

# SeaTac

The City of SeaTac is located in the highly urbanized area of southwest King County. SeaTac is surrounded by the cities of Kent, Des Moines, Burien, and Tukwila. In 2010, the City of SeaTac had a population of 26,909. The city was incorporated in 1990, developed around Sea-Tac International Airport with land use patterns that reflect the airport’s influence on the city. The city’s employment (24,641 covered jobs) is strongly influenced by the airport.

The SeaTac regional growth center is a linear corridor stretching about three miles along International Boulevard (SR-99), adjacent to Sea-Tac International Airport. The presence of the airport along much of this corridor creates many economic opportunities, but also dominates the physical environment. The center is characterized by intense mixed commercial and office development, with low- to high-density residential uses on the hill rising to the east of International Boulevard, and surrounding Bow Lake. Much of the center’s commercial activity is airport-related, including numerous hotels, restaurants, retail businesses, and airport parking. The center is well connected to the regional transportation system via SR-99, SR-518, Link Light Rail and the international airport.

### Acreeage, Density & Mix of Activity

SeaTac is a larger regional growth center in terms of total gross acreage (885 acres) with a net developable acreage of 681 acres (77% of gross acres). In terms of its role in the city overall, the SeaTac center contains 14 percent of the city's land area, 37 percent of the population, 40 percent of the housing, and 52 percent of the employment. Compared to centers as a whole, SeaTac has a medium number of total activity units (22,924), of fairly evenly-mixed activity (56% jobs/44% residents) and moderately high density of activity (25.9 units per gross acre).

### Urban Form

SeaTac's average parcel size is 3.3 acres, which is much larger than the 1.1-acre average size for growth centers. SeaTac has a challenging pedestrian environment, with a very limited network of sidewalks (41% coverage) and large super-blocks at a 13.6-acre average size.

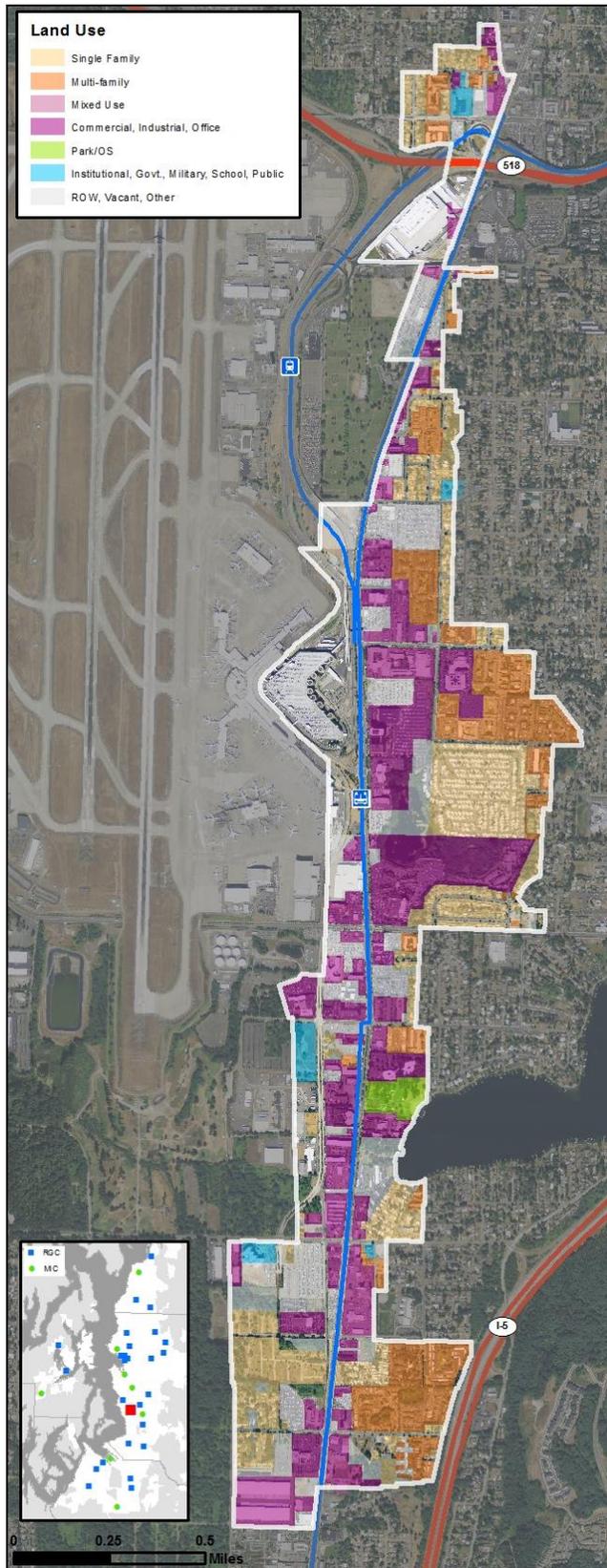
The presence of amenities is an important aspect of urban form. SeaTac has a limited set of urban amenities (42 total amenities / 0.05 amenities per gross acre). Food/Drink (64%) and Public/Civic Services (22%) represent the largest amenity categories, with specific concentrations in Restaurants and Healthcare.

