (State Grant)	300.8	774.6	1,447.2	0.0	0.0	0.0	<u>0.0</u>	2,221.8
<b>Subtotal-Existing Non-City</b>	<b>300.8</b>	<b>1,274.6</b>	<b>3,347.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b><u>0.0</u></b>	<b>4,621.8</b>
<b>City Sources</b>								
Parking Tax	4,889.2	400.0	400.0	2,280.0	1,400.0	960.0	<u>343.0</u>	5,783.0
GMA Impact Fees	400.0	410.0	100.0	200.0	100.0	100.0	<u>0.0</u>	910.0
<u>Fund Balance #307</u>		<u>1,063.1</u>	<u>2,008.4</u>	<u>0.0</u>	<u>0.0</u>	<u>0.0</u>	<u>0.0</u>	<u>3,071.5</u>
<u>Fund Balance #102</u>		<u>1,072.0</u>	<u>0.0</u>	<u>0.0</u>	<u>0.0</u>	<u>0.0</u>	<u>0.0</u>	<u>1,072.0</u>
Construction Sales Tax	4,145.0	0.0	100.0	200.0	500.0	0.0	<u>517.4</u>	1,317.4
Invest Interest Earnings	0.0	0.0	56.5	53.9	18.0	14.6	<u>16.4</u>	159.4
<u>Interest Carryforward</u>		<u>0.0</u>	<u>0.0</u>	<u>2.6</u>	<u>38.5</u>	<u>936.5</u>	<u>40.6</u>	<u>1,018.2</u>
<b>Available Funds Used for</b>								
Capital Purposes	750.0	0.0	0.0	0.0	0.0	0.0		0.0
— REET 1	0.0	0.0	0.0	0.0	0.0	0.0		0.0
— REET 2	0.0	0.0	0.0	0.0	0.0	0.0		0.0
<b>Subtotal-Existing City</b>	<b>3,849.2</b>	<b>2,945.1</b>	<b>2,664.9</b>	<b>2,736.5</b>	<b>2,056.5</b>	<b>2,011.1</b>	<b><u>917.4</u></b>	<b>13,331.5</b>
<b>Subtotal-All Existing Sources</b>	<b>4,150.0</b>	<b>4,219.7</b>	<b>6,012.1</b>	<b>2,736.5</b>	<b>2,056.5</b>	<b>2,011.1</b>	<b><u>917.4</u></b>	<b>17,953.3</b>
<b>NEW Revenue:</b>								
<b>Non-City Sources</b>								
<u>Local Grant (Des Moines)</u>		<u>0.0</u>	<u>0.0</u>	<u>200.0</u>	<u>0.0</u>	<u>0.0</u>	<u>0.0</u>	<u>200.0</u>
<u>Local Grant (King County Trails)</u>		<u>0.0</u>	<u>750.0</u>	<u>0.0</u>	<u>0.0</u>	<u>0.0</u>	<u>0.0</u>	<u>750.0</u>
<u>Sound Transit Grant</u>		<u>0.0</u>	<u>189.7</u>	<u>0.0</u>	<u>0.0</u>	<u>0.0</u>	<u>0.0</u>	<u>189.7</u>
<u>Community Relief Funds</u>		<u>0.0</u>	<u>943.5</u>	<u>873.5</u>	<u>603.5</u>	<u>240.9</u>	<u>0.0</u>	<u>2,661.4</u>
<b>Subtotal-New Non-City</b>		<b>0.0</b>	<b>1,883.2</b>	<b>1,073.5</b>	<b>603.5</b>	<b>240.9</b>	<b><u>0.0</u></b>	<b>3,801.1</b>
<b>City Sources</b>								
<u>GO Bonds</u>		<u>0.0</u>	<u>3,500.0</u>	<u>5,500.0</u>	<u>7,412.5</u>	<u>2,654.3</u>	<u>0.0</u>	<u>19,066.8</u>
<b>Subtotal-All New Sources</b>	<b>0.0</b>	<b>0.0</b>	<b>5,383.2</b>	<b>6,573.5</b>	<b>8,016.0</b>	<b>2,895.2</b>	<b><u>0.0</u></b>	<b>22,867.9</b>
<b>Total-All Sources</b>	<b>4,150.0</b>	<b>4,219.7</b>	<b>11,395.3</b>	<b>9,310.0</b>	<b>10,072.5</b>	<b>4,906.3</b>	<b>917.4</b>	<b>40,821.2</b>
<b>Total Costs-All Transportation Projects</b>								
	<b>3,300.0</b>	<b>4,219.7</b>	<b>11,395.3</b>	<b>9,310.0</b>	<b>10,072.5</b>	<b>4,906.3</b>	<b>917.4</b>	<b>40,821.2</b>
<b>BALANCE: Surplus or (Deficit)</b>	<b>850.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>

(All Amounts Are Times \$1,000)

	(2) 2010	(2) 2011	(3) 2012	(4) 2013	(5) 2014	(6) 2015	(7) 2016	(8) TOTAL
<b>SOURCES OF FUNDS</b>								
<b>EXISTING Revenue:</b>								
<i>City Sources:</i>								
								14,570.0
Parking Tax	400.0	430.0-250 0.0	1,350.0 830.0	2,410.0 1,960.0	3,680.0 2,130.0	5,000.0 3,700.0	1,700.0	14,090.0 10,320.0
		<u>2,018.2</u>						
Fund Balance #307	1,063.4	2,301.7	718.0	200.0		3,800.0		6,736.2 3,219.7
Fund Balance #102	1,072.0	0.0	0.0	0.0	0.0	0.0	0.0	4,268.8
Construction Sales Tax	0.0	100.0	200.0	500.0	0.0	517.4	0.0	0.0
			56.5	56.5		57.0		1,317.4
Invest Interest Earnings	0.0	56.5-33.0	17.4	11.0	14.6	22.5	0.0	241.1 217.6 98.5
Interest-Carryforward	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		410.0		200.0				
GMA Impact Fees	410.0	350.0	100.0	100.0	0.0	0.0	0.0	740.0-550.0
Community Relief Funds	0.0	973.5	904.5	635.5	222.9	681.6	0.0	3,418.0
<i>Existing City Sources Total:</i>	<u>2,535.4</u>	<u>4,068.2</u>	<u>3,329.0</u>	<u>3,552.0</u>	<u>2,367.5</u>	<u>4,956.0</u>	<u>1,700.0</u>	<u>19,927.7</u>
<i>Non-City Sources:</i>								
Federal Grants	500.0	1,300.0	200.0	0.0	500.0	1,000.0	3,300.0	6,300.0
<i>Existing Non-City Sources Total:</i>	<u>500</u>	<u>1,300.0</u>	<u>200.0</u>	<u>0.0</u>	<u>500.0</u>	<u>1,000.0</u>	<u>3,300.0</u>	<u>6,300.0</u>
<b>Existing Revenue Total:</b>	<b>3,035.4</b>	<b>5,288.2</b>	<b>3,529.0</b>	<b>4,062.0</b>	<b>4,417.5</b>	<b>11,056.0</b>	<b>5,000.0</b>	<b>33,292.7</b>
		<u>5,368.2</u>		<u>3,552.0</u>	<u>2,867.5</u>	<u>5,956.0</u>		<u>26,272.7</u>
<b>NEW Revenue:</b>								
<i>City Sources:</i>								
GO-Bonds	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Asset-Sales	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
(none)								
<i>New City Sources Total:</i>	<u>0.0</u>	<u>0.0</u>	<u>0.0</u>	<u>0.0</u>	<u>0.0</u>	<u>0.0</u>	<u>0.0</u>	<u>0.0</u>
<i>Non-City Sources:</i>								
Local-Grant (Des Moines)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Local-Grant (King County Trails)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sound Transit Grant	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Federal Grant	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Local Grants		0.0	350.0	0.0	0.0	0.0	0.0	350.0
		<u>1,971.8</u>	<u>400.0</u>	<u>0.0</u>				
State Grants	774.6	2,271.8	1,968.8	1,081.7	350.0	700.0	2,310.0	5,731.8 8,682.3
		0.0	0.0	1,000.0				11,466.5
Other/TBD	0.0	0.0-200.0	2,131.2	3,118.3	4,936.5	2,950.0	2,280.0	15,616.0
<i>New Non-City Sources Total:</i>	<u>6,980.2</u>	<u>4,971.8</u>	<u>750.0</u>	<u>4,000.0</u>	<u>5,286.5</u>	<u>3,650.0</u>	<u>4,590.0</u>	<u>47,248.3</u>
<b>New Revenue Total:</b>	<b>6,980.2</b>	<b>4,971.8</b>	<b>4,450.0</b>	<b>4,200.0</b>	<b>5,286.5</b>	<b>3,650.0</b>	<b>4,590.0</b>	<b>24,648.3</b>
		<u>1,971.8</u>	<u>750.0</u>	<u>4,000.0</u>				<u>17,248.3</u>
<b>Total-All Sources</b>	<b>40,045.3</b>	<b>7,840.0</b>	<b>4,279.0</b>	<b>5,002.0</b>	<b>9,704.0</b>	<b>14,706.0</b>	<b>9,590.0</b>	<b>50,541.0</b>
		<u>7,840.0</u>	<u>7,979.0</u>	<u>7,752.0</u>	<u>8,154.0</u>	<u>9,606.0</u>		<u>50,921.0</u>
<b>Total Costs-All Transportation Projects</b>	<b>8,759.4</b>	<b>7,260.0</b>	<b>4,279.0</b>	<b>5,002.0</b>	<b>9,704.0</b>	<b>14,706.0</b>		<b>50,541.0</b>
		<u>7,840.0</u>	<u>7,979.0</u>	<u>7,752.0</u>	<u>8,154.0</u>	<u>9,606.0</u>	<u>9,590.0</u>	<u>50,921.0</u>
<b>BALANCE: Surplus or (Deficit)</b>	<b>1,256.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>



**Table TR-3 (Continued)**  
**CFP PROJECTS AND FINANCING PLAN**  
**Sources and Uses of Funds**  
**Transportation Projects**

(1)	(2)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	
USES OF FUNDS	2009	2010	2011	2012	2013	2014	2015	TOTAL	
<b>Capacity Projects</b>									
1 ST- 848 Westside Trail Phase II			0.0	1,650.0	0.0	0.0	0.0	0.0	1,650.0
2 ST- 155 New 30th Ave S/S173rd - Phase 1	640.0		0.0	3,500.0	5,500.0	7,412.5	2,654.3	0.0	19,066.8
3 ST- 826 Annual Pedestrian Program to ST-832	1,500.0	1,472.0	1,500.0	1,530.0	1,560.0		1,592.0	917.4	8,571.4
ST- 155 New S. 173rd	360.0	1,440.4	2,760.7	960.3	0.0		0.0		5,521.4
ST- 092 S 192nd St & 37th Ave S.	800.0	0.0	0.0	0.0	0.0		0.0		800.0
<b>Capacity Project Cost Subtotal</b>	<b>3,300.0</b>	<b>1,472.0</b>	<b>6,650.0</b>	<b>7,030.0</b>	<b>8,972.5</b>	<b>4,246.3</b>	<b>917.4</b>		<b>29,288.2</b>
<b>Non-Capacity Projects</b>									
4 ST- 130 S. 154th St Improvements  (24th Ave. S to 32nd Ave S)	750.0	2,247.7	3,845.3		0.0	0.0	0.0	0.0	6,093.0
5 ST- 065 Intersection Improvements (Des Moines Mem. Dr. & S. 200th St)			0.0	200.0	1,100.0	0.0	0.0	0.0	1,300.0
6 ST- 142 S 152nd Right Turn Lane (Military Rd. to International Boulevard southbound)	400.0		0.0	200.0	880.0	0.0	0.0	0.0	1,080.0
7 ST- 125 Military Road S. (S 152nd to S 150th)	0.0	0.0	0.0	300.0	1,100.0		660.0	0.0	2,060.0
8 GE- 037 Transportation Plan Update		500.0	500.0		0.0	0.0	0.0	0.0	1,000.0
<b>Non-Capacity Project Cost Subtotal</b>	<b>0.0</b>	<b>2,747.7</b>	<b>4,745.3</b>	<b>2,280.0</b>	<b>1,100.0</b>	<b>660.0</b>	<b>0.0</b>		<b>11,533.0</b>
<b>Total Costs - All Projects</b>	<b>3,300.0</b>	<b>4,219.7</b>	<b>11,395.3</b>	<b>9,310.0</b>	<b>10,072.5</b>	<b>4,906.3</b>	<b>917.4</b>		<b>40,821.2</b>

SOURCES AND USES OF FUNDS  
TRANSPORTATION

(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	
USES OF FUNDS	2010	2011	2012	2013	2014	2015	2016	TOTAL
<b>Capacity Projects</b>								
1. S. 154th St Improvements	2,750.0	5,000.0	818.0	0.0	0.0	0.0	0.0	5,818.0
2. S 152nd Right Turn Lane	500.0	0.0	0.0	200.0	880.0	0.0	0.0	1,080.0
3. New 30th Ave S - Phase 1	2,568.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0
4. New S. 173rd	1,440.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0
5. S 102nd St & 37th Ave S.	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		1,560.0						9,683.0
6. Annual Pedestrian Program	4,500.0	1,640.0	1,561.0	1,592.0	1,624.0	1,656.0	1,690.0	9,763.0
7. Military Road S. 152nd-150th	0.0	0.0	300.0	1,760.0	0.0	0.0	0.0	2,060.0
8. DesMoines Memorial Dr. & 200th St. Int.		200.0	1,100.0	0.0	0.0	0.0	0.0	1,300.0
9. Military Road S. 176th-166th		0.0	0.0					0.0
		500.0	3,700	9,03,200.0	0.0	0.0	0.0	7,400.0
10. S 152 (30th-Military)		0.0	0.0	0.0	800.0	3,300.0	1,300.0	5,400.0
11. S 154 St Sta Area (new internal streets: 33 <sup>rd</sup> Ave S - 53 <sup>rd</sup> Ave S.)		0.0	0.0	1,000.0	3,850.0	2,650.0	0.0	7,500.0
12. 34th Ave S (S 160 to S 176)		0.0	0.0	450.0 0.0	1,550.0	5,100.0	0.0	7,100.0
		0.0	0.0		0.0	0.0	0.0	0.0
13. IB-International Blvd @ SR 518 Ramps		0.0	0.0	0.0	1,000.0	2,000.0	6,600.0	9,600.0
<b>Capacity Project Cost Subtotal</b>	<b>8,759.4</b>	<b>6,760.0</b>	<b>3,779.0</b>	<b>5,002.0</b>	<b>9,704.0</b>	<b>14,706.0</b>		<b>49,541.0</b>
		7,340.0	7,479.0	7,752.0	8,154.0	9,606.0	9,590.0	49,921.0
<b>Non-Capacity Projects</b>								
Transp Plan Update	0.0	500.0	500.0	0.0	0.0	0.0	0.0	1,000.0
<b>Non-Capacity Project Cost Subtotal</b>	<b>0.0</b>	<b>500.0</b>	<b>500.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1,000.0</b>
		7,260.0	4,279.0	5,002.0	9,704.0	14,706.0		50,541.0
<b>Total Costs - All Projects</b>	<b>8,759.4</b>	<b>7,840.0</b>	<b>7,979.0</b>	<b>7,752.0</b>	<b>8,154.0</b>	<b>9,606.0</b>	<b>9,590.0</b>	<b>50,921.0</b>

