



September 6, 2013

4800 South 188th Street
SeaTac, WA 98188-8605

City Hall: 206.973.4800

Fax: 206.973.4809

TDD: 206.973.4808

John Means, Brownfields Program Manager
Toxics Cleanup Program, Department of Ecology
PO Box 47775
Olympia, WA 98504-7775

Dear Mr. Means:

Please find attached an application for an Integrated Planning Grant for the environmental and redevelopment strategy of the International Boulevard Transit-Oriented Development in SeaTac. We appreciate Ecology's partnership in this important effort as we work to redevelop this contaminated site into a transit-oriented, mixed-use center.

Our application includes the standard grant form, a narrative description of the project, and a flow diagram that illustrates the proposed work product and the relationship between site adaptive re-use considerations and remediation of environmental contaminants. The attached package also includes photographs of the site.

Without this grant, the City will not be able to move forward in a timely fashion to both remediate this property, as well as consider the economic development opportunities associated with the re-use of this brownfield site. Your favorable response would be greatly appreciated, and we look forward to working with you on this keystone endeavor.

Please feel free to contact me directly, or Jeff Robinson, the City's Economic Development Manager at 206-973-4812 or jrobinson@ci.seatac.wa.us if you have any questions or need additional information.

Sincerely,

Joseph Scorcio, AICP, Director, Department of Community and Economic Development

cc: Robert W. Warren, WA D.O.E.



Department of Ecology WASTE 2 RESOURCES PROGRAM

Application for Remedial Action Grant

PART I - GENERAL INFORMATION

1. APPLICANT INFORMATION

Name	City of SeaTac	Address	4800 South 188th Street (Street or PO Box No.)
Dept/Div	Department of Community & Economic Development		SeaTac, WA 98188-8605 (Town/City, State and ZIP+4)
Tax ID Number	91-1461832		
Applicant Type (Check appropriate box)			
<input checked="" type="checkbox"/> City <input type="checkbox"/> County <input type="checkbox"/> Port (or Special Purpose District) <input type="checkbox"/> Other (Specify)			

2. PROJECT INFORMATION

SITE NAME	South 154th Street Transit-Oriented Development	SITE RANK	N/A	FACILITY SITE ID	N/A	WRIA	14
-----------	---	-----------	-----	------------------	-----	------	----

3. PROJECT COST

A. Total Project Costs	\$ 200,000
B. Total Grant Eligible Costs	\$ 200,000
C. Total Grant or Loan Requested (State Share)	\$ 200,000

4. PROJECT PERIOD

From	November 2013	(Date of earliest costs incurred)
To	June 2014	(Projected completion date)
State Match Percent Requested (Typical is 50%)		

5. AGREEMENT REQUESTED

<input type="checkbox"/> Independent Remedial Action Grant- VCP #	<input type="checkbox"/> Oversight Remedial Action Grant	
<input type="checkbox"/> Safe Drinking Water Action Grant	<input type="checkbox"/> Areawide Groundwater Contamination Grant	<input type="checkbox"/> Derelict Vessel Grant
<input type="checkbox"/> Standard or Extraordinary Financial Hardship Loan		
<input checked="" type="checkbox"/> Integrated Planning Grant	<input type="checkbox"/> Other	

5A. For Oversight Remedial Action Grants: Project objectives will include:

<input type="checkbox"/> New substantial economic development	<input type="checkbox"/> Habitat restoration	<input type="checkbox"/> Public recreation
---	--	--

6. INVESTMENT IN ENVIRONMENT (Environmental benefits resulting from the proposed project)

<input type="checkbox"/> Regulatory compliance with MTCA or CERCLA	<input type="checkbox"/> Restore or Protect Designated Beneficial Uses
<input type="checkbox"/> Eliminate a Public Health Emergency	
<input type="checkbox"/> Other	* Note: See Appendix 5 of RA Grant Guidelines for assistance.

7. PROJECT LOCATION

County		King County	Does the project address contamination that does or could affect the Puget Sound?	<input type="checkbox"/> Yes or <input checked="" type="checkbox"/> No
Street Address		15201-15209 Military Road South	LAT/LONG	47.466643, -122.289057
		SeaTac, WA 98188	Legislative District(s)	District 33
			Congressional District (s)	District 9

If you need this publication in another format, please call the Waste 2 Resources Program at (360) 407-6900. Persons with hearing loss can call 711 for Washington Relay Service. Persons with a speech disability can call 877-833-6341.

