

PORT OF SEATTLE
MEMORANDUM

COMMISSION AGENDA

Item No. 7a

BRIEFING

Date of Meeting October 11, 2011

DATE: September 30, 2011

TO: Tay Yoshitani, Chief Executive Officer

FROM: Mark Reis, Managing Director, Aviation Division

SUBJECT: City of SeaTac: Potential Zoning Changes Regarding Park & Fly Facilities

BACKGROUND:

In September, 2010, the SeaTac City Council requested that a council-appointed committee, the Ad Hoc Committee (AHC), review the existing zoning and design standards for city center parking and recommend if there should be changes. The City Center is approximately 350 acres located directly east and adjacent to the Airport. The AHC completed its work in July, 2011 by identifying two new program models to take forward to the City Council and the Planning Commission for consideration and action. The Port was not a member of the AHC.

The existing parking rules allow a base of 300 stalls per structure, with one stand-alone structure per development site. The code contains the option of granting additional stalls in exchange for amenities, such as open space, retail/office/hotel space, water features, new roads, etc. Two building types, which determine building setbacks and requirements for commercial/retail space, are allowed on International Blvd. Developers also can enter into development agreements with the City that can provide further accommodations based on negotiated project enhancements. MasterPark and Wally Park on International Blvd are both examples of facilities built under the development agreements.

AHC RECOMMENDATIONS:

The AHC developed four new models and standards, and voted to take forward two models for Council consideration.

Model 1 is similar to the existing program because it provides a base stall number and a bonus program for adding stalls. This is the committee's preferred model, with a recommendation for a revised base of 1,000 stalls. As part of the bonus program, one stall would be granted for 25 square feet of commercial/service/or residential space, a change from the current rule of 1 stall for 250 square feet. There are three separate building types covered by Model 1 with differing design standards.

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Model 2, the next preferred option, is called the “form-based” program in which the stall count is limited only by the building form. This program does not place a limit on the parking stalls, has no base number of required stalls, and no bonus program. Various building design standards apply. There are four building types, with some being the same or similar to those in Model 1. The AHC could not reach agreement on some aspects of Model 2 and the City Council and Planning Commission will need to provide their input to this recommendation.

REVIEW AND ADOPTION PROCESS:

There remain some decisions that the Council will need to make. For Model 1, they will need to choose the base stall number. The AHC’s top choice was 1,000. For Model 2, they will need to select standards for one of the building types and the amount of lot coverage. The City has released a Determination of Non-significance (DNS) for the zoning change. Because this finding was appealed, it is uncertain when the public hearing will occur and when the Council will consider the recommendations and take action.

POTENTIAL IMPACTS TO AIRPORT REVENUE:

Airport concerns are mainly related to Model 2 coupled with the likely location for a significant addition in park-&-fly stalls adjacent to Sound Transit’s Airport station and pedestrian bridge. This access would allow off-site parkers to access the airport in minutes without the use of a shuttle. Model 2 would remove existing limits on growth of parking at a time when there is no market demand for additional airport parking capacity, thus supporting, in staff’s opinion, a potential for as many as 7000 new stalls and a potential loss of Airport revenue between \$5 million to \$11 million. This level of reduction in non-aeronautical revenue, of which parking revenue is the largest source, could severely reduce Sea-Tac Airport’s ability to fund critical facility needs and community amenities.

OTHER DOCUMENTS ASSOCIATED WITH THIS BRIEFING:

- Power Point