**Table TR-4  
OPERATING IMPACT OF LEVEL OF SERVICE CAPITAL IMPROVEMENTS  
Transportation Facilities**

All amounts are times \$1000

(1)	(2)	(2)	(3)	(4)	(5)	(6)	(7)	(8)
Type of Facility	2010	2011	2012	2013	2014	2015	2016	Total \$
All Projects	40	40	32	44	44	44		184
1. New 30th Ave. S/S 173rd	0.0	0.0	0.0	0.0	11.6	11.6	11.6	34.8
2. S 152nd Right Turn Lane (Military Rd. to International Boulevard southbound)		0.0	0.0	3.5	3.5	3.5	3.5	14.0
3. Intersection Improvements (Des Moines Mem. Dr. & S. 200th St)		0.0	3.0	3.0	3.0	3.0	3.0	15.0
4. Westside Trail Ph. II		0.0	6.6	6.6	6.6	6.6	6.6	33.0
5. S. 154th St Improvements (24th Ave. S to 32nd Ave S)		0.0	5.6	5.6	5.6	5.6	5.6	28.0
<b>Total Costs</b>	<b>0.0</b>	<b>0.0</b>	<b>15.2</b>	<b>18.7</b>	<b>30.3</b>	<b>30.3</b>	<b>30.3</b>	<b>124.8</b>

All amounts are times \$1000

(1)	(2)	(2)	(3)	(4)	(5)	(6)	(7)	(8)
Type of Facility	2010	2011	2012	2013	2014	2015	2016	Total \$
1. New 30th Ave. S/S 173rd	0.0	0.0	0.0	0.0	11.6	11.6	11.6	34.8
2. S 152nd Right Turn Lane (Military Rd. to International Boulevard southbound)		0.0	0.0	0.0	0.0	3.5	3.5	7.0
3. Intersection Improvements (Des Moines Mem. Dr. & S. 200th St)		0.0	0.0	3.0	3.0	3.0	3.0	12.0
4. Westside Trail Ph. II		0.0	6.6	6.6	6.6	6.6	6.6	33.0
5. S. 154th St Improvements (24th Ave. S to 32nd Ave S)		0.0	0.0	5.6	5.6	5.6	5.6	22.4
<b>Total Costs</b>	<b>0.0</b>	<b>0.0</b>	<b>6.6</b>	<b>15.2</b>	<b>26.8</b>	<b>30.3</b>	<b>30.3</b>	<b>109.2</b>
					<b>15.2</b>	<b>18.7</b>	<b>18.7</b>	<b>74.4</b>

# STATION AREA IMPLEMENTATION

## Introduction

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

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

The SeaTac/Airport Light Rail Station will be a vibrant new urban neighborhood with high quality, pedestrian-friendly developments. The station area will include a mix of commercial, residential and civic uses that both support and encourage high capacity transit use.

The purpose of this section is to identify specific projects (which are the primary responsibility of the City) and sources of funds needed to implement the Action Plans for both the South 154<sup>th</sup> Street Station Area and SeaTac/Airport Light Rail Station Area.

## CAPITAL FACILITIES PROJECTS AND FINANCING

The City's Station Area-related Capital Facilities projects include six property acquisition & facility projects (\$15,690,200). The proposed financing plan is shown on Table SA-3

**Table SA-3**  
**STATION AREA IMPLEMENTATION PROJECTS AND FINANCING PLAN**  
**Sources and Uses of Funds**

(All Amounts Are Times \$1,000)								
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(8)
SOURCES/USES	2009	2010	2011	2012	2013	2014	2015	TOTAL
<b>SOURCES OF FUNDS</b>								
<b>Existing Revenue:</b>								
Fund Balance #306		<u>2,000.0</u>	<u>0.0</u>	<u>0.0</u>	<u>0.0</u>	<u>0.0</u>	<u>0.0</u>	<u>2,000.0</u>
Community Relief Funds		<u>2,068.0</u>	<u>2,118.5</u>	<u>0.0</u>	<u>0.0</u>	<u>0.0</u>	<u>0.0</u>	<u>4,186.5</u>
Construction Sales Tax	425.0	500.0	250.0	250.0	250.0	0.0	<u>0.0</u>	1,250.0
REET 2		<u>0.0</u>	<u>107.5</u>	<u>0.0</u>	<u>0.0</u>	<u>0.0</u>	<u>0.0</u>	<u>107.5</u>
General fund #001	0.0	1,842.5	0.0	0.0	0.0	0.0	<u>0.0</u>	1,842.5
REET 4	0.0	107.5	0.0	0.0	0.0	0.0	<u>0.0</u>	107.5
Net Parking Tax	600.0	0.0	0.0	0.0	0.0	0.0	<u>0.0</u>	600.0
<b>Sub-Total Existing Sources</b>	<b>725.0</b>	<b>4,568.0</b>	<b>2,476.0</b>	<b>250.0</b>	<b>250.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7,544.0</b>
<b>NEW FUNDS</b>								
Local Grant (Sound Transit)	0.0	691.0	0.0	0.0	0.0	0.0	<u>0.0</u>	691.0
GO Bonds		<u>9,907.0</u>	<u>5,000.0</u>	<u>10,000.0</u>	<u>10,000.0</u>	<u>0.0</u>	<u>0.0</u>	<u>34,907.0</u>
Asset Sales	4,193.0	4,553.5	4,553.5	0.0	0.0	0.0	<u>0.0</u>	13,300.0
Investment Interest	0.0	913.0	912.0	0.0	0.0	0.0	<u>0.0</u>	1,825.0
<b>Sub-Total New Sources</b>	<b>4,193.0</b>	<b>10,598.0</b>	<b>5,900.0</b>	<b>10,000.0</b>	<b>10,000.0</b>	<b>0.0</b>	<b>0.0</b>	<b>35,598.0</b>
<b>Total Sources</b>	<b>4,918.0</b>	<b>15,166.0</b>	<b>7,476.0</b>	<b>10,250.0</b>	<b>10,250.0</b>	<b>0.0</b>	<b>0.0</b>	<b>43,142.0</b>
<b>USES OF FUNDS</b>								
<b>Projects:</b>								
1. 154th Property acquisition - 1st round	250.0	250.0	250.0	250.0	250.0	0.0	<u>0.0</u>	1,000.0
2. International market place (154th)	0.0	0	2,226.0	0.0	0.0	0.0	<u>0.0</u>	2,226.0
3. 176th Property acquisition-1st round	0.0	9,907.0	0.0	0.0	0.0	0.0	<u>0.0</u>	9,907.0
4. 176th Permanent CAP Construction	0.0	941.0	0.0	0.0	0.0	0.0	<u>0.0</u>	941.0
5. 176th Property acquisition - CAP	4,068.0	4,068.0	0.0	0.0	0.0	0.0	<u>0.0</u>	4,068.0
6. Public Parking Garage		<u>0.0</u>	<u>5,000.0</u>	<u>10,000.0</u>	<u>10,000.0</u>	<u>0.0</u>	<u>0.0</u>	<u>25,000.0</u>
6. 176th ROW Purchase Options	600.0	0.0	0.0	0.0	0.0	0.0	<u>0.0</u>	600.0
<b>Total Costs</b>	<b>4,918.0</b>	<b>15,166.0</b>	<b>7,476.0</b>	<b>10,250.0</b>	<b>10,250.0</b>	<b>0.0</b>	<b>0.0</b>	<b>43,142.0</b>
<b>BALANCE</b>								
Surplus or (Deficit)	0.0	0.0	0.0	0.0	0.0	0.0	<u>0.0</u>	0.0

(All Amounts Are Times \$1,000)								
(1) SOURCES/USES	(2) 2010	(2) 2011	(3) 2012	(4) 2013	(5) 2014	(6) 2015	(7) 2016	(8) TOTAL
<b>SOURCES OF FUNDS</b>								
<b>Existing Revenue:</b>								
<i>City Sources:</i>								
Fund Balance #306	—3,068.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Fund Balance #308	—250.0	<u>0.0350</u> <u>800.0</u>	0.0	0.0	0.0	0.0	0.0	<u>0.0</u> <u>750</u>
Community Relief Fund 105	—9,400.0	<u>0.0</u> <u>800.0</u>	<u>0.0</u>	0.0	0.0	0.0	0.0	<u>800.0</u> <u>0.0</u>
Construction Sales Tax	450.0	<u>250</u>	<u>250.0</u>	<u>250.0</u>	0.0	0.0	0.0	<u>1,300.0</u> <u>750</u>
REET-2	0.0	<u>0.0</u>	<u>0.0</u>	<u>0.0</u>	<u>0.0</u>	<u>0.0</u>	<u>0.0</u>	<u>0.0</u>
<i>Existing City Sources Total:</i>	<u>13,168.0</u>	<u>600.0</u>	<u>250.0</u>	<u>250.0</u>	<u>0.0</u>	<u>0.0</u>	<u>0.0</u>	<u>2,100.0</u> <u>1,100</u>
<i>Non-City Sources:</i>								
Local Grants	<u>691.0</u>	0.0	0.0	941.0	0.0	0.0	0.0	941.0
<i>Non-City Sources Total:</i>	<u>691.0</u>	<u>0.0</u>	<u>0.0</u>	<u>941.0</u>	<u>0.0</u>	<u>0.0</u>	<u>0.0</u>	<u>941.0</u>
<b>Existing Revenue Total:</b>	<b><u>13,859.0</u></b>	<b><u>600.0</u></b>	<b><u>250.0</u></b>	<b><u>1,191.0</u></b>	<b><u>0.0</u></b>	<b><u>0.0</u></b>	<b><u>0.0</u></b>	<b><u>3,041.0</u></b> <b><u>1,100.0</u></b>
<b>NEW FUNDS</b>								
<i>City Sources:</i>								
GO Bonds	0.0	<u>0.0</u>	<u>0.0</u>	<u>0.0</u>	<u>0.0</u>	<u>0.0</u>	<u>0.0</u>	0.0
Asset Sales		<u>0.0</u>	<u>0.0</u>	<u>0.0</u>	<u>1,626.1</u>	<u>0.0</u>	<u>0.0</u>	1,626.1
Lease Revenues		<u>320.0</u>	<u>0.0</u>	<u>0.0</u>	<u>0.0</u>	<u>0.0</u>	<u>0.0</u>	320.0
Fund Balance 301/306		<u>0.0</u>	<u>0.0</u>	<u>0.0</u>	<u>0.0</u>	<u>0.0</u>	<u>0.0</u>	<u>3,068.0</u> <u>0.0</u>
<i>New City Sources Total:</i>	<u>0.0</u>	<u>320.0</u>	<u>0.0</u>	<u>0.0</u>	<u>1,626.1</u>	<u>0.0</u>	<u>0.0</u>	<u>5,014.1</u> <u>1,946.1</u>
<i>Non-City Sources (none)</i>								
<i>New Non-City Sources Total:</i>		<u>0.0</u>	<u>0.0</u>	<u>0.0</u>	<u>0.0</u>	<u>0.0</u>	<u>0.0</u>	<u>0.0</u>
<b>New Revenue Total:</b>	<b><u>0.0</u></b>	<b><u>320.0</u></b>	<b><u>0.0</u></b>	<b><u>0.0</u></b>	<b><u>1,626.1</u></b>	<b><u>0.0</u></b>	<b><u>0.0</u></b>	<b><u>5,014.1</u></b> <b><u>1,946.1</u></b>
<b>Total Sources</b>	<b><u>13,859.0</u></b>	<b><u>920.0</u></b>	<b><u>250.0</u></b>	<b><u>1,191.0</u></b>	<b><u>1,626.1</u></b>	<b><u>0.0</u></b>	<b><u>0.0</u></b>	<b><u>8,055.1</u></b> <b><u>13,046.1</u></b>
<b>USES OF FUNDS</b>								
<b>Projects:</b>								
1. 154th Property acquisition - 1st round	250.0	<u>500.0</u>	250.0	250.0	0.0	0.0	0.0	1,000.0
2. International market place (154th)	0	<u>0.0</u>	0.0	0.0	<u>1,626.1</u>	0.0	0.0	1,626.1
3. 176th Property acquisition - 1st round	8,600.0	<u>0.0</u>	0.0	<u>0.0</u> <u>941.0</u>	<u>0.0</u>	<u>0.0</u>	<u>0.0</u>	0.0
4. 176th Permanent CAP Construction	941.0	<u>0.0</u> <u>4,068.0</u>	0.0	<u>0.0</u>	0.0	0.0	0.0	941.0
5. 176th Property acquisition - CAP	4,068.0	<u>0.0</u>	0.0	0.0	0.0	0.0	0.0	4,068.0
6. Public Parking Garage	0.0	<u>0.0</u>	<u>0.0</u>	<u>0.0</u>	<u>0.0</u>	<u>0.0</u>	<u>0.0</u>	0.0
7. SeaTac Center Tenant Improvements		<u>320.0</u>	<u>0.0</u>	<u>0.0</u>	<u>0.0</u>	<u>0.0</u>	<u>0.0</u>	<u>320.0</u>
8. Riverton Heights Property		<u>100.0</u>	<u>0.0</u>	<u>0.0</u>	<u>0.0</u>	<u>0.0</u>	<u>0.0</u>	<u>100.0</u>
<b>Total Costs</b>	<b><u>13,859.0</u></b>	<b><u>920.0</u></b>	<b><u>250.0</u></b>	<b><u>1,191.0</u></b>	<b><u>1,626.1</u></b>	<b><u>0.0</u></b>	<b><u>0.0</u></b>	<b><u>8,055.1</u></b> <b><u>13,046.1</u></b>
<b>BALANCE</b>								
Surplus or (Deficit)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Table CH 4  
**OPERATING IMPACT OF LEVEL OF SERVICE CAPITAL IMPROVEMENTS**  
**Station Area Implementation Facilities**

All amounts are times \$1000							
(1) Type of Facility	(2) 2010	(3) 2011	(4) 2012	(5) 2013	(6) 2014	(7) 2015	(8) Total \$
All Projects	0.0	0.0	0.0	0.0	0.0	0.0	0.0
<b>Total Costs</b>	<b>0.0</b>						

## Projects Outside the ~~2010 – 2015~~ 2011-2016 Capital Facilities Planning Time Frame

Capital projects needed to implement the Station Area Plans will be managed by various departments: the City Manager's Office, the Public Works Department, and the Parks and Recreation Department. Some of those projects will be implemented after ~~2015~~2016. This section of the Capital Facilities Background Report tracks these projects. Some long-term projects are included in other City documents (e.g., the ten-year Transportation Improvement Program, or TIP), and those are not duplicated here. This section includes projects not tracked in other City documents. Detailed planning for these projects has not been done, so cost estimates are "order of magnitude" in 2008 dollars.