8. CLEANUP AGREEMENT ASSOCIATED WITH THE PROJECT AND ITS ESTIMATED COMPLETION DATE

- ☐ Consent Decree, Ecology/EPA ☐ Agreed Order, Ecology ☐ Administrative Order, EPA
- ☐ Prospective Purchaser Agreement ☐ Enforcement Order, Ecology/EPA ☒ Other

Please Note: If your agreement is final, provide the Official Document Number and include a signed copy of the document with your application. Official Document No. _____

9. APPLICANT PROJECT MANAGER (For technical questions about the site or project. Ecology Site Manager's primary contact. **This is a local government contact.**)

Name Jeff Robinson

Title Economic Development Manager

Address 4800 South 188th Street
SeaTac, WA 98188

Telephone (Include Area Code) 206-973-4812

Email Address jrobinson@ci.seatac.wa.us

10. ADMINISTRATION CONTACT (For questions about payment requests. Ecology Grant Manager's primary contact. **This is a local government contact.**)

Name Debra McClung

Title Administrative Assistant

Address 4800 South 188th Street
SeaTac, WA 98188

Telephone (Include Area Code) 206-973-4840

Email Address dmcclung@ci.seatac.wa.us

11. Authorized signatory for grant – Who is authorized by your organization to sign grant agreements?

Signatory Name: Joseph Scorcio

Signatory Title: Community & Economic Development Director

Please Note: Some recipients require a special signatory page for their agreements that allows signature approval by multiple members of a city or county council, or port district. **I require a special signature page** ☐

12. OTHER REQUIRED INFORMATION. The following information is needed prior to drafting your grant agreement. For Oversight grants, it is not necessary to submit all of this at the time of application. (Attach separately or email to the grant manager.)

- 10 Year Grant Forecast (oversight grants)- Forecast template: <http://www.ecy.wa.gov/biblio/ecy070352.html>
- Spending Plan (oversight, integrated planning)- Spending plan template: <http://www.ecy.wa.gov/biblio/ecy070108.html>
- Copy of cleanup agreement, e.g. agreed order, consent decree, AOC (oversight grants)
- Copy of the No Further Action letter (independent remedial action grants)
- Copy of final cleanup report (independent remedial action grants)
- Copies of all invoices (independent remedial action grants)
- Copy of any special signatory pages required for your agreement (all agreements/recipient dependent)

PART II – PROJECT AND BUDGET INFORMATION

SECTION A – Narrative Statement

Attach detailed site information on separate page. This should include:

- Short history/background of the site (site location, past and current site uses, ownership, contaminants of concern)
- Historic or current cleanup agreements relevant to the site (state or federal, consent decrees, agreed orders)
- Site's current status
- Overview / summary of the remedial activities performed in the past and those planned for the future.
- Outcomes expected, including planned land use
- Any existing agreements with consultants that will be grant funded
- Any existing scope of work approved by Ecology

SECTION B – Proposed Scope Of Work

Please Note: Provide specific details for each activity you want considered for grant funding.

~The grant manager approves costs during the payment process~

TASK NAME AND ACTIVITIES DESCRIPTION <i>Your Grant Manager may request more detail Attach additional pages and add tasks as needed</i>	TOTAL PROJECT COST	AMOUNT REQUESTED FROM ECOLOGY	AMOUNT/ SOURCE OF OTHER FUNDING	ESTIMATED START DATE	ESTIMATED COMPLETION DATE
1. Grant and Project Administration (Recipient staff costs required to manage the grant and project.)					
2. Assessment & Investigations (Costs incurred planning and implementing site investigations, including Remedial Investigations (RI).)					
3. Feasibility Study (FS) (Costs required to plan and implement the FS and analysis of cleanup alternatives.)		PLEASE SEE	ATTACHMENT.		
4. Cleanup Actions (Costs required to plan and implement the cleanup actions for the site; this includes the Cleanup Action Plan (CAP).)					
5. Source Control (Costs required to investigate and control the causes of contamination at the site.)					
6. Monitoring (Costs of planning and installing systems, and up to one year of long-term monitoring.)					
7. Independent Remedial Actions Actions performed subject to the department's review under the VCP or incorporated as part of the order or decree.					
8. Integrated Planning Grant Activities (Includes planning and public outreach)					
9. Past Costs Costs incurred prior to the signature date on the order/decreed. Work that will be approved by Ecology to be incorporated into the order/decreed.					
10. Other (describe)					
TOTALS					

SECTION C – BUDGET FUNDING SOURCE**CONTRIBUTIONS, MATCH, AND OTHER GRANTS**

Amount and source of any other grants that fund the same activities	\$ N/A	Source of funds
	\$	Source of funds
Amount of any contribution from another potentially liable party (PLP)	\$ N/A	Source of funds
	\$	Source of funds
Amount of anticipated future contributions from other PLPs	\$ N/A	Source of funds

Financial / Legal Contact regarding PLP Contributions and Insurance Company Settlements

Name _____

Title _____

Address _____

Telephone _____

Fax _____

Email _____

MATCHING FUNDS BY SOURCE	Amount	Description
Cash	N/A	
General Obligation Bonds	N/A	
Insurance Settlements	N/A	
Local Improvement District (LID)	N/A	
Revenue Bonds	N/A	
Non-Ecology Grants (Identify)	N/A	
Other (Describe)	N/A	
TOTAL MATCHING FUNDS	N/A	

PART III – CERTIFICATION AND AGREEMENT

The undersigned representative certifies that the information submitted herewith is true and correct to the best of his/her knowledge and belief, and is authorized to sign and submit this application on behalf of their organization. (Consultants cannot sign or apply on behalf of a local government.)

