



CITY OF SEATAC

PLANNING COMMISSION MEETING

Riverton Room, SeaTac City Hall, 4800 S. 188th Street
January 20, 2015, 5:30 p.m.

MEETING AGENDA

- 1) Call to Order/Roll Call – 5:30 p.m.
- 2) Approve Minutes of January 6, 2015 Planning Commission Meetings (Exhibit A)
- 3) Public Comment: Public comment will be accepted on items not scheduled for a public hearing
- 4) Briefing on Major Comprehensive Plan Update (Exhibit B)
- 5) CED Director's Report
- 6) Planning Commission Comments (including suggestions for next meeting agenda)
- 7) Adjournment

The Planning Commission consists of five members appointed by the Mayor and confirmed by the City Council. The Commission primarily considers plans and regulations relating to the physical development of the city, plus other matters as assigned. The Commission is an advisory body to the City Council.

All Commission meetings are open to the public and comments are welcome. Please be sure to be recognized by the Chair prior to speaking.

**CITY OF SEATAC
PLANNING COMMISSION
Minutes of January 6, 2015
Regular Meeting**

Members Present: Joe Adamack, Roxie Chapin, Robert Scully

Members Absent: Tom Dantzler (excused); Jim Todd

Staff present: Joe Scorcio, CED Director; Steve Pilcher, Planning Manager; Kate Kaehny, Senior Planner

1. Call to Order

Chairman Adamack called the meeting to order at 5:44 p.m.

2. Public Comment

None.

3. Briefing on Angle Lake District Station Area Plan

Senior Planner Kate Kaehny reviewed the proposed schedule for completing review of the draft Plan over the next few months, with a public hearing anticipated for March 3, 2015. Copies of the final draft of the first three chapters of the Plan were scheduled for review at this meeting: 1) Introduction; 2) Existing Conditions; and 3) Community Vision. All of these have been previously presented to the Commission in an earlier draft. Ms Kaehny then reviewed the key items in each chapter.

Concerning the profile of the individuals residing in the District, it was suggested to include some information regarding household income in relation to household size. It was also suggested to make sure the Plan notes the nature of the businesses found within the District.

Staff noted that during the public participation process for both this Plan and the Comprehensive Plan, several individuals noted the need for “family” sized rental units.

Regarding the narrative in the document concerning walking, it was suggested to add some comment of the need for walking/pedestrian access to also be functional (i.e., connecting people to places they wish to go).

The Commission indicated it was satisfied with the Vision statement as drafted.

Ms. Kaehny then reviewed the Guiding Principles. It was noted that although the Plan contains a lot of discussion regarding economic opportunities, there isn't a Guiding Principle regarding this topic. It was suggested to add one.

Concern was also expressed about letting the market dictate the type of uses to be located in the area. The Plan should emphasize use of “carrots” instead of “sticks” in order to achieve the type of development the community desires.

4. Minutes

Moved and seconded to approve the minutes of the December 6, 2014 meeting. **Passed 3-0.**

5. CED Director’s Report

CED Director Joe Scorcio noted that registration for the National APA Conference will soon be opening. There are funds in the Department’s budget to allow each Commission member to attend. Staff will need to know by mid-February which members are able to do so.

Mr. Scorcio also noted that the Code Compliance Program has been transferred to the Planning Division and is now under Steve Pilcher’s direction. A second Program Coordinator is being recruited and a part-time administrative position will soon be filled.

On Friday, January 9, the City Council will have a retreat in the Council Chambers, beginning at 10:00 a.m. This event is open to the public.

An Urban Land Institute (ULI) Technical Advisory Panel (TAP) recently assisted the City with re-examining the 154th St. Station Area and in particular, the City-owned SeaTac Center. The Panel’s report to Council is scheduled for February 24th.

The staff will also be coordinating with Smart Growth America on a free technical assistance grant it has received. Details to come.

6. Commissioner’s report

None.

7. Adjournment

Moved and seconded to adjourn. Motion passed 3-0. The meeting adjourned at 6:47 p.m.