	<b><u>PROJECT TITLE</u></b>	<b><u>LOCATION</u></b>	<b><u>COST</u></b>
<b><i>154th Streets &amp; Sidewalks</i></b>			
1	Pedestrian improvements at intersection of IB/S. 154th St.	IB and 154th	\$250,000
2	New 33rd Ave S.	154th to 152nd	\$4,221,390
3	New S. 153rd West	33rd to 32nd	\$2,328,300
4	New S. 153rd East	IB to 33rd	\$2,241,150
5	S. 152nd St. Improvement	Military to 30th	\$5,056,000
6	Pedestrian improvements at intersection of IB/S. 152nd St.	IB and 152nd	\$250,000
7	30th Ave. S. Streetscape Improvement	152nd to 154th	\$2,314,331
8	32nd Ave. S. Streetscape Improvement	152nd to 154th	\$3,078,000
<b><i>154th Parks &amp; Public Open Space</i></b>			
9	Riverton Heights Fire House Park	Riverton Heights Fire Station	\$1,000,000
<b><i>154th Facilities &amp; Property Acquisition</i></b>			
10	Public parking in structured garage (50 stalls)	TBD	\$1,000,000
11	Art and signage amenities	Throughout 154th station area	\$500,000
12	Pedestrian bridge	IB and 154th	\$3,000,000
13	Property acquisition - 2nd round	Land assemblage for redevelopment	\$1,000,000
<b><i>176th Streets &amp; Sidewalks</i></b>			
44	New S. 174th	IB to 30th	\$4,231,895
45	Direct pedestrian connection between Sound Transit ped bridge and 30th	TBD	\$1,000,000
46	Pedestrian connection from neighborhood east of 32nd to 30th	TBD	\$1,000,000
47	New 30th Ave S Phase II	S. 173rd St. to S. 70th St.	\$8,400,000

	<u>PROJECT TITLE</u>	<u>LOCATION</u>	<u>COST</u>
18	New S. 171st	IB to 32nd	\$6,720,000
<b>176th Parks &amp; Public Open Space</b>			
19	Major open space/North end of station area	Along 30th Phase II	\$3,750,000
<b>176th Facilities &amp; Property Acquisition</b>			
20	Art and signage amenities (4)	Throughout 176 <sup>th</sup> station area	\$1,000,000
24	Atrium on 30th Ave	TBD	\$3,000,000
22	Landmark signage/art feature	TBD	\$1,000,000
23	Property acquisition – 2nd round	Land assemblage for redevelopment	\$5,000,000
24	Classroom space construction and furnishing	TBD	\$1,500,000
25	Satellite library	TBD	\$1,000,000
26	Visitors' center	TBD	\$1,000,000
27	Chamber of commerce office/ economic engine room	TBD	\$1,000,000
<b>Citywide Parks &amp; Public Open Space</b>			
28	Angle Lake Park, Phase II	Angle Lake Park	\$1,451,430
<b>Total</b>			<b>\$67,292,496</b>

# Text Amendment #T-9

# MAJOR ISSUES

There are several parks, recreation and open space issues in SeaTac. Many of these issues overlap with topics covered in other elements of this Comprehensive Plan. Some of the major parks, recreation and open space issues include:

- ~~The City of SeaTac exceeds the national standard for undeveloped and regional parks, but falls short of the national standard in neighborhood and mini-parks.~~
- **The City holds two large, mostly undeveloped regional parks, North SeaTac Park and Des Moines Creek Park.**
- ~~The City has limited Capital funds with which to continue improving its Parks. Commercial, industrial, multi-family and single-family housing development continues in the SeaTac area, decreasing undeveloped land within the City boundaries, and increasing the demand, on current park facilities.~~
- **The Seattle-Tacoma International Airport, located within the City boundaries, is a major owner of undeveloped land.**
- ~~The City contains~~ **SeaTac has some unique natural features such as the Tub Lake wetlands, Bow Lake, Angle Lake, and two major creek corridors (Des Moines Creek and Miller Creek). Expanding the possible use of these features is of interest to the City.**
- **SeaTac does not have an adequate pedestrian/bicycle system to connect commercial areas, residential areas and parks/public facilities.**
- ~~The City would like to expand cultural services with little or no cost to the general fund. The proposed construction of a third runway at the Airport, as well as transportation improvements (S.R. 509 extension, 28th/24th Avenue arterial, International Boulevard) provides opportunities for integrating major parks and open spaces projects. These include a North to South trail on SeaTac's west side and enhancement of Des Moines Creek Park.~~
- ~~The City's only major Community Center is located in the northern part of the City; continue to work with the YMCA to create a full-service community center (pool, gym, courts, etc.) that will help address this issue.~~
- **Completion of the Westside Trail is currently envisioned to be constructed with the SR 509 Extension. With the SR 509 Extension project indefinitely on hold, how will the City complete the Westside Trail? The need for a new Senior Center has been identified. Desired location and plans are being determined by the City Council.**

# GOALS AND POLICIES

This section of the Element contains the parks, recreation and open space goals and policies for the City of SeaTac. The following goals represent the general direction of the City related to parks, recreation and open space, and the policies provide more detail about the steps needed to meet the intent of each individual goal.

## PLANNING FOR RECREATIONAL OPPORTUNITIES

### GOAL 9.1

**To plan for a diversity of active and passive recreational opportunities through a system of parks, open spaces, interlinking trails and community centers.**

#### Policy 9.1A

Continue the City's existing planning process of evaluating recreational needs through a variety of methods including citizen input, and incorporate the new findings into the Parks, Recreation and Open Space Element and Background Report.

**Discussion:** Development of an efficient, quality park and recreation system and program requires sound planning. Planning requires continual citizen participation to assure that citizen desires are identified and addressed. Citizen advisory committees are an effective means to include public participation.

#### Policy 9.1B

Use the Parks, Recreation and Open Space ~~Element's Plan's~~ Capital Improvement Program as the primary source for identifying park projects.

**Discussion:** The Parks, Recreation and Open Space ~~Element's Plan's~~ Facilities Equipment Repair and Replacement Implementation Strategies section includes a more detailed Capital Improvement Plan than the Citywide Capital Facilities Element (CFE). Smaller projects which are not included in the CFE may be very important to a particular park, and therefore will be shown on the Park CIP which will be updated regularly as an aid in obtaining outside funding for park projects.

#### Policy 9.1C

Plan and pursue a variety of funding and assistance mechanisms for park acquisition and development, including public funding, outside funding, shared use of transportation rights-of-way, and dedications from large residential and commercial developments.

**Discussion:** A variety of funding sources are available for developing parks and recreation opportunities. These include City and non-City funds, as well as creative sharing agreements.

Examples of “non-City” sources include funding and services that are offered through County, State and national agencies, and volunteer donations. These sources can be used to increase park capital improvement funding.

**Policy 9.1D**

Develop community-oriented enrichment programs that are responsive to expressed demands and promote community support.

**Discussion:** Quality recreational programming for the community is important, particularly as the City’s Human Services Needs Assessment indicates that there is a growing population of senior citizens and youths. Accessible, affordable programs directed toward these age groups will be desirable. Programming also has the potential to foster community identity and support. Access to all programs by all segments of the community will be a paramount consideration as will ensuring that an adequate range of activities exists to appeal to all different groups.

**Policy 9.1E**

Expand existing Community Center facilities or add new facilities, as the community needs increase.

**Discussion:** The North SeaTac Park Community Center was designed for expansion if deficiencies are found, and was expanded to provide additional Senior Center facilities in 2005. The City will continue to work with the YMCA to develop a facility in the center of SeaTac (S. 188th Street and 36th Avenue South) and is in the process of designing an expansion to the North SeaTac Park Community Center to provide additional Senior Center facilities. The City will develop a Valley Ridge Community Center Master Plan within the next few years.

**Policy 9.1F**

Involve private businesses and service organizations in planning and developing recreational opportunities for neighborhoods and the community.

**Discussion:** The City should encourage private businesses and service organizations to participate in the park and recreation process. Many community service groups exist within the City that are interested in doing projects which benefit local residents. The City can promote private involvement through cooperative efforts in identifying the need and providing support.

## PRESERVATION AND ACQUISITION OF LAND FOR RECREATIONAL USE

### GOAL 9.2

**To preserve and acquire land for a comprehensive system of parks, open spaces and trails that responds to the recreational, environmental and aesthetic needs and desires of park users.**

#### Policy 9.2A

Identify lands appropriate for park and open space purposes including:

1. Natural areas and features with outstanding scenic or recreational value;
2. Lands that may provide public access to creeks and lakes;
3. Lands that visually or physically connect natural areas, or provide important linkages for recreation, and plant communities and wildlife habitat;
4. Lands valuable for active and passive recreation, such as athletic fields, trails, fishing, swimming or picnic activities on a regional or community-sized scale;
5. Lands that provide an appropriate setting and location for community center facilities, if the needs evaluation reflects a deficiency; and
6. Park land that enhances the surrounding land uses.

**Discussion:** The acquisition of open space and park land requires considerable forethought since land is expensive and commits the City to maintenance responsibilities. Benefits of park and open space acquisition include establishing greenbelts, providing access to water, reserving areas for wildlife habitat, and protecting natural features. Acquiring and preserving such lands must be encouraged as they offer and provide unique opportunities for recreational purposes as well as open space near residential areas. Open space or small parks in commercial development also serve several functions including providing a social place for employees. While park and open space acquisition has benefits, certain impacts on surrounding land uses should be considered when evaluating alternative sites during the acquisition process. These may include traffic, noise, and lighting. Acquisition should consider how the park will relate to the surrounding neighborhood and other adjacent land uses.

#### Policy 9.2B

Preserve and/or acquire parcels identified as parks, open space, and trails.

**Discussion:** A variety of methods are available for preserving parcels identified as valuable for parks, open space and trails. Regulations may require new developments to dedicate park land or contribute monetarily to the park system in proportion to their impacts. Incentives (for example, development bonuses) may also be employed to encourage developments to share in creating parks or open space. Special programs could also be created in which the benefit of a Citywide vision is promoted and businesses contribute voluntarily, gaining recognition and nearby amenities that attract residents, employees and shoppers. Preservation of land for parks/open space can be accomplished through private ownership as well as through public

ownership. A private residential development may benefit from preserving a sensitive area as open space accessible to residents of their development, while a business development may benefit from creating a plaza accessible to the general public during business hours. Easements – public use of land for a certain purpose – can be useful in creating an interlinking system of trails, when the land cannot be purchased. The City should be open to using all possible implementation opportunities available for the preservation of significant park and open space land.

**Policy 9.2C**

Consider geographic equity when acquiring park land to ensure a fair distribution of parks, playgrounds, and related recreation opportunities, to achieve having a City park facility within ½ mile of each resident.

**Discussion:** The existing availability of park and open space facilities throughout the City needs to be evaluated to ensure that the new acquisition provides a geographically equitable distribution of park and recreational facilities throughout the City and addresses identified needs. Park sites and activities should be reasonably distributed throughout the City so as to be conveniently accessible to all residents.

# RECOMMENDED IMPLEMENTATION STRATEGIES

Text Amendment #T-9

The purpose of this section is to clearly identify the specific steps, or **implementation strategies**, that will need to be taken to implement this element's policies. In addition, this section also identifies the group(s) with **primary responsibility** for carrying out each strategy and the expected **time frame** within which the strategy should be addressed. Each strategy is preceded by a summarized version of the **proposed policy** to be implemented.

In the "Primary Responsibility" column, it should be noted that many of the implementation strategies will be initially undertaken by a specified board or Advisory Committee. In most cases, however, it will be the City Council that analyzes the specific board/Advisory Committee recommendation, and then makes the final decision about how to proceed.

The "time line" categories are defined as follows:

- Immediate..... within 1 year
- Short-Term .... 1 to 6 years
- Medium-Term 6 to 10 years
- Long-Term..... 10 to 20 years
- Ongoing.....no set time frame, since the strategy will be implemented on a continual basis

The "time lines" are target dates set annually when the City Council adopts amendments to the Comprehensive Plan. Strategies that have been implemented are noted in brackets, along with the relevant completion date.

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



PROPOSED POLICIES	IMPLEMENTATION STRATEGIES	PRIMARY RESPONSIBILITIES	TIME LINE
<p><b>9.1C</b> Plan and Pursue a Variety of Funding and Assistance Mechanisms.</p>	<ul style="list-style-type: none"> <li>• Apply for grants,.</li> <li>• Encourage multiple uses of public rights-of-way.</li> <li>• Keep a record of grant funding sources and volunteers that can be referred to prior to City budget request.</li> <li>• Encourage volunteer programs and events.</li> <li>• Prioritize grant application to sources that have minimal local matching funds required, or that maximize value while meeting the local identified need.</li> <li>• Review and consider increasing public open space incentives for urban development.</li> <li>• See 9.2B for implementation strategies related to contributions from private development.</li> </ul>	<p>City Staff</p> <p>City Staff</p> <p>City Staff</p> <p>City Staff</p> <p>City Staff</p> <p>Planning Commission, City Council</p> <p>City Staff</p>	<p>Ongoing</p> <p>Ongoing</p> <p>Short-Term (2-4 years)</p> <p>Ongoing</p> <p>Ongoing</p> <p>Short-Term (2-4 years)</p> <p>Ongoing</p>
<p><b>9.1D</b> Develop Community-Oriented Enrichment Programs that Respond to Needs.</p>	<ul style="list-style-type: none"> <li>• Continue to revise the recreation programs to reflect the community's comments and demographics.</li> <li>• Continue to offer low-cost community wide events such as dances and carnivals, which involve large numbers of community members.</li> <li>• Work with community groups to develop and improve city-wide special events such as parades, festivals, holiday banners, and festive displays.</li> </ul>	<p>City Staff</p> <p>City Staff, City Council</p> <p>City Council, City Staff</p>	<p>Ongoing</p> <p>Ongoing</p> <p>Ongoing [Juried Art Exhibit, 10/96]</p>

PROPOSED POLICIES	IMPLEMENTATION STRATEGIES	PRIMARY RESPONSIBILITY	TIME LINE
<p><b>9.1E</b> Expand Existing or Increase Number of Facilities if Community Center Needs Increase.</p>	<ul style="list-style-type: none"> <li>• The current design of the North SeaTac Park Community Center allows for expansion if needed.</li> <li>• <del>Continue to work with the City Council and Senior Advisory Board to develop a Senior Center.</del></li> <li>• <del>Work to increase facilities and programs offered at Complete a Valley Ridge Community Center master plan.</del></li> <li>• <del>Continue to work with the Coordinate the use of the YMCA to develop a facility on S. 188<sup>th</sup> Street.</del></li> </ul>	<p>City Staff, City Council</p> <p>City Staff, City Council, Senior Advisory Board</p> <p>City Staff</p> <p>City Staff, City Council</p>	<p>Medium-Term</p> <p>Short-Term (2-4 years)</p> <p>Short-Term (2-4 years)</p> <p>Ongoing</p>
<p><b>9.1F</b> Private Business and Service Organization Involvement</p>	<ul style="list-style-type: none"> <li>• Identify opportunities for contributions by contacting potential donors and discussing specifically what is needed and who will be served.</li> <li>• <u>Work with the Rotary Club and the Chamber on the International Festival</u></li> <li>• <u>Work with the new YMCA facility to offer joint recreation opportunities for SeaTac residents.</u></li> </ul>	<p>City Staff, City Council</p> <p>City staff</p> <p>City staff</p>	<p>Short-Term (2-4 years)</p> <p>Ongoing</p> <p>Ongoing</p>