The applicant agrees that if a grant is awarded on the basis of this application or any revision or amendment thereof, it will comply with all applicable statutory provisions and with the applicable terms, conditions, and procedures of the Department of Ecology grant regulation Ch. 173-322 WAC, and of the grant agreement.

The applicant certifies that they understand that the Remedial Action Grant Program Guidelines, Ecology Publication No. 07-07-032, <http://www.ecy.wa.gov/biblio/0707032.html>, are applicable to any agreement resulting from this application.

Signature of Authorized Representative

Joseph Scorcio, Community and Economic Development Director

Typed Name and Title

Date

206-973-4831

Telephone No. (include area code)

CITY OF SEATAC

SOUTH 154TH STREET TRANSIT-ORIENTED DEVELOPMENT

1. Project Description

The City of SeaTac (City) has begun to assemble property adjacent to the Tukwila/International Boulevard Link Light rail station to create a transit-oriented development (TOD). The South 154th Street Station is a prime location for a TOD, which is considered a model for sustainable development that encourages high density infill development and decreases car dependency. The City has prepared a master plan through a community planning process for the South 154th Street Station Area, acquired approximately 4.5 acres of property and recently invested over \$5.2 million dollars in public infrastructure improvements to position the Station Area for redevelopment. There are also plans for an additional \$7.5 million in Station Area enhancements contained in the City's 2012-2017 Capital Improvement Plan. The City is planning to acquire one additional parcel, commonly referred to as the Pancake Chef property (the Property) that would bring the consolidated land area to nearly five acres. In conducting due diligence on the Property, the City discovered evidence of tetrachloroethene (PCE) contamination in groundwater from a dry cleaner located on the Property.

The contamination issues on the Property are the limiting factor to implementation of the TOD development. The City proposes to utilize an Integrated Planning Grant (IPG) to characterize the nature and extent of the PCE contamination, assess cleanup options, incorporate remedial actions into the site plan, and prepare a redevelopment strategy that addresses risk and financing challenges to implement the TOD project. An IPG would leverage the substantial local investment in the Station Area, and be the linchpin for successfully implementing a TOD project that is estimated to generate 750 jobs and \$2.5 million in additional local and state tax revenues in the first full operating year.

2. Background

The City has entered into an agreement to acquire the Property, which is a key parcel adjacent to the Tukwila/International Boulevard Link light rail station, the first stop north of the SeaTac International Airport. The agreement provides the City with a due diligence period that ends on April 3, 2014. The City needs to complete environmental assessment and cleanup cost estimating to inform a final decision on whether to acquire the Property by this date. The Property, located at 15201 - 15215 Military Road South, is situated at the intersection of International Boulevard (State Highway 99), Military Road South, and South 152nd Street, just south of the City of Seattle (Attachment A). Other parcels immediately adjacent to the Property are already owned by the City (Attachment B).

The Property comprises approximately a half acre of commercial land and six distinct, small businesses. Primary uses on site include a diner and a dry cleaner, along with a small market, beauty supply store, and office space. Similar uses have existed since the development of the Property in 1959. The structures are low density structures in poor and deteriorating condition. A large portion of the Property is covered in impervious asphalt and used for parking. The Property is widely recognized as being underutilized (photographs provided in Attachment C).

In 2009, a Phase II Environmental Site Assessment (ESA)¹ confirmed the presence of dry cleaning related chemicals in soil, soil vapor, and groundwater in excess of associated cleanup levels. Findings from the

¹ Golder Associates, Inc, 2009, Draft Report of Groundwater, Soil, and Soil Vapor Investigation, Pancake Chef Property

analysis have resulted in potential developers abandoning consideration of the Property, with conditions on the Property continuing to deteriorate. The nature and extent of the impacts have not been delineated, and the level of effort and associated costs necessary to remediate the site remain unknown.

The Property is adjacent to the Tukwila/International Boulevard Link light rail station and is the terminus for several different bus lines, including the Rapid Ride F Line. The light rail station began operating in 2009 and brings many shoppers and workers to the area on a daily basis. The light rail serves the SeaTac community as an important connection with both downtown Seattle and the SeaTac International Airport, and carries employees working throughout the corridor, including Boeing Field in South Seattle. In 2016 this service will extend to Seattle's Capitol Hill neighborhood and the University of Washington, eventually extending to Northgate and the eastside of Lake Washington. As many as 3,000 people are anticipated to pass through the light rail station on a daily basis by 2020. This regular influx of people translates into enormous social and economic opportunities for the City, area property owners, businesses, and future developers.