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INTRODUCTION

The City Council adopted the SeaTac Comprehensive Plan (Plan) in December of 1994, has amended it annually through 2013, and completed a major update in 2015. This Plan provides a comprehensive and cohesive guide for the City of SeaTac through 2035.

What is a Comprehensive Plan?

SeaTac, as well as other jurisdictions in Washington, conducts its planning for the City under the Growth Management Act (GMA), adopted by the Legislature in 1990 and 1991. This law requires the City to have a comprehensive plan, a document that sets the vision for the future of a city. Since the GMA was adopted, planning has evolved from primarily addressing physical aspects of city development (e.g., land use, utilities and transportation facilities) to recognize the need to address emerging issues like human induced climate change and the connection between land use and public health. SeaTac's Plan contains broad statements of community goals and policies, as well as specific steps for achieving them. It also contains a future land use map which guides the ultimate physical development of the city. This Plan anticipates change and provides specific guidance for future legislative and administrative actions. The plan reflects community involvement, technical analyses, and the judgment of decision-makers.

SeaTac Planning History

The City of SeaTac incorporated in February 1990. Prior to that, SeaTac was part of unincorporated King County and was addressed in County planning studies. Soon after incorporation, the City Council adopted three existing documents as its interim Comprehensive Plan. The interim plan was later modified and updated several times. While considerable planning accomplishments were achieved in the first few years of existence, the base of this document, the 1994 City of SeaTac Comprehensive Plan was the first complete plan to be prepared and adopted by the SeaTac City Council.

SeaTac's Subarea Plans

The Plan is supported by three subarea plans. Subarea plans are similar to comprehensive plans in that they contain a future land use map, statements of community goals and policies, and steps for achieving them, specific to a particular area of the city, or "subarea." These subarea plans fit within the vision articulated by the Plan, add detail for the given subarea, and are considered to be elements of the Plan.

The City of SeaTac has adopted three subarea plans as elements of its Plan:

1. The City Center Plan (adopted in December of 1999) adds detail for the City Center subarea;
2. The South 154th St. Station Area Action Plan (adopted in December of 2006) applies to the part of SeaTac within one quarter mile of the Tukwila International Boulevard light rail station; and

See the Land Use Plan Map to view these subareas.

3. The Angle Lake Station Area Plan (expected adoption in the spring of 2015) applies to the area in the vicinity of S 200th Street and 28th Avenue S.

Map I.1 here (Regional Vicinity)

Map I.2 here (SeaTac Vicinity)

Comprehensive Plan Development

SeaTac residents, businesses, City boards and commissions, and City staff have helped develop and amend this Plan. The Planning Commission oversees this process and recommends the Plan to the City Council. The Commission is a group of residents and business leaders appointed by the City Council to make recommendations to the Council about growth and development issues. It gives direction and assistance to City staff in preparing and amending the Plan.

The SeaTac community has been regularly involved in the planning process. The City has hosted numerous public forums, hearings, and surveys to obtain meaningful comments on draft goals and policies. The results have provided direction to this Plan.

Comprehensive Plan Implementation and Amendments

The planning process does not end with Plan adoption. Instead, the process changes from preparing the Plan document to implementing its goals and policies. The Plan may also need revisions as the conditions and needs of the City change. The Growth Management Act allows for cities “to establish procedures whereby proposed amendments or revisions of the comprehensive plan are considered by the governing body of the city no more frequently than once every year.” At this time, the City has decided to consider amendments to the Plan every two years.

Interjurisdictional Coordination

The City of SeaTac’s Comprehensive Plan is required by the Growth Management Act to be consistent with the Puget Sound Regional Council’s (PSRC’s) Vision 2040 Multicounty Planning Policies and King County’s Countywide Planning Policies. It must also be coordinated with the comprehensive plans adopted by neighboring jurisdictions. The communication among cities in King County has been impressive, starting with the seminal comprehensive planning work in the early 1990s and continuing today. As part of City and Regional growth management planning efforts, SeaTac’s elected officials have been active members of regional groups, such as the King County Sound Cities Association and Regional Transit-Oriented Development Advisory Committee. City of SeaTac staff has also participated in numerous growth management-related committees and work groups, including the GMPC Liaison Group and its Urban Centers Designation/Population and Employment Allocation Subcommittee, PSRC’s Multicounty Planning Policy Committee, King County’s Planning Directors Committee, King County’s Affordable Housing Technical Forum, King County’s Data Resources Technical Forum, and PSRC’s Regional Technical Committee.