## 2010 Summary Statistics

Land Use	
Gross acreage	885
Average block size (acres)	13.6
Average parcel size (acres)	3.3
Mix of Uses	
Population/Employee ratio	.78 : 1
Population+Employee/acre	25.9
Population	
Total population	10,038
Population density/acre	11.3
Change (2000–2010)	-871
Housing	
Total housing units	4,130
Housing unit density/acre	4.7
Change (2000–2010)	-493
Employment	
Total employment	12,886
Employment density/acre	14.6
Change (2000–2010)	4,642
Transportation	
Housing access to transit	36%
Employee access to transit	97%
Work-based mode share	
SOV / HOV	80% • 9%
Walk & Bike / Transit	2% • 9%

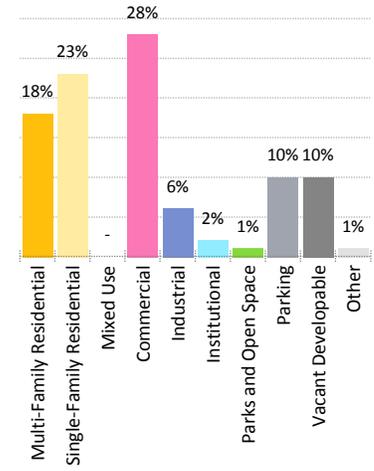
## Urban Amenities

Food & Drink	
Restaurants	18
Grocery	5
Cafes & Bars	3
Home Supplies & Services	
Pet Supplies	-
Laundry & Haircuts	2
Home supplies	-
Clothing & Shoes	-
Banks	3
Arts & Recreation	
Spectator Sports	-
Fitness & Outdoors	-
Electronics & Toys	1
Bookstores & Libraries	-
Arts & Culture	-
Public & Civic Services	
Social Services	2
Schools & Childcare	1
Police, Fire, Postal, City Hall	3
Pharmacy	-
Healthcare	6
Residential Care Centers	-



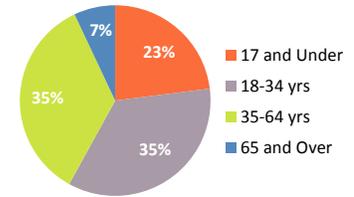
### Current Land Use

(681 net acres)



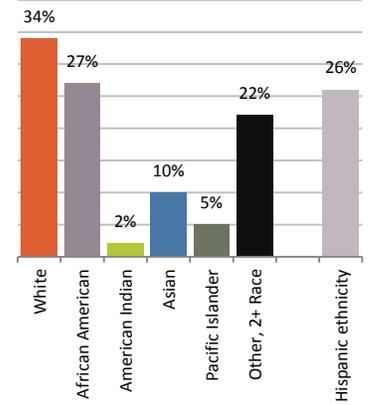
### Age of Residents

(10,038 residents)



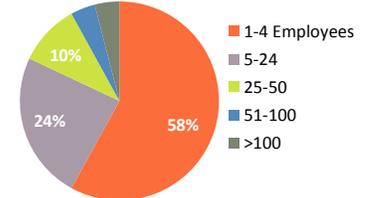
### Racial/Ethnic Composition

(10,038 residents)



### Size of Businesses

(348 workplaces)



### Land Use

The major land uses in the SeaTac regional growth center are commercial (28%), single-family residential (23%) and multi-family residential (18%). SeaTac is among the centers where parking is a major land use category (10%). About 36 percent of the center’s 681 net acres are in employment-related use. Approximately 41 percent of the land in the center are exclusively residential uses.