PROPOSED POLICIES	IMPLEMENTATION STRATEGIES	PRIMARY RESPONSIBILITIES	TIME LINE
<b>9.2 PRESERVATION AND ACQUISITION</b>			
<p><b>9.2A</b> Identify Appropriate Land for Park and Open Space Preservation /Acquisition.</p>	<ul style="list-style-type: none"> <li>• Develop a long range plan that identifies desirable areas for future park/trail location.</li> <li>• Prepare a bicycle/pedestrian master plan.</li> <li>• Identify and preserve important urban open spaces in conjunction with new transportation development.</li> <li>• Pursue discussion with the Port of Seattle regarding noise remedy land that might be appropriate for use as parks or trails.</li> <li>• Place a high priority on acquisition and development of the proposed West-SeaTac Trail and its connection to regional trails.</li> <li>• See "Section 9.9 - Community-wide Resources" for specific implementation strategies related to preservation of Tub Lake, Bow Lake, and the Miller Creek Corridor.</li> </ul>	<p>Planning Commission, City Council</p> <p>City Staff with Citizen and Advisory Board input</p> <p>Planning Commission, City Council, City Staff</p> <p>City Staff</p> <p>City Staff, City Council</p>	<p>Short-Term (1-2 years)</p> <p>Short-Term (2-4 years)</p> <p>Ongoing</p> <p>Ongoing</p> <p>Short-Term (1-2 years) Ongoing</p>



PROPOSED POLICIES	IMPLEMENTATION STRATEGIES	PRIMARY RESPONSIBILITIES	TIME LINE
<p><b>9.2C</b> Consider Geographic Equity when Acquiring Parks and Developing Programs.</p>	<ul style="list-style-type: none"> <li>• Evaluate geographic distribution by:                             <ul style="list-style-type: none"> <li>- Utilizing the goal of a park facility within ½ mile of every resident park service area specified in Policy 9.2 C, analysis in this Plan's Parks, Recreation and Open Space Background Report and breaking the City into areas of common access; noting and mapping deficiencies for future facility and program planning efforts.</li> <li>- Incorporating this information into the annual level-of-service analysis/report and making it available to the Land Use and Parks Committee, Parks and Recreation Advisory Board, Planning Commission, and City Council.</li> </ul> </li> </ul>	<p>City Staff</p>	<p>Short-Term (2-4 years)</p>



PROPOSED POLICIES	IMPLEMENTATION STRATEGIES	PRIMARY RESPONSIBILITIES	TIME LINE
<p><b>9.3C</b> Develop Active Recreation Opportunities.</p>	<ul style="list-style-type: none"> <li>• Continue to supply and increase the number of active recreation programs offered through the City.</li> <li>• <del>Build more active recreation facilities, for example, North SeaTac Park, trails, playgrounds.</del></li> <li>• <u>Complete the fourth field at Valley Ridge Park</u></li> <li>• <u>Complete the modified soccer fields at Sunset Park</u></li> </ul>	<p>City Staff</p> <p>City Council</p> <p>City staff</p> <p>City staff</p>	<p>Ongoing</p> <p>Ongoing [NSTP Phase I development completed; McMicken Heights playground completed '99]</p> <p>[Grandview Park acquired for off-leash dog area, 2003]</p>
<p><b>9.3D</b> Open Space Concepts in New Development</p>	<ul style="list-style-type: none"> <li>• Revise City development regulations to have specific requirements for square footage <u>of open space per residential unit</u>, or typical facilities for developments of different sizes.</li> </ul>	<p>Planning Commission, City Council</p>	<p>Short-Term (2-4 years) [Z.C. amended with Interim Design Stds. For Multi-Family Housing 3/00]</p>

PROPOSED POLICIES	IMPLEMENTATION STRATEGIES	PRIMARY RESPONSIBILITIES	TIME LINE
<p><b>9.3E</b> Improve Bicycle Access and Safety.</p>	<ul style="list-style-type: none"> <li>• Add to the public bicycle trail system through the shared use of rights-of-way of S.R. 509, 28th/24th Ave. Arterial, International Boulevard improvements and other public and private projects.</li> <li>• Require bicycle parking facilities in major new development.</li> <li>• Install signage which identifies bicycle routes.</li> <li>• <del>Identify bike access routes within the City connecting to regional systems.</del></li> <li>• <u>-Complete the Lakes to Sound Trail in SeaTac</u></li> </ul>	<p>City Staff, Planning Commission, City Council</p> <p>City Staff, Planning Commission, City Council</p> <p>City Staff</p> <p>City Staff</p> <p>City staff</p>	<p>Ongoing</p> <p>Ongoing</p> <p>Short-Term (2-4 years)</p> <p>Short-Term (2-4 years)</p> <p><u>Medium Term (5 to 10 years)</u></p>
<p><b>9.3F</b> Provide Multiple Open Space Benefits for Public Use Areas.</p>	<ul style="list-style-type: none"> <li>• Develop the trail corridors of Des Moines Creek and Miller Creek and boardwalks at Tub Lake in North SeaTac Park, which will provide natural open space, wildlife habitat and recreation/ transportation linkages.</li> <li>• Seek public access to Bow Lake for multiple uses.</li> <li>• <u>Complete a Master Plan for large open space in both North SeaTac and Des Moines Creek Parks</u></li> </ul>	<p>City Staff</p> <p>City Staff, City Council</p> <p>City Staff, City Council</p>	<p>Short-Term (2-4 years) [Des Moines Creek Trail Completed '99]</p> <p><del>Short</del>Long-Term (4-6 years)</p> <p><u>Short-Term (4-6 years)</u></p>
<p><b>9.3G</b> Minimize Impacts to Adjacent Neighborhoods.</p>	<ul style="list-style-type: none"> <li>• Locate ballfields in North SeaTac Park in the interior of the Park or adjacent to commercial areas, rather than adjacent to residential areas.</li> <li>• Close parks at a reasonable hour to discourage misuse and excessive evening noise.</li> </ul>	<p>City Council</p> <p>City Council</p>	<p>Short-Term (1-2 years)</p> <p>Ongoing</p>



PROPOSED POLICIES	IMPLEMENTATION STRATEGIES	PRIMARY RESPONSIBILITIES	TIME LINE
<p><b>9.4C</b> Maintain Parks Commensurate with Intensity of Use and Character of Park.</p>	<ul style="list-style-type: none"> <li>• Develop and publish a maintenance plan that prevents degradation of park facilities while allowing for normal usage.</li> <li>• Continue to use the <u>Repair and Replacement Fund to keep Parks and Facilities in top shape.</u></li> </ul>	<p>City Staff</p> <p>City Staff</p>	<p>Short-Term (2-4 years)</p> <p>Ongoing</p>
<p><b>9.4D</b> Encourage Volunteer Participation in Maintenance/Improvement Projects.</p>	<ul style="list-style-type: none"> <li>• Staff periodic volunteer work days or develop an Adopt-A-Park program.</li> <li>• Continue to work with groups to maintain their areas such as the <u>Highline SeaTac Botanical Garden and BMX groups.</u></li> </ul>	<p>City Staff</p> <p>City Staff</p>	<p>Ongoing</p> <p>[Worked with volunteers on new McMicken Heights playground, '96]</p> <p>Ongoing</p>
<p><b>9.5 ACCESS</b></p>			
<p><b>9.5A</b> Locate Traffic Generating Facilities on Sites with Direct Access.</p>	<ul style="list-style-type: none"> <li>• Plan for the proposed North SeaTac Park athletic complex to be located adjacent to S. 128th St., which has direct linkage to S.R. 509 and public transit.</li> <li>• Locate the proposed trailhead parking for Des Moines Creek Trail on S. 200th St., with direct connection to Interstate 5.</li> </ul>	<p>City Council</p> <p>City Council</p>	<p>Completed as part of the NSTP Master Plan</p> <p>Short-Term (1-2 years)</p> <p>[Trailhead on S. 200th graded 8/96]</p>

PROPOSED POLICIES	IMPLEMENTATION STRATEGIES	PRIMARY RESPONSIBILITIES	TIME LINE
<p><b>9.5B</b> Provide Safe Parking at Parks and Recreational Facilities.</p>	<ul style="list-style-type: none"> <li>Construct bicycle parking areas at the Community Center and other parks as specified in deemed in need by master plans.</li> <li>Increase vehicle parking at the Community Center and in the area of Angle Lake Park. The latter may be through a shared use agreement with neighboring businesses, or across International Boulevard if a safe pedestrian crossing is constructed.</li> </ul>	<p>City Council</p> <p>City Staff, City Council</p>	<p>Short-Term (1-2 years)</p> <p>Short-Term (2-4 years) [Contract w/ Alaska Airlines for AL special events parking is in place; AL parking to be expanded as part of ALMP, adopted 9/96]</p>
<p><b>9.5C</b> Provide Non-Discriminatory Recreational Opportunities and Eliminate Barriers to Special Populations</p>	<ul style="list-style-type: none"> <li>Improve access to all local parks per the American's with Disabilities Act (ADA) requirements.</li> <li>Design all new parks to barrier-free standards.</li> <li>Supply transportation to senior citizen activities whenever possible.</li> <li>Include free or low-cost programs; make programs requiring fees accessible to low-income persons through scholarships.</li> <li>Continue to request funding for human services needs through the Human Services Commission.</li> </ul>	<p>City Council</p> <p>City Staff</p> <p>City Council</p> <p>City Staff</p> <p>Parks Staff</p>	<p>Ongoing: all facilities planning includes attention to ADA Requirements.</p> <p>Ongoing</p> <p>Ongoing [Senior van purchased, 4/96]</p> <p>Ongoing [Scholar-ships are provided for camp and children's programs]</p> <p>Ongoing</p>

PROPOSED POLICIES	IMPLEMENTATION STRATEGIES	PRIMARY RESPONSIBILITIES	TIME LINE
<b>9.6 URBAN DESIGN</b>			
<p><b>9.6A</b> Allocate Public Open Space in Commercial Districts and Business Park Developments.</p>	<ul style="list-style-type: none"> <li>• Plan plazas to complement and connect the visual streetscape, pedestrian activities and transportation connections.</li> <li>• Prepare design specifications for pocket parks that are envisioned as urban plazas to be constructed through redevelopment of the Urban Center.</li> <li>• Develop and/or preserve greenbelts as land use buffer areas for new development</li> </ul>	<p>City Staff</p> <p>Planning Commission, City Council, Parks and Planning Staff</p> <p>Planning Commission, City Council</p>	<p>Short-Term (1-2 years) [Bus shelters &amp; sidewalks constructed w/ artwork as part of Int'l Blvd Phase I, 5/96]</p> <p>Short-Term (1-2 years), Ongoing</p> <p>Short-Term (2-4 years) [Working toward a southend botanical garden as part of a greenbelt/trail system on the west side, 10/96]</p>
<p><b>9.6B</b> Establish Street Tree Corridors, Park and Greenbelt Linkages.</p>	<ul style="list-style-type: none"> <li>• Develop and adopt a street tree ordinance that identifies appropriate corridors for treatment and responsibilities for planting and maintenance standards.</li> </ul>	<p>Parks and Planning Staff, City Council</p>	<p>Short-Term (1-2 years)</p>
<p><b>9.6C</b> Street Trees in Residential Developments.</p>	<ul style="list-style-type: none"> <li>• Extend the street tree plan into neighborhoods impacted by major transportation corridors.</li> </ul>	<p>City Staff</p>	<p>Short-Term (2-4 years)</p>
<p><b>9.6D</b> Uniform Signage and Lighting.</p>	<ul style="list-style-type: none"> <li>• Design and install uniform signage for local parks, beginning with entrance signs.</li> </ul>	<p>City Staff, City Council</p>	<p>Ongoing [parks signs installed 5/95]</p>

PROPOSED POLICIES	IMPLEMENTATION STRATEGIES	PRIMARY RESPONSIBILITIES	TIME LINE
<b>9.7 INTERGOVERNMENTAL COORDINATION</b>			
<p><b>9.7A</b> Promote Public/Public and Public/Private Collaboration in Recreational and Cultural Development.</p>	<ul style="list-style-type: none"> <li>• Seek private and public sponsorship for special parks &amp; recreation and cultural programs.</li> <li>• Participate in regional planning efforts that might affect local citizens, even if projects are outside the City.</li> <li>• Seek partnerships with community groups in tree planting programs and other park/open space improvements</li> <li>• Encourage easements on public or private lands for recreation.</li> <li>• <u>Develop an annual program purchase from the YMCA</u></li> </ul>	<p>City Staff</p> <p>City Staff, City Council</p> <p>City Staff</p> <p>City Staff, City Council</p> <p><u>City Staff,</u> <u>City Council</u></p>	<p>Short-Term (1-2 years)</p> <p>Ongoing</p> <p>Ongoing</p> <p>Ongoing</p> <p><u>Ongoing</u></p>

PROPOSED POLICIES	IMPLEMENTATION STRATEGIES	PRIMARY RESPONSIBILITIES	TIME LINE
<p><b>9.7B</b> Work with the School District to Provide Recreational Opportunities.</p>	<ul style="list-style-type: none"> <li>• Continue to use school sites for recreation and after-school programs for better public access.</li> <li>• Develop an interlocal agreement that allows the City to use school facilities at no cost in exchange for school use of City facilities at no cost.</li> <li>• Lease school property at Boulevard Park School for soccer field development in North SeaTac Park.</li> <li>• Encourage the school district to improve and maintain athletic fields for Little League and other uses.</li> </ul>	<p>City Staff</p> <p>City Council, City Staff</p> <p>City Council</p> <p>City Council</p>	<p>Ongoing</p> <p>Short-Term 1-2 years</p> <p>Short-Term 1-2 years [Fields were acquired as part of land trade, 2/96]</p> <p>Short-Term (2-4 years) [City is working with School District on projects to improve school facilities for public use, '01]</p>
<p><b>9.7C</b> Encourage Public/Private Cooperative Planning Efforts and Use of Recreational Facilities.</p>	<ul style="list-style-type: none"> <li>• Work with major local employers and special interest groups to assess recreation needs and discuss ways to accommodate needs through planning or scheduling.</li> <li>• Encourage sharing of private facilities with public access.</li> </ul>	<p>City Staff</p> <p>City Staff</p>	<p>Short-Term (2-4 years) [Parks Needs Assessment completed in 2000]</p> <p>Short-Term (2-4 years)</p>