Organization of the Comprehensive Plan

This Plan is split into two volumes. Volume 1 contains the City's vision statement, Plan Introduction and Framework Policies, and Plan Elements relating to land use, housing and human services, transportation, capital facilities, utilities, community image, economic vitality, environmental management, and parks, recreation, and open space. Volume 2 contains background information pertaining to the Plan elements.

Vision Statement

The City of SeaTac's vision is based upon the creative imagination, dreams, and common values of the City's residents and businesses.

The City hereby pledges its commitment to achieve the following vision for the future of the SeaTac community.

The City of SeaTac is envisioned to be economically strong, environmentally sensitive, visually pleasing, and people-oriented with a socially diverse but cohesive population and employment mix. These attributes create a positive identity and image for the community and contribute to a city of the future that works.

The essence of a growing, prosperous, and vibrant City of SeaTac is found not in its built or natural environment alone but in the collective spirit of those who live and who work within the SeaTac community.

The built aspects of this community—its residential and commercial structures, transportation network, park and recreation facilities, utility systems and other public and private facilities, as well as the natural environmental setting—are not considered as ends in themselves, but as means for enhancing the quality of life and enriching the human spirit.

CHAPTER 1

FRAMEWORK

This section addresses general policies which are not specific to a particular element of the Plan.

The City Serves the SeaTac Community

GOAL 1.1

As a public entity, serve the good of the SeaTac community.

Policy 1.1A

Actively promote meaningful community engagement and implement an effective public awareness and notification process that encourages community involvement in all Comprehensive Plan, subarea plan, transportation, parks, and other planning or public project the City undertakes.

For the City to identify the needs and interests of a community, community members must be engaged in the planning process. The City should continue to provide a variety of opportunities (e.g., public meetings, surveys, neighborhood events, use of community liaisons, representative committees) for community members to voice their concerns and comments about the state of their city. Community meetings are a particularly valuable venue for staff to hear community concerns first-hand, initiate discussion among neighbors, and generate confidence among community members that issues and concerns will be heeded. In a culturally and linguistically diverse city, providing forums and outreach materials in multiple languages and specifically reaching out to community leaders are key strategies to engage all population segments.

Policy 1.1B

Support a culture of dialogue and partnership among community members, agencies, organizations, officials, and City departments.

Policy 1.1C

Serve as a model employer and public agency by providing an example to the larger community through equitable, healthy, and environmentally sound practices.

The City can further its stance on sustainability and lead implementation efforts through socially equitable hiring and contractual practices, purchasing eco-friendly supplies that are

See the Capital Facilities Element for ways the City is implementing environmentally sound practices.

sourced from “fair trade” companies, providing healthy food options in City Hall, reducing energy use within public buildings, and promoting non-motorized and eco-friendly travel for City staff.

Policy 1.1D

When preparing City policies and regulations, take into account the good of the community as a whole, while treating property owners fairly and allowing some reasonable economic use for all properties.

Policy 1.1E

Where possible, evaluate the effectiveness of policies, regulations, and other implementation actions in achieving SeaTac’s goals and vision and update the Plan as needed.

To ensure that the City is accomplishing what its policies intended and to respond to changing needs, develop a monitoring program with measurable outcomes. Use the ongoing evaluations to inform the yearly or two-year updates and mandated eight-year periodic updates to the Plan.

Consistency and Coordination

See the Introduction and Framework Background Report for more information on GMA and regional consistency.

GOAL 1.2

Ensure that SeaTac’s Comprehensive Plan is internally consistent and remains consistent with the State’s Growth Management Act and regional growth management plans and policies.