### Demographics

The total population in the SeaTac center is 10,038, which has decreased by 871 residents over the past 10 years, largely due to the closure of two large mobile home parks and SR-509 Extension right-of-way acquisition. The center has a similar age profile as the region as a whole, with a large share of youth (23%) and a smaller share of seniors (7%). The age of residents is evenly mixed among 18-34 and 35-64 (70% for both age groups combined). At 66 percent, SeaTac's racial diversity is significantly greater than the region's 27 percent share of non-white residents. The groups with the highest shares in SeaTac are White (34%), African American/Black (27%), Other (23%), then Asian (10%). Twenty-six percent of residents identify as Hispanic.

### Employment

The total employment in the SeaTac center is 12,886, increasing by 4,642 jobs over the past 10 years. The major industry sectors are Wholesale, Transportation & Utilities (57%) and Services (30%). Some of the largest employers in this center are the Port of Seattle, Alaska Airlines, HMS Host, Flying Foods, and Horizon Air.

### Housing

The SeaTac center has 4,130 total housing units, with a density of 4.7 housing units per gross acre. Over the past 10 years, housing has decreased by 493 units (11% decrease), largely due to the closure of two large mobile home parks and SR-509 Extension right-of-way acquisition. Based on Census Block Group data, SeaTac has a large share (47%) of single family and 2- to 4- unit multifamily dwellings and a significant share of units in 5- to 19- and 20+ unit multifamily (43%). In terms of unit affordability, SeaTac's owner-occupied housing tends to be significantly less expensive than the region as a whole (based on Census Block Group data). The center's share of units under \$300,000 is 66 percent, whereas the region's share is 38 percent. The center's share of units over \$500,000 is 4 percent, whereas the region's is 25 percent.

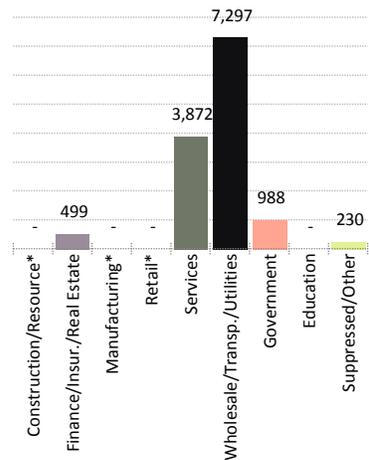
### Transportation

For work-based trips, the SeaTac regional center's travel characteristics are similar to the region as a whole. The region’s single-occupant vehicle (SOV) share is 76 percent, while the center's share is 80 percent. The region's non-SOV mode share is 24 percent, with 10 percent in transit and 5 percent in walk/bike. The center’s non-SOV share is 20 percent, with 9 percent in transit and 2 percent in walk/bike. The total daily trips from SeaTac are focused on destinations in regional centers (28% of all trips); this includes trips that stay within the center (11%) and trips that go to other centers (17%).

In terms of employee access to transit, SeaTac has complete access, with 97 percent of employees within a 1/4 mile walk to a transit stop. For residential, SeaTac has limited access, with 36 percent of housing units within a 1/4 mile walk. For the 1/2 mile walkshed, the center has very good levels of residential access to transit (90%).

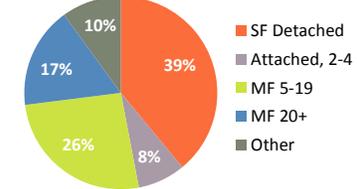
### Jobs by Sector

(12,886 jobs)



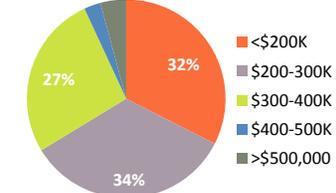
### Housing Units, by Type

(7,701 units)

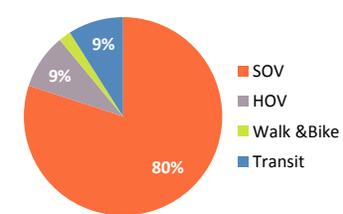


### Value of Owner-Occupied

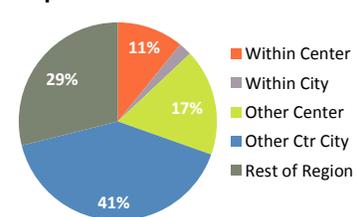
Units (2,954 units)