The City has recognized the opportunity to remediate and redevelop the Property as part of the greater station area plan. Its goal is to spur economic redevelopment and capitalize on the region's public investment in light rail infrastructure by creating a TOD at the intersection of International Boulevard (Highway 99) and South 154th Street. The City currently owns the parcels immediately adjacent to the Property. Acquisition of the Property will allow the City to assemble the parcels into a single, comprehensive development which will include property on several intersections and allow development to provide frontage on International Boulevard. The TOD will expand on economic opportunities brought about by the operation of the light rail by providing retail and other commercial destinations for commuters passing through the area and for residential units for SeaTac residents commuting throughout the corridor between the SeaTac Airport and downtown Seattle.

The South 154th Street Station Area Plan, drafted by the City in 2006, identifies the Property as having high redevelopment potential based on floor area ratio (FAR), building value to total value ratio, and the building quality of each parcel. The City has already made significant investment in the plan area through purchase of adjacent parcels on the block. Purchase of the remaining Property will enable implementation of a comprehensive redevelopment plan that underscores growth management principles of urban infill, active transportation, and the efficient use of existing public infrastructure and utilities. Characterization and cleanup of the Property remains the only obstacle for City acquisition and redevelopment of the Property.

3. Environmental Nexus

The Property is not listed on the state's Confirmed and Suspected Contaminated Sites List, but Phase II ESA sampling has identified hazardous materials in soil, soil vapor, and groundwater at concentrations that exceed state cleanup levels. The IPG will be used to characterize contamination originating at the Property and develop alternatives for remediation that align with the intended future use of the Property. Though it is understood that historical commercial uses have left both soil and groundwater contaminated, the exact extent and impacts of the contamination has not been delineated. This uncertainty has discouraged action by private-sector developers.

One of the businesses on the Property is the Betty Brite Dry Cleaner, which is a likely source for the PCE impacts. Previous Phase I ESAs and discussions with the adjacent business owners suggest that the dry cleaning operation may have been on site since the construction of the building in 1959. A Phase II ESA conducted in 2009 confirmed the presence of dry cleaning related chemicals in soil, soil vapor, and groundwater on the Property. The nature and extent of the impacts have not been delineated and a risk

screening was not performed as part of the Phase II ESA activities, but comparison of PCE concentrations observed in groundwater with drinking-water-based cleanup standards indicates that dry cleaner operations have resulted in groundwater contamination that may pose a threat to human health and the environment. Further investigation and cleanup activities are likely required to address this contamination.

In addition, environmental reports indicate the presence of an inactive oil furnace located behind one of the businesses on the Property. The existence of the furnace presents the possibility that a heating-oil storage tank remains onsite. If a tank is still present, it is likely an underground storage tank (UST), as an above ground storage tank (AST) has not been identified.

These environmental conditions present a hindrance to future development and previously interested private parties have abandoned consideration of the Property upon learning of the soil and groundwater contamination. The City's proposal to purchase and redevelop the Property as part of the South 154th Street Station Area Plan presents an opportunity to also remediate contamination, thus eliminating threats to public health and the environment.