Policy 1.2A

Manage population and employment growth in a way that is compatible with SeaTac’s values and aspirations while supporting the Vision 2040 Regional Growth Strategy.

Policy 1.2B

Ensure that the Comprehensive Plan’s policies remain consistent with PSRC’s Multicounty Planning Policies (Vision 2040 and Transportation 2040) and King County’s Countywide Planning Policies.

Policy 1.2C

Coordinate the SeaTac Comprehensive Plan with the Comprehensive Plans of adjacent cities.

SeaTac’s Urban Center is a designated regional growth center. PSRC’s Vision 2040 envisions regional growth centers as major focal points of higher density population and employment, served with efficient multimodal transportation infrastructure and services. These regionally designated places are the primary locations for the arts, civic activity, commerce, and recreation. The regional growth centers, with their concentration of people and jobs, form the backbone for the transportation network of the four-county region. Linking these centers with a highly efficient transportation system allows the region to take actions to reduce the rate of growth in vehicle miles traveled, especially by providing and expanding transportation choices.

Coordination with our neighboring cities is especially important for transportation, environmental, and recreational facilities and systems.

Policy 1.2D

Maintain internal consistency among Comprehensive Plan elements and with implementing development regulations.

RECOMMENDED IMPLEMENTATION STRATEGIES

This section identifies the specific steps, or **implementation strategies**, that achieve this Element's policies. It 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. Policy summaries are included in the table for reference.

As the Primary Responsibility column indicates, many of the implementation strategies will be initially undertaken by a specified board or commission. In most cases, the City Council will analyze the specific board/commission recommendation and make the final decision about how to proceed.

The time frame categories are defined as follows:

- Immediate within one year
- Short-Term one to five years
- Medium-Term six to 10 years
- Long-Term 11 to 20 years
- Ongoing the strategy will be implemented on a continual basis

The time frames are target dates set regularly when the City Council adopts amendments to the Comprehensive Plan.

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.

POLICIES	IMPLEMENTATION STRATEGIES	PRIMARY RESPONSIBILITY	TIME FRAME
1.1 SERVE THE GOOD OF THE SEATAC COMMUNITY.			
1.1A Promote meaningful community engagement.	Implement an effective public awareness and notification process for all planning or public projects.	Planning Commission, City Staff	Ongoing
	Host a variety of events and opportunities (e.g., public meetings, surveys, neighborhood events, use of community liaisons, representative committees) for community engagement during planning processes.	City Staff, Sound Transit	Ongoing
	Provide forums and outreach materials in multiple languages appropriate for SeaTac demographics.	Planning Commission, City Council	Ongoing
	Build relationships with community leaders. Continue funding the community liaison program to ensure all populations are included in City processes.	City Staff, City Council	Ongoing
	Seek boards and commissions representative of SeaTac's demographics.	City Staff, Commissions, City Council	Ongoing
1.1B Support a culture of dialogue.	Meet regularly with other departments to coordinate projects and planning across "silos."	City Staff	Ongoing
	Brief elected officials regularly on departmental work and upcoming projects.	City Staff, City Council	Ongoing

POLICIES	IMPLEMENTATION STRATEGIES	PRIMARY RESPONSIBILITY	TIME FRAME
	Maintain relationships with related organizations and agencies (e.g., PSRC, King County, nearby cities, nonprofits).	City Staff	Ongoing
	See community engagement measures in 1.1A to increase dialogue with community members.		
<p>1.1C Serve as a model equitable, healthy, and environmentally sound employer and agency.</p>	<p>Hire staff and contractors in socially equitable ways, such as:</p> <ul style="list-style-type: none"> • Ensure a fair proportion of contracts are given to minority and women-owned businesses. • Seek people representative of SeaTac’s demographics to sit on Council, commissions, and committees. • Do not discriminate based on race, color, sex, sexual orientation, gender identity, ethnicity, religion, national origin, pregnancy, genetic information, marital status, disability, or status as a U.S. veteran. 	City Staff, City Council	Ongoing
	Work with school districts to promote civic engagement and encourage a diverse body of people to enter into civic work.	City Staff, City Council	Ongoing
	Where practical, purchase eco-friendly supplies that are sourced from “fair trade” companies.	City Staff, City Council	Ongoing