PROPOSED POLICIES	IMPLEMENTATION STRATEGIES	PRIMARY RESPONSIBILITIES	TIME LINE
<b>9.8 COMMUNITY INVOLVEMENT</b>			
<p><b>9.8A</b> Maintain Contact with Citizens, Encourage Participation.</p>	<ul style="list-style-type: none"> <li>Periodically, include park update articles in the SeaTac Report (city newsletter) and the Parks and Recreation brochure.</li> <li>Complete a telephone survey every five years (next one in 2013). The survey should include over 300 contacts to ensure 95% statistical accuracy. <del>Complete a telephone survey in 2013 (five years from the completion of the last survey)</del></li> </ul>	<p>City Staff</p> <p>City Staff</p>	<p>Ongoing</p> <p>Ongoing</p>
<p><b>9.8B</b> Involve Landowners, Residents and Other Groups in Securing Lands of Regional Significance for Parks or Open Space.</p>	<ul style="list-style-type: none"> <li>Discuss with the Port of Seattle, the designation of a trail connecting North SeaTac Park with Des Moines Creek Park, and following Miller Creek where possible.</li> </ul>	<p>City Council</p>	<p>Short-Term (2-4 years)</p>
<p><b>9.8C</b> Develop Effective Public Awareness and Notification Processes.</p>	<ul style="list-style-type: none"> <li>Continue to use the SeaTac Report to inform citizens of park issues and events.</li> <li>Continue to publish the Parks and Recreation brochure.</li> <li>Continue to notify the Highline Times (community newspaper) of local events, such as Music in the Park.</li> <li>Use direct mail to involve community groups in parks projects affecting them.</li> </ul>	<p>City Staff</p> <p>City Council</p> <p>City Staff</p> <p>City Staff</p>	<p>Ongoing</p> <p>Ongoing</p> <p>Ongoing</p> <p>Ongoing [Direct mailed Angle Lake community groups regarding Angle Lake Master Plan]</p>
<b>9.9 COMMUNITY WIDE RESOURCES</b>			

PROPOSED POLICIES	IMPLEMENTATION STRATEGIES	PRIMARY RESPONSIBILITIES	TIME LINE
<p><b>9.9A</b> Develop North SeaTac Park in Accordance with North SeaTac Park Master Plan and Air Safety Regulations.</p>	<ul style="list-style-type: none"> <li>Prohibit facilities in North SeaTac Park that attract large numbers of people.</li> <li>Confine active recreational facilities, specifically new athletic fields, to the area north of South 136th Street.</li> <li>Develop the North SeaTac Park perimeter as one of the first phases of its development, including a perimeter trail, fencing where appropriate and landscape buffering of activities.</li> </ul>	<p>City Council</p> <p>City Council</p> <p>City Council</p>	<p>Ongoing</p> <p>Ongoing</p> <p>Short-Term (1-2 years) [Scheduled as part of NSTP Master Plan Phase I Completed 1997]</p>
<p><b>9.9B</b> Preserve Tub Lake as a Natural Wetland Preserve; Increase Opportunities For Public Enjoyment of the Area.</p>	<ul style="list-style-type: none"> <li>The North SeaTac Park Master Plan designates the Tub Lake area as a natural area that will be accessed by boardwalks and have interpretive information when funds become available.</li> </ul>	<p>City Council</p>	<p>Short-Term (2-4 years)</p>
<p><b>9.9C</b> Preserve the Des Moines Creek Area, Purchased with Forward Thrust Funds for Open Space and Recreation.</p>	<ul style="list-style-type: none"> <li>Pursue grant funding for the Des Moines Creek Trail, with the intent being to preserve the character and wildlife habitat and allow for interpretive opportunities and linkage to regional trails.</li> <li><u>Complete a Master Plan for Des Moines Creek Park.</u></li> </ul>	<p>City Staff, City Council</p> <p><u>City Staff</u> <u>City Council</u></p>	<p>Short-Term (2-4 years) [Trail completed 1998]</p> <p><u>Short Term (4-6-years)</u></p>
<p><b>9.9D</b> Dedicate Portions of Port Acquired Land South of S. 200th St. as Open Space for the Enjoyment of Local Residents. Prohibit Vehicular Traffic to the Open Space Areas.</p>	<ul style="list-style-type: none"> <li>Discuss opportunities with the Port for blending of areas of Port owned land into recreational land, including trails which link the areas or the use of shared parking.</li> <li>Work with SR 509 and 24/28th planned transportation improvements to blend parks and roads needs.</li> </ul>	<p>City Council</p> <p>City Staff</p>	<p>Ongoing</p> <p>Ongoing</p>

PROPOSED POLICIES	IMPLEMENTATION STRATEGIES	PRIMARY RESPONSIBILITIES	TIME LINE
<p><b>9.9E</b> Preserve the Miller Creek Corridor for Open Space and Recreation, should Acquisition or Redevelopment of Private Properties Occur.</p>	<ul style="list-style-type: none"> <li>• Work to develop this area as a trail, wildlife and open space resource corridor.</li> <li>• <del>Work with Port to preserve Miller Creek and create an interlinking trail as part of the proposed third runway buyout.</del></li> </ul>	<p>City Staff, City Council</p> <p>City Staff, City Council</p>	<p>Medium-Term</p> <p>Short-Term (4-6 years)</p>
<p><b>9.9F</b> Seek Public Access to Waterfront Area(s) of Bow Lake.</p>	<ul style="list-style-type: none"> <li>• Initiate discussions with private property owners about the purchase of adjacent lands or negotiating conservation easements.</li> <li>• Consider implementation of this idea in conjunction with Urban Center redevelopment.</li> </ul>	<p>City Staff, City Council</p> <p>Planning Commission, City Staff, City Council</p>	<p>Long-Term (10-20 years)</p> <p>Medium Long-Term</p>
<p><b>9.9G</b> Encourage Retention of Significant Historical and Archaeological Resources.</p>	<ul style="list-style-type: none"> <li>• An inventory of historical and archaeological structures and sites shall be undertaken.</li> <li>• The Zoning Code shall be revised to include standards for the retention of historical and archaeological resources identified by the City's inventory cited above.</li> </ul>	<p>City Staff</p> <p>Planning Commission, Planning Staff, City Council</p>	<p>Short-Term (2-4 years)</p> <p>Short-Term (2-4 years)</p>

## CHAPTER 9

# PARKS, RECREATION AND OPEN SPACE BACKGROUND REPORT

Background information pertaining to the Parks, Recreation and Open Space Element's Goals, Policies, and Implementation Strategies may be found in the document titled "Parks, Recreation and Open Space Plan 2008." The Plan consists of an overview of the City's population and its characteristics; information about the process used to develop the Plan including a survey of residents to gauge park demands and needs; major issues and goals & policies; a 10-year repair and replacement plan; an inventory of the City's parks; information about the Department's programs; and recommendations for implementation.

The City of SeaTac Parks, Recreation and Open Space Plan 2008 is incorporated into the City of SeaTac Comprehensive Plan by reference, and as such, serves as the Parks, Recreation and Open Space Background Report to the Comprehensive Plan.

## INTRODUCTION

~~This background report has been developed through a process of identifying existing facilities, determining community demands and needs, and developing an action plan and a capital improvement program to address the identified needs. This report analyzes several factors to ensure that community demands for park and recreational needs are accurately recognized. The factors studied include population, social, economic, and safety data, community input, information on existing facilities, and available funding sources.~~

~~The Parks, Recreation and Open Space Element addresses present and future park and recreation needs of those residing and employed in the SeaTac area, and identifies how these needs can be addressed. The Element is a framework from which recreational opportunities can be developed. While use of park facilities and recreation programs will not~~

~~be denied to residents from adjacent communities, the intent of this plan is to improve the quality of life for residents within the City of SeaTac.~~

~~Specifically, the Parks, Recreation and Open Space Background Report of the City of SeaTac Comprehensive Plan is intended to provide a basis on which~~

~~the City's existing park and recreation goals and policies can be reviewed, and amended as necessary.~~

~~The City's Parks, Recreation and Open Space goals and policies are contained in the Parks, Recreation and Open Space Element of the City of SeaTac Comprehensive Plan. Detailed information on park and recreation facilities inventories, improvement projects, and level-of-service standards are contained in the Comprehensive Plan's Capital Facilities Background Report.~~

## **RELATIONSHIP TO THE GROWTH MANAGEMENT ACT AND THE COUNTYWIDE PLANNING POLICIES**

The Parks, Recreation and Open Space Element has been developed in accordance with Section 36.70A.080 of the Growth Management Act, which makes provisions for the inclusion of optional or additional elements relating to the physical development of the City, the relevant procedural criteria and recommendations for economic development outlined in the WAC (365-195-345), and with the King County Countywide Planning Policies (Chapter IVV, D). It is the component of the community's plan for growth over the next 20 years that addresses the provision of open spaces and recreation facilities in the City of SeaTac.

## EXISTING SUPPLY

### Parks Within City Limits

~~Angle Lake Park is very popular with local residents. The prime amenity is the access to freshwater, with 100 feet of beach, a pier, boat launch, picnic facilities and restrooms. Angle Lake is primarily surrounded by residential development. The Park's location on International Boulevard makes it especially desirable for use by business employees.~~

~~Families come to picnic, swim and sunbathe. Lifeguards are on duty during the summer to supervise beach activities. The pier is used for fishing and viewing. Fishing is also popular from boats, which may be launched into the lake from the concrete boat launch.~~

~~The City has recently completed the first phase of a Master Plan for improvements to Angle Lake Park. The improvements include a covered picnic area, an outdoor stage area for live music or theater performances, new public rest rooms, an expanded children's play area, and a new parking lot with a revised circulation plan that removes vehicular circulation from the park proper.~~

~~Improvements planned for Phase II include a second picnic shelter, a sand volleyball court, an improved fishing pier and boat launch, irrigation and additional landscaping, and additional parking.~~

~~Bow Lake Park is a small undeveloped park, identified by a sign along South 178th Street. The park consists of a small pullout area for one car, some mowed grass areas surrounded by blackberry bushes and a small stream. The grass areas are small and during the winter months get muddy from the stream. Future improvements would include clearing of blackberries, extending one of the grass meadows to the stream and adding a children's play area for the adjacent new neighborhoods.~~

~~Valley Ridge Park, which is highly developed, is adjacent to Tyee High School and is very visible as a City facility at the I-5 gateway. It is used by the students during the day, and contains tennis courts, turf soccer fields, lighted softball fields and a perimeter jogging path. There is also a small community center with restrooms, a kitchen and a meeting room. The City has made major improvements at Valley Ridge Park over the last several years, including drainage and irrigation for the soccer fields, storm water improvements, installation of a new lighted roller hockey court, full and half-court basketball facilities, a skateboard park, play equipment for pre-schoolers, new public rest rooms, renovation of the Community Center, Street frontage improvements and new signage and gateway improvements, and parking lot improvements.~~

~~McMicken Heights Park is a good example of a neighborhood park. It is~~

located in the heart of residential development, is small and open, provides passive, multi-use space, and also has two tennis courts for active recreation. The tennis courts were recently upgraded with new color-coded surfaces and fencing. New children's play equipment, a picnic table and pathway improvements have also been completed. There is no parking on site, which is not atypical for neighborhood parks.

**Des Moines Creek** runs through an undeveloped ravine, which is very scenic and naturalistic. A new ten-foot wide paved pathway runs along the creek from S. 200th St. to its south terminus at Puget Sound in the City of Des Moines. The creek and its greenbelt corridor support wildlife habitat (wetlands and salmon spawning habitat) and a variety of native vegetation.

The planned extension of State Route 509 will transect one corner of the site, resulting in a loss of approximately seven acres. The Washington Department of Transportation (DOT) has agreed to build a new trailhead at S. 200<sup>th</sup> St., and design and construct an extension of the bicycle trail north and west, off to the south and west side of the S.R. 509 extension, to the terminus of the existing S.R. 509 at S. 188<sup>th</sup> St. DOT mitigation will include adding 7.5 acres to the park.

**North SeaTac Park** is an important park resource in the SeaTac area. The large park acreage (141 acres) will allow for a variety of activities to occur with buffer zones between them.

Tub Lake and its adjoining wetlands are well suited for preservation and passive recreation. Further from the airport, density of use may safely increase and more active athletic facilities such as soccer fields will be developed.

A master plan of the entire park was developed in 1997. Phase I of the master plan includes a complex of baseball diamonds, soccer fields, lighting and irrigation; and a perimeter trail. This phase of park development was completed in 2000. The park also includes a community center; a specialized gathering place as a community focal point, which features a historically significant bell from a local school; and is the new site of the Elda Behm Garden, an important local horticultural collection that was displaced from SeaTac's Westside due to airport expansion.

Currently, the undeveloped portions of the park provide open space for walking, jogging, pet exercising and equestrian use. Volunteer efforts have developed and operated equestrian and BMX facilities for a number of years. In 2002 the City and Port amended the North SeaTac park Lease Agreement, transferring 55 acres in the southern portion of the park back to Port use.

~~Sunset Playfield~~ is located within the area designated as North SeaTac Park, and is highly developed. The athletic fields include turf soccer and softball, with one multi-purpose field. Lighting of fields is discouraged, due to the playfield's proximity to airport flight patterns. There are also tennis courts, restrooms, parking, and two picnic tables.

~~Existing Trails, Paths or Walkways.~~ Walkways, trails and paths have many different uses and settings, each having a wide spectrum of development levels. Pathways, walks and trails can serve as access to schools, adjoining neighborhoods, and natural areas, and provide convenience for the elderly and safety for those who exercise or commute by walking or riding bicycles. Along International Boulevard, hotels and car rentals create foot traffic related to airport travel. In natural areas, paths exist simply through use by local residents. The City's trails include the three-mile long Des Moines Creek Park Trail, a paved pedestrian and bicycle trail along Des Moines Creek south of S. 200<sup>th</sup> St.; and a system of walking and bike trails at North SeaTac Park. Washington Department of Transportation has committed to extending this trail north and west to S. 188<sup>th</sup> St. and S.R. 509. There is an opportunity to connect the North SeaTac Park perimeter trail with the Des Moines Creek Trail extension to create a regional facility with access between the Des Moines waterfront and North SeaTac Park.