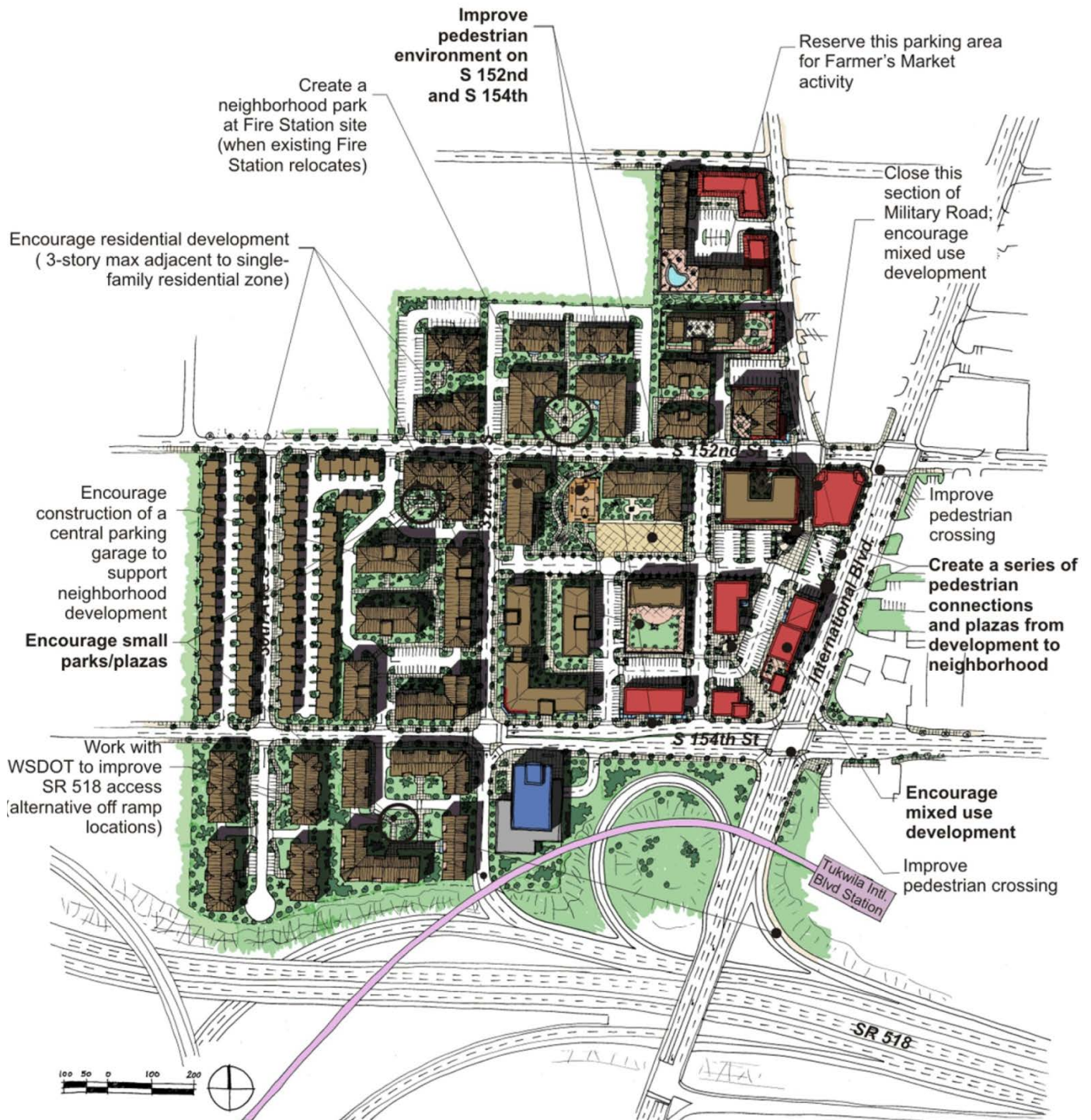
4. Redevelopment Potential

Development of the South 154th Street TOD will leverage previous investments made by the City and the local tax payers by maximizing commercial, residential, and open space in the vicinity of the light rail station. The proposal includes redevelopment of the underutilized Property, in conjunction with other parcels at the intersection of International Boulevard and South 154th Street, to create a comprehensive transit-oriented community. The development is intended to spur economic activity by enabling new and expanded uses adjacent to the light rail corridor. New residential development will provide living units for the local workforce, as well as those commuting to Boeing, the airport, downtown Seattle, and eventually, destinations north and east such as the University of Washington and Bellevue.

The strategic redevelopment plans for the community will build off of concepts portrayed in the South 154th Street Station Area Action Plan, (Figure 1). The plan envisions fully developed mixed-use neighborhoods similar to those of communities in the western United States that have benefited in recent years by the establishment of light rail and other transit corridors. The City will engage developers to create a strategy for redevelopment that both achieves the City's goals and aligns with current market conditions.

Figure 1

South 154th Street Station Area Concept Plan



Redevelopment of the station area will be coupled with other physical improvements. In particular, the City plans to reconfigure the streetscape so that it invites pedestrian activity flowing to and from the light rail station. Preliminary redevelopment plans include installation of sidewalks, design of storefronts that are both open and inviting, and vacation of the Military Road South right-of-way at 152nd Street for the use of pedestrian corridors and public gathering spaces. The redevelopment plan is designed to honor the City's demographic diversity and celebrate the many cultures of people living in the area. The City will encourage businesses that serve its diverse population and commission public art that acknowledges this diversity. The new streetscape will break up superblocks that current prevent walkability and implement traffic calming measures in the area.

In addition to revitalizing the area, redevelopment of the Property has the potential to create new jobs and increase public revenues. In 2009, the City conducted a study to quantify the potential economic impacts of the South 154th Street Station Area². The study found that development of the South 154th Street Station Area would result in approximately 2,000 residents in the area (up from 368 in 2009) and more than 750 new jobs, more than double the number of jobs in the area at the time of the study. In addition, the development would spur a \$2 million increase in annual wages and an additional \$23 million in annual taxable retail sales.

Table 1—Economic Benefits of Station Area Development

	Current	Station Area Plan	Net Change
Population	368	2,073	1,704
Jobs	677	766	89
Annual Wages	\$36,196,818	\$38,478,999	\$2,282,181
Taxable Retail Sales	\$6,676,949	\$29,823,900	\$23,146,951

Based on these findings, the developed station area is anticipated to generate an additional \$2.7 million in City revenues during development and \$2.5 million in the first operating year, including \$1.4 million in property taxes and \$200,000 in additional sales tax revenues generated on site.