POLICIES	IMPLEMENTATION STRATEGIES	PRIMARY RESPONSIBILITY	TIME FRAME
	Provide healthy food options at City Hall vending machines and events.	City Staff, City Council	Ongoing
	Reduce energy use within public buildings: <ul style="list-style-type: none"> • Monitor and evaluate energy use. • Create a plan for energy reduction. • Implement plan. 	City Staff, City Council	Ongoing
	In all new public buildings, build to a minimum of LEED Gold and aspire to Living Building Challenge level of environmentally friendly practices.	City Staff, City Council	Ongoing
	Promote non-motorized and eco-friendly travel for City staff by providing transit passes, high quality bicycle storage, showers, and electric vehicle charging stations and by locating and designing City facilities for multimodal access.	City Staff, City Council	Ongoing
1.1D Balance the good of the community and economic value.	Clearly indicate public benefit in City plans to clarify rationale behind regulations and permit review processes.	City Staff, City Council	Ongoing
	See permit review implementation strategies in the Economic Vitality Element.		
1.1E Evaluate the effectiveness of this Plan and update as needed.	Develop a monitoring program with measurable outcomes.	City Staff, City Council	Short-Term

POLICIES	IMPLEMENTATION STRATEGIES	PRIMARY RESPONSIBILITY	TIME FRAME
	Evaluate performance in each goal area.	City Staff, City Council	Short-Term and Ongoing
	Use the above evaluation to inform the Plan's regular updates and mandated eight-year periodic updates.	City Staff, City Council	Short-Term and Ongoing
	Update regulations and other implementation strategies as needed to respond to evaluation.	City Staff, City Council	Short-Term and Ongoing
1.2 ENSURE INTERNAL AND EXTERNAL CONSISTENCY.			
1.2A Manage population and employment growth compatible with SeaTac's values and aspirations while supporting the Regional Growth Strategy.	See community engagement strategies for Policy 1.1A and 1.1C for SeaTac's values and aspirations. Inform community of regional growth strategies.	City Staff, City Council	Ongoing
	Update Land Use, Transportation, Economic Vitality, and other Elements as needed to reflect community needs and interests within the regional framework.	City Staff, City Council	Ongoing
	See interjurisdictional and regional planning strategies in 1.2B below.		

POLICIES	IMPLEMENTATION STRATEGIES	PRIMARY RESPONSIBILITY	TIME FRAME
<p>1.2B Ensure that the Comprehensive Plan's policies remain consistent with PSRC's Multicounty Planning Policies (Vision 2040 and Transportation 2040) and King County's Countywide Planning Policies.</p>	<p>Periodically use Department of Commerce Growth Management Services and Puget Sound Regional Council checklists to review the plan for consistency with State law and Multicounty Planning Policies.</p>	<p>City Staff, Planning Commission, City Council</p>	<p>Ongoing</p>
	<p>Dedicate staff time to remaining involved in PSRC and countywide planning efforts.</p>	<p>City Staff, City Council</p>	<p>Ongoing</p>
<p>1.2C Coordinate the SeaTac Comprehensive Plan with the Comprehensive Plans of adjacent cities.</p>	<p>Coordinate with neighboring cities, especially for planning transportation, environmental, and recreational facilities and systems.</p>	<p>City Staff, City Council</p>	<p>Ongoing</p>
<p>1.2D Maintain internal consistency among Plan elements and with implementing development regulations.</p>	<p>Periodically review the Plan and associated regulations for internal consistency.</p>	<p>City Staff, City Council</p>	<p>Ongoing</p>

CHAPTER 2

LAND USE ELEMENT

Exhibit: B-3
Date: 1-20-15

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INTRODUCTION

The Land Use Element goals and policies guide the type, distribution, and location of land uses to direct SeaTac's physical development. It provides the policy context for the City's zoning code, development regulations and administrative processes, and investment decisions such as capital improvements and work plans for City staff, Planning Commission, City Council, and partners.