### Mode Shares



### Trip Destinations



## Plan Overview

The City of SeaTac has addressed its regional growth center through two subarea plans – the *City Center Plan* and the *South 154th St. Station Area Action Plan*. Neither subarea plan addresses the southern portion of the center, extending south of S 188th St. The *City Center Plan*, adopted in 1999 and updated most recently in 2010, addresses the central portion of the center, adjacent to the SeaTac/Airport Link light rail station. The *City Center Plan* objectives are to focus growth in the city center by promoting a walkable, mixed use community with open space, retail and office space. The city aims to achieve a transformation of its center by establishing a new “Main Street” with community-oriented businesses that serve residents, while still accommodating facilities and land uses that serve the airport in other areas of its center. The *City Center Plan* includes discussions of existing conditions, community vision, urban design principles, and a strategic action plan to implement goals and policies addressing land use, housing, transportation, capital facilities, economic vitality, and open space.

The *S 154th St Station Area Plan*, completed in 2006, focuses on goals for the area neighboring the Tukwila light rail station and identifies actions the city can take to encourage housing and mixed use development. The *South 154th St Station Area Plan* reinforces guiding principles emphasizing mixed-use, pedestrian and transit orientation, high-quality design, and diversity. The station area plan identifies street improvements and areas for redevelopment, along with regulatory changes, parking management strategies and implementation actions.

## Comparison to Center Plan Checklist

The city’s primary center planning documents were reviewed to evaluate the extent to which the plans address topics in the PSRC Regional Center Plan Checklist. This policy-level review of current plans is intended both to provide preliminary assessment of consistency of the plan with center guidelines and to evaluate the Regional Centers Checklist for any potential improvements.

The city’s subarea plans address most aspects of the Regional Growth Center Plan Checklist. The *City Center Plan* includes a clear vision and references a market analysis completed for the subarea. The plan includes a map of open space, identifying environmental features like Bow Lake and wetlands adjacent to the lake. Policies are included that address water quality and stormwater impacts on Bow Lake and Des Moines Creek. Noting that the center isn’t easily walkable, the plan promotes the idea of an automated people mover and utilization of light rail to facilitate alternatives to SOV travel. The plan includes a mix and distribution of uses, includes goals and policies that promote pedestrian-friendly design and transit-oriented features in the center. The long-term market for units and projected growth in the center is described. The plan calls for diversity of housing types and includes implementation strategies, such as streamlined permitting and density incentives. The *South 154th St Station Area Plan* identifies additional policies to implement and encourage housing development, including Multifamily Tax Exemption, impact fee reduction and priority permitting for residential and mixed use development next to the station area. The plans discuss integration of public uses near station areas, parking management, multimodal access, design criteria for transit-supportive land uses, and coordination with transit agencies.

Very few components of the Regional Growth Center Plan Checklist were unaddressed by the subarea plans, but some items could be strengthened. Employment and population targets have not yet been established for the center. Additional detail could be added for transportation-related strategies to meet the city’s goal of developing an integrated, multimodal transportation system. This includes adoption of mode-split goals for the center, discussion of environmentally friendly (“green street”) treatments, and strategies to address bicycle facilities. Public services in the RGC are addressed broadly, and more detail on financing and specific improvements to public services could be provided.

## Planning Challenges & Implementation Strategies

As noted by the city in its November 2008 presentation to the Growth Management Policy Board, as well as a 2011 survey, the SeaTac center’s challenges include unique issues based on its adjacency to Sea-Tac International Airport, resulting in significant commercial parking facilities and limited housing demand. The city identifies several additional challenges, including a less-affluent demographic, the lack of market demand, existing super-block development, oversupply of parking, and community and political resistance.

SeaTac has employed strategies to address challenges and plan for the success of its center. Regulatory mechanisms include unlimited building height in most of the center (subject to FAA requirements) and mixed use residential development allowed in commercial zones. The city has worked with property owners to identify incentives to move surface parking into structures with other uses. To encourage additional housing, Multifamily Tax Exemption is in place in the S 154th Station Area.