5. Sustainable Redevelopment

Redevelopment of the Property will be based on a triple bottom line approach that seeks to create benefits for the environment, the economy, and the community.

Environment	Economy	Community
Address on site contamination issues in soil, soil vapor, and groundwater	Revitalize property and replace dilapidated structures	Enhance public transportation and related services
Protect groundwater from further off-site impacts	Increase the value of neighboring properties	Reactivate site and address community eyesore
TOD redevelopment reduces car dependency and greenhouse gas emissions	Increase employment opportunities	Increase public open space and local housing stock
	Increase state and local tax revenues	Improve walkability and pedestrian safety

² City of SeaTac Light Rail Transit Station Area Development, Economic Benefits Analysis, Community Attributes, 2009.

6. Elements of Integrated Work Program

Task 1: Environmental Assessment

Subtask 1.1—Site Characterization

Characterization of the nature and extent of contamination is a fundamental, first step in planning for cleanup and redevelopment of the Property. Minimal environmental sampling conducted on the Property in 2009 confirmed soil vapor and groundwater contamination. However, additional sampling will be needed to characterize the extent of contamination on site. Since the Model Toxic Control Act (MTCA) regulations define contamination as a “site” and not by property boundaries, sampling may need to take place off-site. Sampling conducted with IPG funds will be focused on identifying the full extent of contamination. This investigation effort will involve collecting soil gas and groundwater samples for laboratory analysis and comparison of chemical concentrations against MTCA cleanup standards.

This task will involve the following steps:

- Negotiate a work plan with Ecology to characterize the nature and extent of contamination on the Property.
- Conduct targeted on-site sampling to fill in data gaps from the previous Phase II ESA investigation to better characterize the nature and extent of contamination.
- Analyze results of sampling and review with Ecology
- Conduct additional sampling, if needed, to fill data gaps to develop a complete understanding of contamination and to identify the site, if feasible.
- Develop cleanup alternatives that align with redevelopment plans and cost estimates for remediation

Subtask 1.2—Screening of Cleanup Options

Potential options for cleanup of the contaminated site will be developed. The remediation options will be designed to support the future use of the site. Opportunities for cost savings and efficiencies between cleanup and redevelopment will be identified. This study will provide the City with planning level order-of-magnitude cleanup cost estimates and position the site for cleanup funding.

Outcomes:

- Environmental site assessment report
- Brief report describing and comparing remediation options and in-cost estimates

Environmental documents will align with MTCA requirements, but may or may not meet the standard of a final remedial investigation and feasibility study depending on the complexity of the site.

Task 2: Redevelopment Planning

Subtask 2.1—Community Involvement

The City is committed to planning through an open public process. The IPG will build upon previous public outreach efforts associated with the South 154th Street Station Area Plan and will support interviews with key stakeholders to identify goals, guiding principles, and concerns to address in planning for redevelopment of the Property. At least one open house public meeting will also be held to engage the broader public in the planning effort. Presentations will be made to the City Council on the findings of this project.

Subtask 2.2—Development Strategy

The City will conduct a market assessment to update and refine their understanding of market demand for the TOD project. This market information will support the City in creating a strategy will consider alternatives for soliciting developers, including an RFP process, and recommend a structure for a potential public-private partnership, considering tools such as development agreements and decision whether to lease or sell the property. The final strategy will provide the appropriate balance of development risk between meeting the City's goals and targeting market responsiveness.

Through this process, the City plans on hosting a Technical Assistance Panel through the Urban Land Institute as it has done previously for the Angle Lake Station Area. The panel will bring together a multi-disciplinary team of national experts in TOD projects to review the City's plans and advise on how best to proceed with the project. The panel presents an invaluable opportunity for the City and the region to learn lessons and best practices from the experiences of other areas of the country where TOD has been successfully implemented.

Subtask 2.3—Site Design

The site design process will include integrating the environmental remedy into the 2006 Station Area Plan, molding aspects of the development so as to accommodate long-term cleanup objectives. The design process will incorporate a risk assessment and strategy, as well as recommendations for engineered and institutional controls.

Outcomes:

- Community workshop to solicit input on cleanup remedies and future development
- Report and recommendations from ULI panel of national experts
- Memorandum outlining design principles for engineered and institutional controls appropriate for redevelopment of the site
- ALTA survey of the Property

Task 3: Implementation Strategy

The implementation strategy will provide a pathway for achieving regulatory closure, managing risk, and financing cleanup and redevelopment. The report will articulate a risk management strategy, including approaches for phased development, and will provide the City with the tools necessary to engage developers and position the Property for redevelopment.