This Element is closely coordinated with the Housing, Transportation, Parks, Recreation and Open Space, Environmental Management, and Community Design Elements. This coordination ensures that residences and future development occur in areas that are best served by public transportation, walkable infrastructure, and open space while reducing impacts on the environment. For example, the Land Use policies encourage higher density housing with commercial services in close proximity to the three light rail stations, while Transportation Element policies encourage walking and bicycle routes in these areas. Likewise, Parks, Recreation, and Open Space Element policies ensure park access for people living in those areas. The Community Image Element augments Land Use Element policies by defining the desired character of new development.

Additional land use goals and policies are in the following three subarea plans: City Center Plan, South 154th Street Station Area Action Plan, and Angle Lake District Station Area Plan.

MAJOR CONDITIONS

Major land use conditions include:

- The City of SeaTac is an urbanized area with little undeveloped land remaining within its boundaries.
- The Seattle-Tacoma International Airport (Airport) has a major land use presence in the City of SeaTac.
- SeaTac's commercial development has occurred in a linear manner, primarily along International Boulevard, rather than focusing in compact and complete communities.
- The completion of three Sound Transit light rail stations serving SeaTac will likely influence the types and amount of development attracted to SeaTac. Ensuring that change happens equitably and with regard for creating complete communities will be a challenge.
- SeaTac is a regional provider of affordable housing and business space. Increasing land values may increase the risk of residential and commercial displacement.
- Home to one of the most ethnically and racially diverse populations in Washington, SeaTac has a unique challenge in planning for a wide variety of land use and development needs and interests.
- Implementation of the City Center Plan and Station Area Plans and redevelopment in other areas have been hampered by a slow economy statewide.

GOALS AND POLICIES

This section contains SeaTac's land use goals and policies. Goals represent the City's general objectives, while policies provide more detail about the steps needed to achieve each goal's intent.

Growth Management

GOAL 2.1

Focus growth to achieve a balanced mix and arrangement of land uses that support economic vitality, community health and equity, and transit access.

Urban Center Land Uses

Policy 2.1A

Implement the City Center, South 154th Street Station Area, and Angle Lake Station Area Plans to focus the majority of SeaTac's commercial and residential growth and redevelopment into three distinct complete communities within SeaTac's designated Urban Center.

A portion of SeaTac is designated an "Urban Center" under the King County Countywide Planning Policies and a "Regional Growth Center" under the Puget Sound Regional Council's Vision 2040. The City Center, South 154th Street Station Area, and Angle Lake Station Area plans support compact development around three Link light rail stations within the Urban Center to maximize residents' and businesses' access to the region via public transit. Implementation of these plans would transform the International Boulevard corridor from a linear commercial form into three distinct and complete neighborhoods, accommodating new residential and employment growth. Higher employment and residential densities would result in an inviting and vibrant urban environment, while preserving the City's stable residential areas from inappropriate higher density development.

Map 2.1 here (Urban and City Center)

Policy 2.1B

Direct moderate and high density residential development to the Urban Center, especially within the City Center and station areas.

The Urban Center accommodates residents and employees in a mix of uses and structures. Moderate and high density residential uses are appropriate within the Urban Center, where residents can walk or ride transit to work, and take advantage of the employment and activities within the center.

Policy 2.1C

Promote development that reduces block sizes in the Urban Center, particularly in the City Center and the station areas, and provides a network of connected local streets to facilitate pedestrian circulation and transit accessibility.

The physical layout of the Urban Center, including its street and sidewalk network, block size, and configuration, is perhaps the most crucial determinant of its pedestrian and transit accessibility. A dense network of connected streets provides pedestrians with direct, safe, and interesting routes between destinations. Development should add new streets to reduce the average block size in station areas from the current 11.4 acres to three to six acres.

Policy 2.1D

Focus retail development within the City Center and station areas.