~~Although not under the City's ownership or control, Public School outdoor play facilities and ball fields/courts function as neighborhood recreational facilities, especially for local children who use them after school and on weekends and during the Summer when the schools are closed. The City is working with the Highline School District to help fund some improvements to School recreational facilities in SeaTac, and is counting some School District outdoor recreation facilities in its level-of-service calculation.~~

#### DEMANDS/NEEDS ANALYSIS

~~The City of SeaTac's image is generally associated with the airport, with many of the City's most visible businesses being oriented toward serving the traveling public. The commercial development of this area includes hotels, motels, automobile rental and storage parking lots, restaurants, and several large office buildings. Large areas of asphalt dominate visually in some areas of the commercial district.~~

~~SeaTac residents are concerned with this image, as it reflects on the livability of the City. Since incorporation in February 1990, interest has risen in improving the City's appearance.~~

~~The demand for recreational facilities in the SeaTac area has been articulated and formulated through a series of planning efforts dating~~

~~back to at least the mid-1970s, each requiring considerable public participation and involvement. The following studies have addressed parks and recreation needs in the SeaTac area, and the section below briefly summarizes their findings.~~

~~Beautification, through the landscaping of street peripheries or the development of mini-parks on unused street rights-of-way/closed streets, can be seen as one alternative to the purchase of land in areas deficient in park space. When combined with special paving and lighting techniques, benches and tables, landscape methods can change the entire feeling of a neighborhood.~~

#### ~~Planning Documents~~

##### ~~North SeaTac Park Master Plan~~

~~The purpose of the North SeaTac Park Master Plan study was to explore recreational opportunities on the noise-impacted land acquired, or to be acquired, by the Port of Seattle. The Port of Seattle and King County both sponsored this 1979 study.~~

~~Through the services of a consultant and a citizen's steering committee, the North SeaTac Park Master Plan sought to provide solutions to meeting the basic recreational needs of the Highline area residents. Public meetings, steering committee meetings within the community, and presentations before community councils and recreational councils were all part of the planning effort. The Master Plan itself inventoried several factors related to the environmental suitability and capability of the North SeaTac Park area in order to recommend development guidelines. The Port of Seattle and King County each adopted the Master Plan. Funding to implement the Plan was expected through a 1982 County wide ballot measure. This ballot measure, however, failed.~~

##### ~~North SeaTac Park Master Plan Update~~

~~The North SeaTac Master Plan Update was a joint planning effort between the Port of Seattle and King County begun in June 1986. The update was intended to bring together interests and concerns of various parties in the SeaTac area, and to update the 1980 Master Plan to cover park uses and facilities, implementation, and operations. The Master Plan Update was developed in conjunction with a workshop advisory group to provide community participation. Public comment was solicited at all meetings and an open house was held.~~

~~The Master Plan Update contains an analysis of recreation needs in the area to ensure that those recreation facilities recommended for development would meet the recreational needs in the park service area and be fully utilized. The Master Plan Update recommends park uses and facilities, and a phased development program. Park uses included, but are not limited to, soccer/football fields, baseball fields, tennis courts, picnic areas, equestrian facilities and nature trails. Implementation strategies and financial alternatives were also presented. Grants were identified as~~

one possible funding source.

#### **City of SeaTac Incorporation Study**

As part of the City of SeaTac incorporation effort, the City hired a consultant to prepare a study for the King County Boundary Review Board. This November 1988 study identified concerns of SeaTac residents by conducting a poll. Of those polled, approximately 78 percent indicated that they were either "very concerned" or "concerned" with the type and accessibility of recreational opportunities in the area.

#### **City of SeaTac Comprehensive Plan**

The City of SeaTac Comprehensive Plan was adopted in 1994, and has been amended annually since then. The Plan's Capital Facilities Background Report contains a detailed inventory and description of all parks facilities, a six-year Capital Facilities Plan (CFP) that analyzes the City's future needs based on adopted levels of service, and prioritizes projects to meet identified needs, along with confirmed and potential funding sources.

#### **City of SeaTac Parks, Recreation and Open Space Needs Assessment**

In 2000 the City worked with the Beckwith Consulting Group to update its earlier work with regard to assessing the Community's need and preference for park and recreation facilities, taking into account residential and employment forecasts, and existing facilities. The study included a survey of residents, asking about their use or potential use of various types of facilities. The study's conclusions indicate that deficiencies in SeaTac's parks and recreation land are more a matter of location and access than lack of land devoted to those uses. Existing parks, recreation facilities, and open spaces are not evenly distributed among the City's neighborhoods. The deficiency is greatest in the smaller sizes of parks, including pocket parks, mini parks, and neighborhood parks. The majority of those are not located within walking distance of potential users, and typically little parking is available. Community and regional parks are both more numerous and more accessible than the smaller types of parks.

#### **Standards**

To reflect local demands, the City developed a set of park acreage standards soon after its incorporation. Level of Service standards for park and recreation facilities were based on those of comparable cities in Western Washington and on projected population. See the Capital Facilities Background Report of the Comprehensive Plan for more information on applicable standards and their use in planning for future facilities.

#### **Public Participation**

Public participation is an essential part of a parks/recreation demand and needs study, and the City worked with the community to get their input

on facility needs as part of the process of developing its Comprehensive Plan between 1990 and 1994. During 1998 and 1999 the City developed a Parks, Recreation and Open Space Needs Assessment to update parks facilities inventories, and review park facility needs in light of both population increases and park and recreation facility improvements that had been made since the City incorporated. Several surveys were conducted as part of this planning effort, including a survey mailed to 250 households in the City, a survey of Teenagers, and a survey of participants at the International Festival, a community festival held annually at Angle Lake Park.

———— **Household Survey:** 250 households completed surveys designed to ascertain their opinions about priorities for recreation programs and park facilities.

*Regarding Programs,* respondents rated before/after school programs and teen and athletic activities, along with athletic leagues for youth and adults, as their highest priorities, and indicated a willingness to pay for such programs through user fees and City tax revenues. Most respondents favored additional funding rather than a reduction in services.

*Regarding Facilities,* respondents cited on-road sidewalks and walkways, along with children's playgrounds and play areas as being the City's greatest need.

*Regarding Neighborhood and Community Parks,* using city parks, schools and other public facilities in a series of joint venture projects, and reusing the Riverton Heights Elementary School as a neighborhood park facility were cited as the highest priorities.

*Regarding Regional Parks,* the survey results indicated that citizens supported improved restroom services, improved equestrian and off-road mountain bike trails, and development of interpretive natural areas at North SeaTac Park. Development of a low impact nature trail with interpretive viewpoints, a picnic area, and pedestrian access from International Boulevard and adjacent residential areas at Bow Lake were also cited as priorities.

*Regarding Trails,* respondents cited developing a system of on and off-road local walking and hiking trails between residential neighborhoods, and school and park sites as a priority. There was support for developing a system of bicycle touring routes between residential neighborhoods, connecting to school and park sites and regional bike routes. Development of a system of multi-use off-road bike and hiking trails connecting North SeaTac Park to Des Moines Creek Park, and Lake Reba to International Boulevard, were cited as priorities.

*Regarding Resource Parks,* there was support for preserving a system of

open space corridors that conserve major natural areas in the City including Tub Lake, Lora Lake, Lake Reba, Miller Creek, the wetlands at the south end of the airport, the ravine behind Bow Lake Park, and the wetlands adjacent to Bow Lake. Respondents also cited a system of group picnic sites with active recreation facilities at Lake Reba and Bow Lake as priorities.

*Regarding Special Facilities*, the questionnaire asked respondents to rate various facilities in terms of priorities. The facilities proposed were a South Angle Lake Conference and Community Center, a Cultural/Performance Center, and a Golf Course to replace the facilities lost at the Tyee Golf Course due to airport expansion. None of these projects were cited as priorities by the respondents.

——— *SeaTac Teens Survey*: A sample of teenage students at local schools were surveyed with regard to their use of indoor recreation facilities/programs, and their view of the types of programs that should be available. Results indicated that North SeaTac Park Community Center is used by a majority of those surveyed primarily because of the quality and reputation of the programs offered, but that Valley Ridge Community Center was underutilized because most respondents weren't aware of its location or programs. The types of facilities or programs most respondents would like to see are additional teen and senior centers, and indoor swimming pools.

——— *International Festival Survey*: A sample of visitors to the International Festival at Angle Lake Park were surveyed with regard to their view of outdoor park facilities in the City.

*Regarding Neighborhood and Community Parks*, the results indicated that there was strong support for developing a system of miniparks/playgrounds throughout residential neighborhoods, including using existing facilities, such as schools, in a series of joint venture projects with the City. There was also strong support for redevelopment of Valley Ridge Park to renovate the Community Center, develop a restroom and children's play area, renovate and expand the existing sport courts, and develop a skatepark. The idea of developing a group picnic and day use area at Grandview Park was also supported by the respondents.

*Regarding Regional Parks*, the results indicated that citizens supported improved restroom services, improved equestrian and off-road mountain bike trails, and development of interpretive natural areas at North SeaTac Park. Citizens also supported development of a low-impact nature trail with interpretive viewpoints, a picnic area, and pedestrian access from International Boulevard and adjacent residential areas at Bow Lake.

*Regarding Trails*, there was support for developing a system of on and off-road local walking and hiking trails between residential neighborhoods, and school and park sites. There was also support for developing a system of bicycle touring routes between residential neighborhoods, connecting to school and park sites and regional bike routes.

*Regarding Resource Parks*, there was support for preserving a system of open space corridors that conserve major natural areas in the city including Tub Lake, Lora Lake, Lake Reba, Miller Creek, the wetlands at the south end of the airport, the ravine behind Bow Lake Park, and the wetlands adjacent to Bow Lake.

*Regarding Special Facilities*, there was support for developing a Conference/Community Center on the Hughes Property overlooking the south part of Angle Lake that could be used by City residents, hotel/motel visitors, and tenants of the development. There was also some support for a City Center Cultural and Performing Arts Center, and developing a nine-hole golf course and driving range to replace those portions of the Tye Valley Golf Course lost to airport expansion.

#### ACTION PLAN

Information collected and assembled in this Background Report has been presented to develop a statement of action as to how the needs will be accomplished. This section describes actions the City should take to address its parks and recreation needs.

Due to the lack of open land available, land acquisition is important where a deficiency in park space has been identified, such as with the smaller-sized neighborhood parks. Most of the existing parks in the SeaTac area are not developed or maintained to their fullest extent. With the development of North SeaTac Park, facilities for new passive and active recreation facilities will be available including trails and athletic fields. Smaller parks can be developed with play equipment and other activities directed toward more specific user groups who live near open space. The Community Center has a gymnasium with basketball and rooms for programs such as aerobics. Outdoor basketball courts exist in many parks and schools, but they are in need of refurbishing. Acquisition, development and renovation/maintenance are all identified as potential projects.

#### Priorities

Establishing priorities among various crucial projects is difficult for a new city such as SeaTac. One of the reasons SeaTac residents incorporated was to have a governing body more responsive to their needs. The discussion of priorities in this section of the Background Report informs the City's annually updated six-year CFP, contained in

~~the Capital Facilities Background Report of the Comprehensive Plan.~~

~~A priority list should serve as a guideline for action. It may be advisable at times to set aside priorities in order to realize a specific plan element. However, the City should make every effort to realize lower priority objectives whenever the opportunity arises. Priorities should be reviewed regularly and periodically revised.~~

- ~~• Acquire additional park land in areas deficient of neighborhood parks.~~
- ~~• Develop recreation parks/facilities to a greater extent, with a focus on existing parks.~~
- ~~• Identify and develop trail systems in urban and natural settings to improve safety and recreation opportunities.~~
- ~~• Cooperate with private and public land owners to utilize existing sport fields and to better maintain those fields.~~
- ~~• Develop programs that respond to the public interest as identified in the surveys cited above.~~

~~SeaTac priority demands as identified by residents of the community: (data collected through surveys, interviews and observation research)~~

- ~~1. jogging/walking/bicycling trails, paths and sidewalks~~
- ~~2. basketball facilities, indoor and outdoor~~
- ~~3. baseball/softball fields~~
- ~~4. soccer fields (lit)~~
- ~~5. play facilities in neighborhood locations~~

~~SeaTac priority needs as identified by standards:~~

- ~~1. picnic facilities~~
- ~~2. neighborhood parks~~
- ~~3. trails~~
- ~~4. baseball/softball~~
- ~~5. soccer fields~~

~~Actions necessary to realize identified priorities are discussed in the following categories.~~

#### ~~Open Space~~

~~A majority of the open space in the SeaTac area is located within the Port~~

of Seattle's jurisdiction. The North SeaTac Park is a good example of land that has been leased from the Port, is suitable for recreation, and through numerous planning efforts has been designated for use as public recreation. There are natural areas within the parks that are not suitable for traditional park development. These include lands that preserve wildlife habitat, fragile ecosystems such as wooded areas, ravines and wetlands, and lands that contain unique scenic features. Many of these areas have potential for passive uses such as picnicking, walking, jogging, hiking and bicycling. Buffer areas between developed areas may also provide open space resources.

The City should seek to obtain parcels that will create a unified open space system, rather than a collection of interesting, unrelated parcels. Of particular interest are those areas with multi-functional uses, such as recreation and wildlife habitat. The Des Moines and Miller Creek corridors as well as Tub Lake, Bow Lake and Lake Reba meet these open space criteria.

Coordination with the Port of Seattle, King County Parks, and adjacent communities is crucial to increase the regional open space. The possibility of a public easement along streams through Port property should be explored. Rights of way and utility easements should be identified for possible use as open space (greenbelts and trails). Due to the limited amount of land available, parcels should be acquired if possible, or at a minimum, managed by an agency that can provide for public use and/or resource management.

Some open space is simply a visual resource that provides backdrops to views, adds to the beauty of an area with mature trees, or provides vegetative cover to an otherwise dull landscape. The few remaining large stands of trees, and riparian zones along streams, are the most noticeable examples in SeaTac. To best protect those resources, viewsheds and tree groves should be defined and mapped.

#### Shoreline

Included in this category are opportunities for public access and recreation uses along the City's shorelines. Shorelines in SeaTac include Angle Lake, Bow Lake, Miller Creek, Tub Lake, Lake Reba and Des Moines Creek. SeaTac has no marine shorelines, only freshwater. The only shoreline area currently developed for public recreational access is Angle Lake. The others have potential for preservation or development in cooperation with the Port of Seattle, King County Parks and the cities of Des Moines, Burien, and Normandy Park as connecting links in stream corridor recreation greenbelts.

The City should seek to acquire and develop shoreline land for public use. Emphasis should be on shoreline access and securing greenbelt and trail linkages between existing parks, along the City's major streams and

adjacent to the small lakes where wildlife habitat preservation can co-exist with recreation. Parks should be linked by a system of pedestrian and bicycle trails. The City should also investigate Bow Lake for shoreline recreation opportunities.

#### Walkways, Paths, and Trails

Priorities should be aimed toward increasing the availability and safety of these modes of travel, whether through the landscape, or along the streets and boulevards. Several of the natural area trails will require cooperation between the Port of Seattle and the City of SeaTac. The final result of all path/trail construction will be a regionally connected system of safe multi-modal transportation routes and recreational enjoyment.

Trails along the stream corridors and through natural areas are highly desired for jogging, walking and bicycling. These should be incorporated in the Master Plan for North SeaTac Park, Tub Lake Nature Trail, Miller Creek Trail, Des Moines Creek Trail and regional trail links/greenbelt areas to be identified and/or acquired.

#### Parks

SeaTac's existing park system is deficient in neighborhood, pocket and mini parks. The development of the new Aviation Business Center/CBD will include urban pocket parks and plazas, pedestrian paths and public open space. Plazas should be located in sunlit exposures within the urban core, and complemented by street furniture, interesting paving, plantings, fountains and art.

Acquisition of additional neighborhood parks is another priority. High-density multi-family developments have created more pressure on the current park space/facility supply. The City can identify land to purchase for neighborhood and mini parks or implement park impact fee options as allowed for in the Growth Management Act. Two neighborhood parks have been funded within the North SeaTac Park Phase I development, which will reduce the local deficiency. Recreation space and opportunities also should be encouraged in commercial development, especially the large employers.

In addition to acquisition, emphasis should be placed on developing the existing parks more intensely to serve more users, increasing accessibility to and within the park facilities including barrier free improvements, and minimizing future maintenance costs through such measures as vandal resistance and design modifications which increase maintenance efficiency.