The implementation strategy will focus on the following key elements:

- Financing—grants and loans for public agencies and tactics for attracting private investment

- Risk Management—environmental liability, market risk, and cost control
- Operation/Administration—strategy for City role in redevelopment including opportunities for public-private partnership
- Environmental—approach to addressing environmental concerns through redevelopment

Outcomes:

- Targeted format report synthesizing environmental and redevelopment challenges and opportunities and strategy for moving the project forward

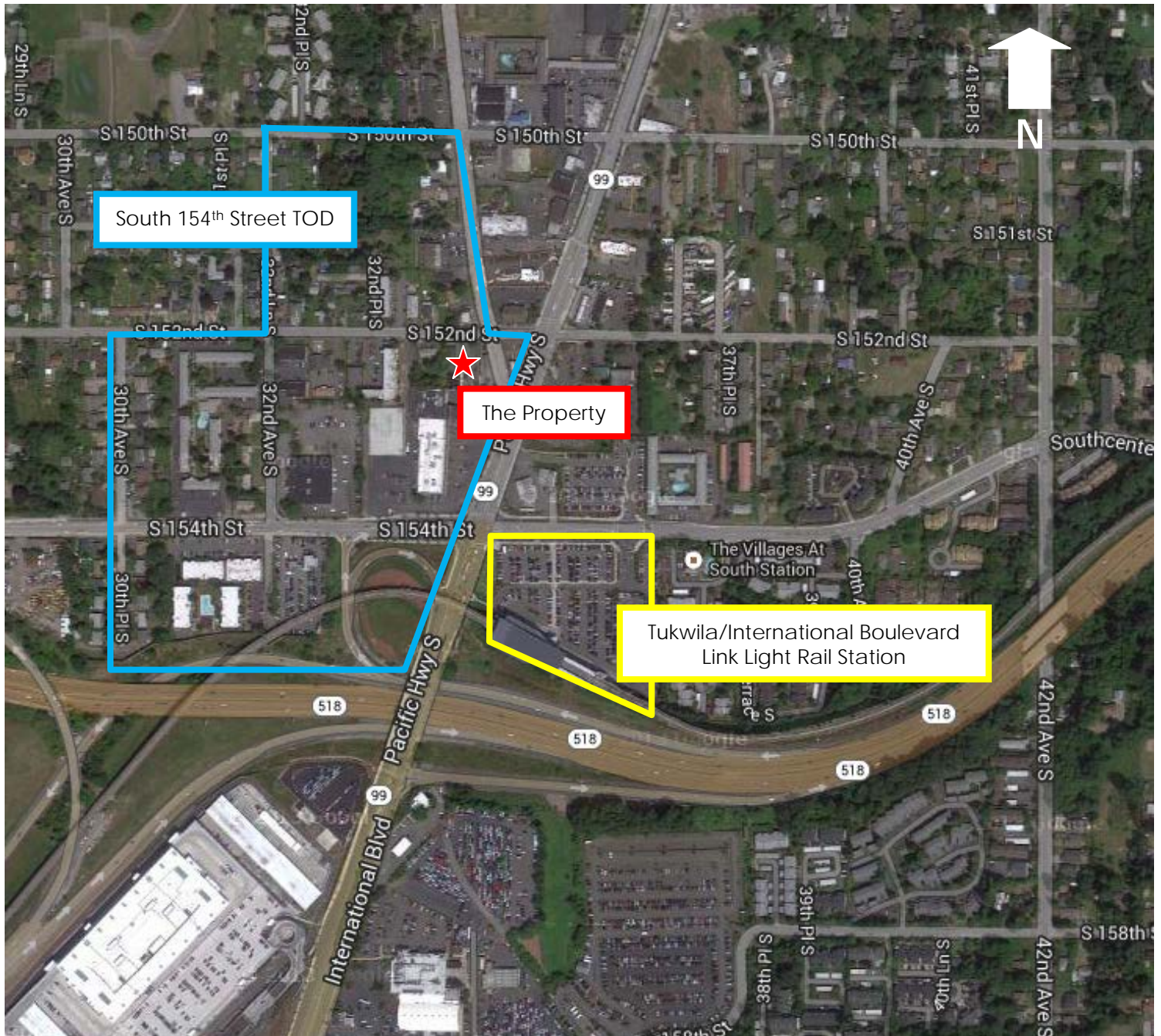
Project Schedule

A project schedule has been attached to the application (Attachment D).