Most of the commercial development on International Boulevard consists of non-retail businesses such as hotels, restaurants, park 'n fly lots, offices, and a few auto-oriented retail establishments (e.g., used car sales). The Airport provides a large and relatively untapped market for retail activity in the City of SeaTac. More than 35 million passengers traveled through the Airport terminal in 2013, and the annual volume is projected to increase to 45 million passengers per year by 2024. This market could be tapped, especially if travelers could conveniently access shopping areas.

Figure 2.1 here (walking distance from light rail stations WALKSHED)

Note:

This text box goes on the page with Fig. 2.1 (without this note, of course)

One-quarter to one-half mile is generally a comfortable walking distance. Figure 2.1 shows the one-quarter mile and one-half mile walk sheds from the Tukwila International Boulevard, SeaTac/Airport and Angle Lake light rail stations.

General Growth

Policy 2.1E

Promote efficient use of land by requiring development of the appropriate type and density for each zone.

The Growth Management Act requires each city to accommodate its fair share of forecast growth. In King County, this fair share is called a "growth target." To accommodate SeaTac's growth target, minimum densities should be required in higher density zones.

Policy 2.1F

Amend zoning to achieve the vision illustrated on the City's Land Use Plan Map in accordance with the adopted criteria below.

The Comprehensive Plan envisions the eventual rezoning of many areas of the City concurrent with public and private infrastructure development, market demand, and neighborhood compatibility. The Land Use Plan Map (Map 1.5) represents the outcome of this process over a 20-year horizon. Properties which are not zoned consistently with the Land Use Plan Map designations should be rezoned when the following criteria are satisfied:

1. Market demand is sufficient for blocks of land to be developed,
2. Infrastructure improvements are planned concurrently to serve the proposed development,
and
3. The planned use is compatible with the surrounding neighborhood.

Property owners are encouraged to propose rezoning properties when, in their opinion, demand for such zoned property exists or will soon exist. Proposed zoning changes must satisfy the criteria listed above and be consistent with the Land Use Plan Map designations. However, piecemeal rezoning of an area on a lot-by-lot basis could be detrimental to public health, safety, and welfare. Such proposals should be postponed until the proposed zoning change area includes enough properties to fully realize the intent of this Plan.

Policy 2.1G

Ensure that the future uses of Highline School District's unused/unoccupied properties are compatible with adjacent neighborhoods and land uses.

A few of Highline School District's sites, such as Riverton Heights Elementary School, Glacier High School, Boulevard Park Elementary School, and Maywood Elementary School, are no longer occupied or used by the school district. These sites present unique opportunities for neighborhood redevelopment projects through the rehabilitation of buildings and/or recreational facilities. Redevelopment of some of these facilities would enhance neighborhood character and provide additional space for private or public business endeavors.

Healthy, Equitable, and Connected Communities

Goal 2.2

Create walkable, compact, transit-oriented communities with a range of transportation, employment, housing, goods, and service choices for residents of all income levels.

Access to Transportation Choices

Policy 2.2A

Establish land use patterns that promote walking, bicycling, and transit access to goods, services, education, employment, and recreation.

Policy 2.2B

Promote dense residential and employment uses in transit communities to provide current and future residents with greater access to transportation, economic opportunities, and services.

Access To Healthy Foods

Policy 2.2C

Incorporate consideration of physical health and well-being into local decision-making by locating, designing, and operating public facilities and services in a manner that supports creation of community gardens on public open space in accessible locations.

Policy 2.2D

Support policy, systems, and environmental changes that result in increased access to healthy foods.

Transit communities are generally considered the land within a half mile walking distance from the three light rail stations serving SeaTac. In some cases this land may extend beyond the Subarea boundaries. Developing transit communities implements the Council-endorsed Growing Transit Communities Compact.

See related policies in the Transportation Element regarding multi-modal transportation options.

See the Parks, Recreation, and Open Space Policy 10.2 regarding geographically equitable distribution of recreation facilities.

Policy 2.2E

Provide opportunities for shops, services, recreation, and access to healthy food sources within walking or bicycling distance of homes, work places, and other gathering places.

Access to Housing

Policy 2.2F

Foster high quality, diverse, and affordable housing.

See the Housing and Human Services Element for related policies.