To address these priorities, additional athletic fields are planned for North SeaTac Park. Cooperation with the public school district and local private schools could increase the number of facilities available during

~~certain hours. Play equipment, picnic facilities and appropriate athletic facilities may be added or renovated within parks and schools with the cooperation of the school districts.~~

~~Acquisition of parcels along creeks, streams, adjacent to wetlands and on unbuildable sites should be a priority for recreation and wildlife habitat retention.~~

~~Indoors~~

~~Recreation programming will continue to occur based on public demand and attendance at the programs. Program facilities are spread throughout the community, but will continue to be focused on the SeaTac Community Center.~~

~~Priority programs are currently aimed at group activities for teenagers, after school programs to assist parents with childcare, and senior citizen activities.~~

# Text Amendment #T-11

(Withdraw. The Parks and Recreation Department is recommending that no changes be made to the service area definitions for Neighborhood and/or Community parks)

# Text Amendment #T-12

Withdrawn

(Note: If the SeaTac/Airport Station Area  
Action Plan is not rescinded, it is  
recommended that Amendment T-12 be  
adopted)

**ORDINANCE NO. 10-1026**

An ORDINANCE of the City Council of the City of SeaTac, Washington, amending portions of Chapter 15.35 of the City of SeaTac Zoning Code

**WHEREAS**, the RCW 36.70A.040 requires that Zoning Regulations be consistent with and implement a City's Comprehensive Plan; and

**WHEREAS**, the City began preparing amendments to the SeaTac/Airport Station Area Action Plan in June, 2010 to establish a new vision for the SeaTac/Airport Station Area; and

**WHEREAS**, the deliberations to amend the SeaTac/Airport Station Area Action Plan resulted in a decision to incorporate elements of that Plan into the City Center Plan; and

**WHEREAS**, the City has adopted amendments to the City Center Plan, a Subarea Plan of the City of SeaTac Comprehensive Plan; and

**WHEREAS**, the amendments to the City Center Plan implement the City's revised vision for the SeaTac/Airport Station Area Action Plan; and

**WHEREAS**, the proposed amendments to Sections 15.35.140 and 15.35.820 SMC implement the amendments to the City Center Plan; and

**WHEREAS**, the City's revised vision for the SeaTac/Airport Station Area Action Plan received extensive public involvement, including Special LUP meetings on 6/21/10, 7/26/10, 8/10/10 and 9/14/10; and

**WHEREAS**, after a public hearing on October 19, 2010 to consider proposed amendments to the Comprehensive Plan, including proposed amendments to the SeaTac/Airport Station Area Action Plan, the Planning Commission recommended adoption of proposed amendments to the Comprehensive Plan, and made its recommendation to the City Council; and

WHEREAS, all of the foregoing recitals are deemed by the City Council to be findings of fact;

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF SEATAC,  
WASHINGTON DO ORDAIN as follows:

**Section 1.** Section 15.35.140 of the City of SeaTac Zoning Code is hereby amended as set forth in Exhibit A. A copy of the amendments shall be maintained on file with the Office of the City Clerk for public inspection.

**Section 2.** Section 15.35.820 of the City of SeaTac Zoning Code is hereby amended as set forth in Exhibit A. A copy of the amendments shall be maintained on file with the Office of the City Clerk for public inspection.

**Section 3.** The City Clerk is directed to transmit a complete and accurate copy of this Ordinance to the Washington Department of Commerce, Growth Management Services Division within ten days after final adoption, pursuant to RCW 36.70A.106 and WAC 365-195-620. The Clerk is further directed to transmit a copy of this Ordinance, together with copies of other Ordinances amending development regulations adopted within the preceding twelve months, to the King County Assessor by the ensuing 31<sup>st</sup> day of July, pursuant to RCW 35A.63.260.

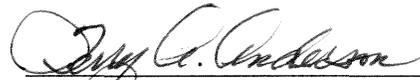
**Section 4.** If any provision of this act or its application to any person or circumstance is held invalid, the remainder of the act or the application of the provision to other persons or circumstances shall not be affected.

**Section 5.** This Ordinance shall be in full force and effect five (5) days after passage and publication.

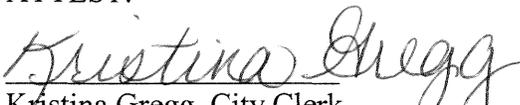
ADOPTED this 29th day of November, 2010 and signed in authentication

thereof this 29th day of November, 2010.

CITY OF SEATAC

  
Terry Anderson, Mayor

ATTEST:

  
Kristina Gregg, City Clerk

Approved as to Form:

  
Mary Mirante Bartolo, City Attorney

[Effective Date: 12/11/10]

[2010 Amendments to 15.35.140 and 15.35.820 SMC]

## Exhibit A

Amendments to 15.35.140 and 15.35.820 SMC

15.35.140

Government/Office, Business Uses

ZONES:

P – Park

UM – Urban Medium Density

UH – Urban High Density

UH-UCR – Urban High-Urban Center Residential

NB – Neighborhood Business

CB-C – Urban Center

ABC – Aviation Business Center

I – Industrial/Manufacturing

O/CM – Office/Commercial Medium

O/C/MU – Office/Commercial/Mixed Use

T – Townhouse

P – Permitted Use; C – Conditional Use Permit

USE #	LAND USE	ZONES										
		P	UM	UH	UH-UCR	NB	CB-C	ABC	I	O/CM	O/C/MU	T
GOVERNMENT/OFFICE USES												
071	Social Service Office			C	P	P	P	P	P	P	P	
072	Public Agency Office	P		P	P	P	P	P	P	P	P	
073	Public Agency Yard	C(2)					C	C	P	C	C	
074	Public Agency Archives	C(3)				C	P	P	P	P	P	
075	Court						P	P	P	P	P	
076	Police Facility	P	P	P	P	P	P	P	P	P	P	
077	Fire Facility	P	P	P	P	P	P	P	P	P	P	
079	Helipad/Airport and Facilities								P			
080	Utility Use		C	C	C	C	C	C	P	C	C	
081	Utility Substation			C	C	C	C	C	P	C	C	
082	Financial Institution				P(4)	P	P	P	P	P	P	
083	City Hall				P(4)	P	P	P	P			
083.5	Secure Community Transition Facility						C(7)	C(7)	C(7)	C(7)		
BUSINESS SERVICES USES												
086	Construction/Trade						C	P(1)	P	C		
087	Truck Terminal							P(1)	P			
088	Airport Support Facility							P				
089	Warehouse/Storage					C		P	P	C(1)		
090	Professional Office			P(4)	P(4)	P	P	P	P	P	P	
091	Heavy Equipment Rental							C	P			
092	Misc. Equipment Rental Facility					C	C		P	P(1)		
093	Auto Rental/Sales						P(1)	P(1)	P	C(1)		
094	Public/Private Parking Lot					C(5,6,8)	P(5,6,8)	P(5,6,8)	P(5,6,8)	C(5,6,8)		
095	Motor Freight Repair								P			
096	Heavy Equipment								P			

USE #	LAND USE	ZONES										
		P	UM	UH	UH-UCR	NB	CB-C	ABC	I	O/CM	O/C/MU	T
	Repair											
097	R and D/Testing					C	C	P	P	C		
098	Commercial/Industrial Accessory Uses					P	C	P	P	C		

- (1) Accessory to primary use not to exceed twenty percent (20%) of primary use.
- (2) A public agency yard located on property within the park zone may be used as a combined maintenance facility for park and nonpark purposes; provided, that the facility shall be no more expansive than that which is reasonably expected to be needed for park maintenance when park facilities are fully developed.
- (3) A public archives facility located on property within the park zone is limited to existing structures.
- (4) Permitted as part of a mixed use development, as described in SMC 15.35.610.
- (5) ~~Public/private parking lots (park-n-fly) up to a maximum of three hundred (300) parking spaces are only permitted within a structure when associated with other nonparking land uses. Please see SMC 15.35.820 for provisions regarding public/private surface parking lot as an interim use. Please see SMC 15.35.900 for parking structure design and development standards. Please see SMC 15.35.950 for incentives through which additional parking may be allowed.~~
- (6) Public/private parking lot park-n-fly structures are permitted up to three hundred (300) spaces as a stand-alone structure. (See SMC 15.35.905 for requirements regarding stand-alone structures.) Additional spaces may be added only via the incentive method defined in SMC 15.35.950.
- (7) Secure community transition facilities are subject to the CUP-EPF siting process (SMC 15.22.035).
- (8) Public/private parking lots shall only be allowed in one (1) parking structure per development site.

(Ord. 08-1023 § 2; Ord. 05-1002 § 1; Ord. 02-1029 § 10; Ord. 99-1050 § 8)

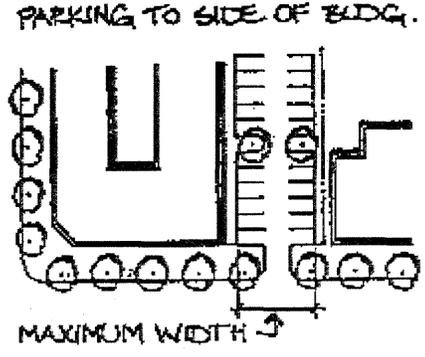
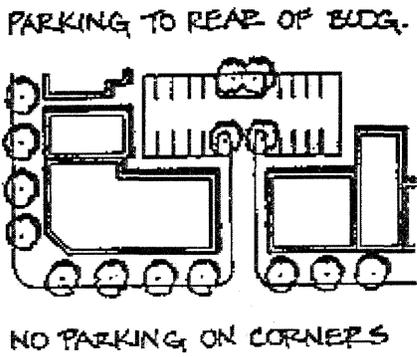
**15.35.820 Surface Parking – Interim Use**

A. Public/Private Surface Parking as an Interim Use. Public/private surface parking, as the main activity on a site, may only be allowed as an interim use subject to the following conditions:

1. ~~A site plan showing the proposed long-term use;~~
2. ~~A binding commitment to ensure that the long-term use is constructed within a set time period;~~
3. A development agreement specifying additional conditions as needed.

B. Location of Surface Parking Lots.

1. No parking shall be located between the building and the front property line, other than a driveway for passenger loading and off-loading only in conformance with SMC 15.35.340 and approved by the Director of Planning and Community Development. Surface parking shall be located behind a building or to the side of a building.
2. Parking located next to a building and within forty (40) feet of the front property line shall not occupy more than the width of two (2) lengthwise parking stalls and one (1) travel lane, or sixty-two (62) feet, whichever is less.
3. On corner lots, no parking shall be located between the building and either of the two (2) front property lines. If a parcel abuts more than two (2) public or private streets, no parking shall be located between the building and the front property line abutting the two (2) public and/or private streets with the highest classification.



(Ord. 99-1050 § 8)

**ORDINANCE NO. 10-1027**

AN ORDINANCE of the City Council of the City of SeaTac, Washington, amending Section 15.16.120 of the SeaTac Municipal Code to extend the amortization period for nonconforming signs.

**WHEREAS**, the City adopted its original sign code by Ordinance No. 92-1041; and

**WHEREAS**, Ordinance No. 92-1041 included a sign amortization program for nonconforming signs and which established a deadline for nonconforming signs to be brought into compliance with the city's sign standards; and

**WHEREAS**, local jurisdictions are governed by the Scenic Vistas Act (Chapter 47.42 RCW) which requires monetary compensation for removal of nonconforming signs along primary state highways and interstates; and

**WHEREAS**, the City Council adopted Ordinance 02-1023, which extended the amortization period for non conforming signs through December 15, 2006 and Ordinance 06-1027 which extended the amortization period for non conforming signs through December 31, 2010; and

**WHEREAS**, the City needs additional time to fully assess the implications regarding non-conforming signs;

**NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF SEATAC, WASHINGTON DO ORDAIN as follows:**

Section 1. Section 15.16.120 of the SeaTac Municipal Code is hereby amended to read as follows:

**15.16.120 Nonconforming Signs**

- A. General. To ease the economic impact of this code on businesses with substantial investment in signs in existence on the date of original adoption of this code, this section provides for a period of continued use of a nonconforming sign in its existing state. During this period, it is expected that the sign may be amortized on Federal income taxes; however, whether it may

be so amortized shall not affect the application of this section. Similar treatment is accorded signs in areas annexed to the City after the code's enactment. All nonconforming signs in existence as of the date of original adoption of this code shall be brought into conformity with this code no later than December 31, ~~2010~~ 2012.

B. Nonconforming Signs.

1. Notification of Nonconformity or Illegality. The Code Administrator shall, as soon as practical, survey the City for signs which do not conform to the requirements of this chapter. Upon determination that a sign is nonconforming or illegal, the Administrator shall use reasonable efforts to so notify, either personally or in writing, the sign user or owner of the sign and, where practical, the owner of the property on which the sign is located of the following; provided, that the business license of the business with which the sign is associated shall be presumed to be the sign user under this code:
  - a. The sign's nonconformity or illegality;
  - b. Whether the sign may be eligible for a nonconforming sign permit.

If the identity of the sign user, owner of the sign, or owner of the property on which the sign is located cannot be determined after reasonable inquiry, the notice may be affixed in a conspicuous place on the sign or on the business premises with which the sign is associated. A file shall be established in the department, and a copy of the notice and certification of posting shall be maintained for records.

2. Signs Eligible for Nonconforming Sign Permit. With the exceptions herein provided, any on-site primary sign located within the City limits on the date of adoption of this code, or located in areas annexed to the City thereafter, which does not conform with the provisions of this code, is eligible for characterization as a nonconforming sign provided it meets the following requirements:
  - a. The sign was covered by a sign permit on the date of adoption of this code, if one was required under applicable law; or
  - b. If no sign permit was required under applicable law for the sign in question, the sign was in all respects in compliance with applicable law on the date of adoption of this code.
3. Signs Not Eligible for Nonconforming Sign Permits. The following signs shall not be eligible for characterization as nonconforming signs:
  - a. Prohibited signs, as defined in SMC 15.16.110, except for signs which rotate, as defined in SMC 15.16.110(C).

- b. Secondary signage not meeting the code specifications, except for informational and directional signs in compliance with the code at the time of adoption of this code.
  - c. All signs not eligible for characterization as a nonconforming sign shall be considered illegal.
4. Number of Nonconforming Signs Permitted. Each sign user within the City having existing nonconforming signs meeting the requirements of SMC 15.16.160 shall be permitted to designate only one (1) such sign as “nonconforming” for each street upon which the business premises fronts. Such designation shall be made in the application for a nonconforming sign permit.
5. Permit for Nonconforming Signs. A nonconforming sign permit is required for each nonconforming sign designated under SMC 15.16.160. The permit (certificate of zone compliance – CZC) shall be obtained by the sign user or the sign owner, or the owner of the property upon which the sign is located within sixty (60) days of notification by the City. The permit shall be issued and shall expire at the end of the applicable amortization period prescribed in subsection (D) of this section.

Applications for a nonconforming sign permit shall contain the name and address of the sign user, the sign owner, and the owner of the property upon which the sign is located and such other pertinent information as the Administrator may require to ensure compliance with the code, including proof of the date of installation of the sign.

A nonconforming sign for which no permit has been issued within the sixty (60) day period of notification shall within six (6) months be brought into compliance with the code or be removed. Failure to comply shall subject the sign user, owner or owner of the property on which the sign is located to penalties cited in Chapter 15.32 SMC.