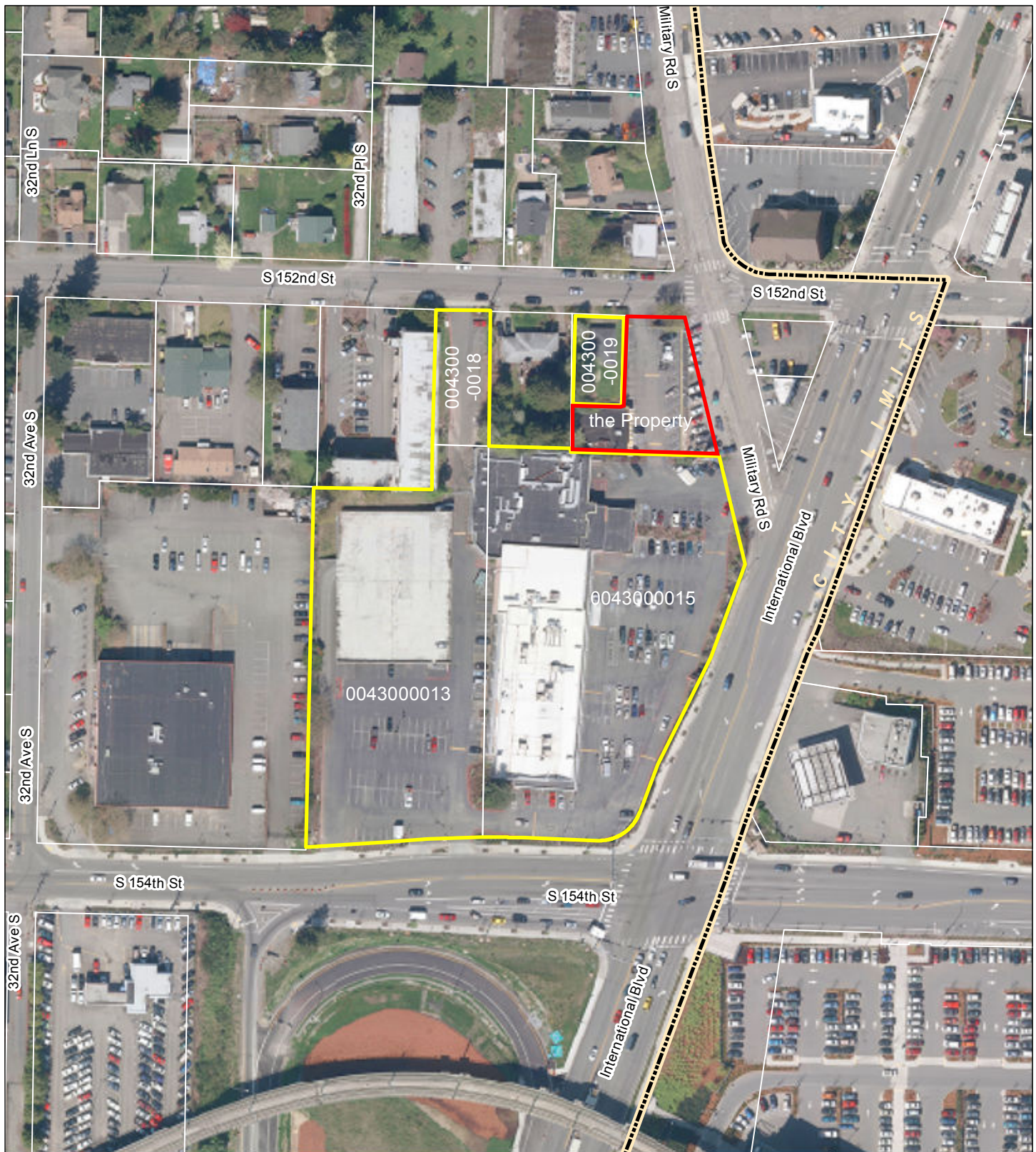
Project Budget

Task		Total
1	Environmental Assessment	\$125,000
	1.1 Site Characterization	\$100,000
	1.2 Screening of Cleanup Options	\$25,000
2	Redevelopment Planning	\$50,000
	2.1 Community Involvement	\$7,000
	2.2 Development Strategy	\$35,000
	2.3 Site Design	\$8,000
3	Implementation Strategy	\$25,000
Total Estimated Cost		\$200,000

ATTACHMENT A: AERIAL PHOTOGRAPH
City of SeaTac
South 154th Street Transit-Oriented Development



City of SeaTac, South 154th Street Transit-Oriented Development



100 50 0 100 Feet

Date Prepared: April 8, 2013

Photo Taken: 2012



S 154th Street Station Area Current City-Owned Property

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 definition. Not a substitute for a professional survey.

ATTACHMENT C: SITE PHOTOGRAPHS
City of SeaTac
South 154th Street Transit-Oriented Development



Photograph 1: Small businesses located on eastern portion of Property, including mini market and dry cleaners.



Photograph 2: Additional business located on eastern portion of the Property, including beauty supply store and law office.

ATTACHMENT C: SITE PHOTOGRAPHS
City of SeaTac
South 154th Street Transit-Oriented Development



Photograph 3: Diner located along the western Property line, on top of structure shown in Photograph 1.



Photograph 4: One of the parking lots located on the Property, facing east across Military Road South.

ATTACHMENT C: SITE PHOTOGRAPHS
City of SeaTac
South 154th Street Transit-Oriented Development



Photograph 5: Tukwila/International Boulevard Link light rail station, located southwest of the Property.

ATTACHMENT D: WORK PLAN
CITY OF SEATAC SOUTH 154TH STREET TRANSIT-ORIENTED DEVELOPMENT