6. Loss of Nonconforming Status. A nonconforming sign shall immediately lose its nonconforming status if:
  - a. The sign is altered in any way in structure or height which is not in compliance with the standards of this chapter; or
  - b. The sign is relocated to a position which is not in compliance with the standards of this chapter; or
  - c. The sign is replaced; provided, that this replacement refers to structural replacement, not change of “copy,” panel or lettering; or
  - d. Any new primary sign is erected or placed in connection with the enterprise using the nonconforming sign; or

- e. No application for a nonconforming sign permit is filed by the sign user, sign owner, or owner of the property upon which the sign is located within sixty (60) days following notification by the City (subsection (B) of this section) that the sign is nonconforming and that a permit must be obtained; or
- f. The loss of legal nonconforming status takes place upon any change in land use or occupancy, or a change in business name, and the sign shall be brought into conformity. Such nonconforming signs shall, within ninety (90) days, be brought into conformity with this code or be removed.

Upon any of the above-referenced circumstances taking place, any permit or designation for what had been a nonconforming sign shall become void. The Administrator shall notify the sign user, sign owner or owner of the property upon which the sign is located of cancellation of the permit or designation and the sign shall immediately be brought into compliance with this chapter and a new permit secured or shall be removed.

- C. **Illegal Signs.** An illegal sign is any sign which does not comply with the requirements of this chapter within the City limits as they now or hereafter exist and which is not eligible for characterization as nonconforming under SMC 15.16.160
- D. **Amortization Period for Nonconforming Signs.** Nonconforming signs, as defined in subsection (B)(2) of this section, for which a nonconforming sign permit has been issued may remain in a nonconforming state until December 31, ~~2010~~ 2012. Thereafter, the sign shall be brought into conformity with this code or be removed; provided, however, that the amortization period established by this section may be used only so long as the sign retains its legal nonconforming status.
- E. **Nonconforming Sign Maintenance and Repair.** Nothing in this section shall relieve the owner or user of a nonconforming sign or owner of the property on which the nonconforming sign is located from the provisions of this code regarding safety, maintenance and repair of signs, nor from any provisions on prohibited signs, contained in SMC 15.16.110; provided, however, that any repainting, replacement of “copy,” panels and/or lettering, cleaning, and other normal maintenance or repair of the sign or sign structure shall not modify the sign or structure in any way which is not in compliance with the requirements of this code, or the sign will lose its nonconforming status (SMC 15.16.120(B)(6)).
- F. **Subsequent Amendments to the Sign Code.** After the date of its initial adoption, if any subsequent amendments to the sign code cause a sign to become nonconforming, the Department of Planning and Community Development shall notify affected business owners and property owners of the new regulations by first class mail based upon active City business license records and King County property records.

1. All illegal signs are subject to removal within ninety (90) days;
2. All nonconforming signs are eligible for a nonconforming sign permit. The permit shall be applied for by the business owner or property owner and issued by the Department. These signs shall be subject to a nine (9) year amortization period, after which the nonconforming permit will expire and the sign shall be brought into compliance with the code.

Section 2. The City Clerk is directed to forward a copy of this Ordinance to the Washington State Department of Community, Trade and Economic Development within ten (10) days after adoption, and to the King County Assessor.

Section 3. If any provision of this act or its application to any person or circumstance is held invalid, the remainder of the act or the application of the provision to other persons or circumstances shall not be affected.

Section 4. This Ordinance shall be in full force and effect five (5) days after passage and publication as required by law.

ADOPTED this 29th day of November, 2010 and signed in authentication thereof on this 29th day of November, 2010.

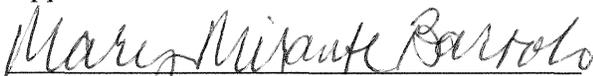
**CITY OF SEATAC**

  
\_\_\_\_\_  
Terry Anderson, Mayor

ATTEST:

  
\_\_\_\_\_  
Kristina Gregg, City Clerk

Approved as to Form:

  
\_\_\_\_\_  
Mary Mirante Bartolo, City Attorney

[Effective Date: 12/11/10 ]

[Chapter 15.16 Sign Code Amortization Extension]

**ORDINANCE NO 10-1028**

AN ORDINANCE of the City Council of the City of SeaTac, Washington relating to ad valorem property taxes, tentatively establishing the amount to be levied in 2011 by taxation on the assessed valuation of the property of the City pending certified assessed valuation from the King County Assessor.

**WHEREAS**, State law, RCW 35A.33.135, requires the City Council to consider the City's total anticipated financial requirements for the ensuing fiscal year, and to determine and fix, by ordinance, the amount to be levied by ad valorem taxes; and

**WHEREAS**, RCW 84.52.020 requires that, upon fixing of the amount to be so levied, the City Clerk shall certify the same to the Clerk of the King County Council; and

**WHEREAS**, RCW 84.55.120, as amended in 1997 by Referendum 47, requires a statement of any increased tax in terms of both dollar revenue and percentage change from the previous year; and

**WHEREAS**, the King County Assessor, as ex officio assessor for the City pursuant to RCW 35A.84.020, has not to date certified the assessed valuation of all taxable property situated within the boundaries of the City;

**NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF SEATAC, WASHINGTON DO ORDAIN as follows:**

**SECTION 1. Levy Rate.**

The regular ad valorem levy for collection during the fiscal year of 2011 cannot be set until certified assessed valuations are received by the City.

**SECTION 2. Tentative Amount to be Collected by Ad Valorem Taxation.**

The amount of revenue to be collected by the City in the fiscal year 2011 by taxation on the assessed valuation of all taxable property situated within the boundaries of the City is estimated to be the sum of \$13,605,719. This levy amount is determined by the King County Assessor as the maximum statutory property tax levy for 2011. This levy amount will be revised upon receipt of certified assessed valuations from the King County Assessor.

**SECTION 3. Effective Date.**

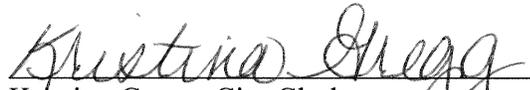
This Ordinance shall be in full force and effect five (5) days after passage and publication as required by law.

ADOPTED this 29th day of November, 2010, and signed in authentication thereof on this 29th day of November, 2010.

**CITY OF SEATAC**

  
\_\_\_\_\_  
Terry Anderson, Mayor

ATTEST:

  
\_\_\_\_\_  
Kristina Gregg, City Clerk

Approved as to Form:

  
\_\_\_\_\_  
Mary E. Mirante Bartolo, City Attorney

[Effective Date: 12/11/10 ]

[2011 Ad Valorem Property Tax Levy]

**ORDINANCE NO 10-1029**

AN ORDINANCE of the City Council of the City of SeaTac, Washington, relating to ad valorem property taxes, repealing City of SeaTac Ordinance #10-1028, setting the levy rate for the year 2011, setting the amount to be levied in 2011 by taxation on the assessed valuation of the property of the City, and stating the dollar amount of the increase and the percentage increase over the prior year's property tax levy.

**WHEREAS**, State law, RCW 35A.33.135, requires the City Council to consider the City's total anticipated financial requirements for the ensuing fiscal year, and to determine and fix, by ordinance, the amount to be levied by ad valorem taxes; and

**WHEREAS**, RCW 84.52.020 requires that, upon fixing of the amount to be so levied, the City Clerk shall certify the same to the Clerk of the King County Council; and

**WHEREAS**, RCW 84.55.120, as amended in 1997 by Referendum 47, requires a statement of any increased tax in terms of both dollar revenue and percentage change from the previous year; and

**WHEREAS**, the SeaTac City Council adopted Ordinance #10-1028 on November 29, 2010, tentatively establishing the 2011 property tax levy since assessed valuations had not yet been certified by the King County Assessor; and

**WHEREAS**, the King County Assessor, as ex officio assessor for the City pursuant to RCW 35A.84.020, has now certified the assessed valuation of all taxable property situated within the boundaries of the City at \$4,221,569,357; and

**WHEREAS**, the SeaTac City Council, after hearing and after duly considering all relevant evidence and testimony presented, determined that the City of SeaTac requires a regular levy in the amount of \$11,826,917, which includes an increase in property tax revenue from the

previous year, and amounts resulting from the addition of new construction and improvements to property and any increase in the value of state-assessed property, and amounts authorized by law as a result of any annexations that have occurred and refunds made, in order to discharge the expected expenses and obligations of the City and in its best interest;

**NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF SEATAC,  
WASHINGTON DO ORDAIN as follows:**

**SECTION 1. Ordinance #10-1028 is Repealed.**

City of SeaTac Ordinance #10-1028, tentatively establishing the 2011 property tax levy, is hereby repealed.

**SECTION 2. Levy Rate Fixed.**

The regular ad valorem levy rate for collection during the fiscal year of 2011 is hereby set at \$2.80 per thousand dollars of assessed value of all taxable property situated within the boundaries of the City.

**SECTION 3. Estimated Amount to be Collected by Ad Valorem Taxation.**

The amount of revenue to be collected by the City in the fiscal year 2011 by taxation on the assessed valuation of all taxable property situated within the boundaries of the City is estimated to be the sum of \$11,826,917.

**SECTION 4. Increase in Property Tax Revenue From the Previous Year.**

The levy amount includes (1) an increase in property tax revenue from the previous year of Seventy Seven Thousand Six Hundred and Twenty-Eight Dollars (\$77,628), or point sixty seven percent (0.67%), (2) new construction and improvements to property, (3) any increase in the value of state-assessed property, and (4) amounts authorized by law as a result of any annexations that have occurred, as well as applicable refunds already made.

**SECTION 5. Effective Date.**

This Ordinance shall be in full force and effect five (5) days after passage and publication as required by law.

ADOPTED this 14th day of December, 2010, and signed in authentication thereof  
on this 14th day of December, 2010.

**CITY OF SEATAC**

  
\_\_\_\_\_  
Terry Anderson, Mayor

ATTEST:

  
\_\_\_\_\_  
Kristina Gregg, City Clerk

Approved as to Form:

  
\_\_\_\_\_  
Mary E. Mirante-Bartolo, City Attorney

[Effective Date: 12/25/10 ]

[2011 Ad Valorem Property Tax Levy]

**ORDINANCE NO. 10-1030**

AN ORDINANCE of the City Council of the City of SeaTac, Washington, adopting the Annual Budget for the year 2011 and appropriating funds for the estimated expenditures.

**WHEREAS**, State Law, Chapter 35A.33 RCW requires the City to adopt an annual budget and provides procedures for the filing of estimates, a preliminary budget, deliberations, a public hearing, and final fixing of the budget; and

**WHEREAS**, a preliminary budget for the fiscal year 2011 has been prepared and filed; a public hearing has been held for the purpose of fixing the final budget; and the City Council has deliberated and has made adjustments and changes deemed necessary and proper;

**NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF SEATAC, WASHINGTON, DO ORDAIN as follows:**

Section 1. The 2011 Annual Budget for the City of SeaTac, covering the period from January 1, 2011, through December 31, 2011, is hereby adopted by reference with appropriations in the amount of \$52,065,395.

Section 2. The budget sets forth totals of estimated appropriations for each separate fund, and the aggregate totals for all such funds. The said budget appropriation, in summary by fund and aggregate total of the City of SeaTac are as follows:

<u>Fund Number</u>	<u>Fund Name</u>	<u>Appropriations</u>
001	General	\$ 28,779,894
102	Street	3,116,506
105	Port ILA	993,500
106	Transit Planning	54,680
107	Hotel/Motel Tax	1,181,980
108	Building Management	1,743,396
111	Des Moines Creek Basin ILA	477,450
204	Special Assessment Debt	224,445
205	LID Guarantee	17,500
206	2009 LTGO Refunding Bond	753,920
301	Municipal Capital Improvements	2,951,255
303	Fire Equipment Reserve	80,331
307	Transportation CIP	8,376,590
308	Light Rail Station Areas CIP	500,000

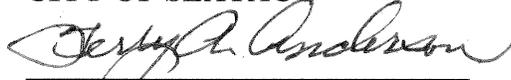
<u>Fund Number</u>	<u>Fund Name</u>	<u>Appropriations</u>
403	SWM Utility	\$ 1,750,045
501	Equipment Rental	<u>1,063,903</u>
TOTAL ALL FUNDS		<b>\$ 52,065,395</b>

Section 3. A complete copy of the final budget as adopted herein shall be transmitted to the Division of Municipal Corporations in the Office of the State Auditor, and to the Association of Washington Cities. One complete copy of the final budget as adopted herein shall be filed with the City Clerk and shall be available for use by the public.

Section 4. This Ordinance shall be in full force and effect for the fiscal year 2011 five (5) days after passage and publication as required by law.

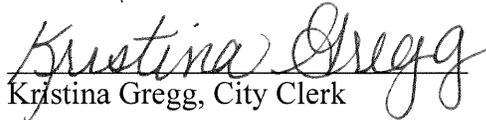
ADOPTED this 14<sup>th</sup> day of December, 2010, and signed in authentication thereof on this 14<sup>th</sup> day of December, 2010.

**CITY OF SEATAC**



Terry Anderson, Mayor

ATTEST:



Kristina Gregg, City Clerk

Approved as to form:



Mary E. Mirante Bartolo, City Attorney

[Effective Date: 12/25/10 ]

[2011 Annual Budget Ordinance]

ORDINANCE NO. 10-1031

AN ORDINANCE of the City Council of the City of SeaTac, Washington, amending the 2010 Annual City Budget for miscellaneous items.

**WHEREAS**, the SeaTac City Council has reviewed Agenda Bill # 3290 submitted by the Finance and Systems Department which details recommended increases in various revenue and expenditure line items in the 2010 Annual City Budget; and

**WHEREAS**, amendment to the City's 2010 Budget is necessary to provide additional appropriation authority to fund certain expenditures identified in Agenda Bill #3290;

**NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF SEATAC, WASHINGTON, DO ORDAIN as follows:**

Section 1. The 2010 Annual City Budget shall be amended to increase the total Street Fund #102 expenditures by \$200,000.

Section 2. The 2010 Annual City Budget shall be amended to increase the total Building Management Fund #108 expenditures by \$184,500.

Section 3. The 2010 Annual City Budget shall be amended to increase the total Municipal CIP Fund #301 revenues by \$184,500.

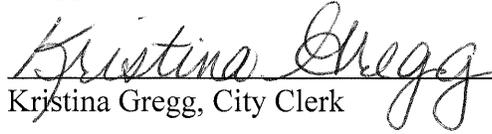
Section 4. This Ordinance shall be in full force and effect five (5) days after passage and publication as required by law.

ADOPTED this 14th day of December, 2010, and signed in authentication thereof on this 14th day of December, 2010.

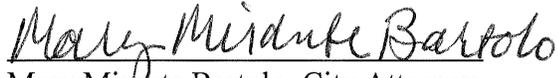
CITY OF SEATAC

  
Terry Anderson, Mayor

ATTEST:

  
Kristina Gregg, City Clerk

Approved as to Form:

  
Mary Mirante Bartolo, City Attorney  
[Effective Date: 12/25/10 ]

[2010 Budget Amendment for Miscellaneous Items]