Access to Neighborhood Services

Policy 2.2G

Encourage neighborhood-scale commercial development in appropriate locations outside of the Urban Center to serve needs of residents.

Although it is appropriate to direct most of the City’s commercial growth to the Urban Center, there is also a need to serve the residential areas with neighborhood-scale commercial services. Small, neighborhood-scale commercial areas would provide residents with services and shopping opportunities close to home, which can reduce auto trips, provide opportunities for neighbors to meet, and help build a sense of community.

Policy 2.2H

Promote and incentivize developments in commercial designations with retail and service-oriented businesses on the ground floor or on the same site to serve employees, residents, and visitors.

See the Urban Center Land Uses section for related policies.

A mixed use building/site has a mix of different uses within one structure or a given site, such as retail uses on the first floor with office and/or residential on the upper floors. This type of development promotes a more pedestrian-friendly environment and might encourage more resident-oriented businesses to locate in SeaTac. Ground floor activities should serve the daily needs of employees, residents, and visitors to provide the opportunity for a car-free lifestyle. These may include convenience shopping, specialty shops, and restaurants.

Policy 2.2I

Allow commercial uses that serve neighborhood needs on the ground floors of residential buildings in the high density zones.

Examples of neighborhood-serving ground floor commercial uses include small grocery markets, hardware stores, bakeries, day care centers, dry cleaning, doctor’s offices, hair salons, and coffee shops.

Policy 2.2J

Encourage the development of small, “resident-oriented” businesses in SeaTac.

While there is a large number of commercial businesses in SeaTac, many provide services that are primarily oriented to Airport-related visitors and daytime employees. The City should allow and strongly encourage businesses that cater to residents’ needs such as hardware stores, bakeries, small grocery markets, bookstores, day care centers, restaurants, and cafes. These types of services also help to make the City more livable for families.

Policy 2.2K

Allow home occupations in residential areas subject to Zoning Code requirements for such business operations.

Home occupations allow small businesses to operate in a cost-effective manner. These types of businesses can be compatible within residential neighborhoods if the operation has a small number of employees, is incidental to the residence’s primary use as a dwelling unit, and has no negative traffic or environmental impacts.

Map 2.2 here (Comprehensive Plan)

Citywide Land Uses

The geographic interpretation of Goals 2.1 and 2.2 is depicted on SeaTac's Land Use Plan Map. Its land use designations fall under the following broad categories:

- Residential;
- Commercial;
- Manufacturing, Industrial, Business Park, and Airport;
- Park, and
- Other.

Residential Land Use

GOAL 2.3

Achieve a mix of housing types while maintaining healthy residential neighborhoods and guiding new housing development into appropriate areas.

Residential – Low Density (Single Family)

Policy 2.3A

Stabilize and protect existing single family residential neighborhoods by maintaining a designated Residential Low Density (Single Family) area.

SeaTac's established residential neighborhoods are important components of the community and should be protected from negative impacts of conflicting or inappropriate nearby land uses. The character of healthy neighborhoods should be maintained since it provides a sense of well-being for residents and enhances the stability of the entire city. Land within the Residential Low Density areas is, and will continue to be, primarily single family in nature.

Policy 2.3B

Allow accessory units (sometimes called "mother-in-law units") in single family designations to provide additional housing opportunities and income sources for homeowners.

Townhouse

Policy 2.3C

Maintain single-family characteristics while building the densities that support transit ridership and nearby commercial activities through the Townhouse designation.

The Townhouse designation buffers Residential Low Density areas from more intensely developed residential or commercial/mixed use areas.

Residential Medium Density

Policy 2.3D

Allow higher densities than single family areas while maintaining a desirable family environment through the Residential Medium Density designation.

This designation provides a transition between lower density and higher density areas. Examples of medium density uses include two- to four-story apartments and townhouses.

Residential High Density

Policy 2.3E

Provide a high density living option through the Residential High Density designation.

This designation provides a transition between lower density residential areas and commercial areas and is intended to be primarily residential in character. Examples of high density residential development include two- to four-story apartments and condominiums.

Residential High Mixed Use

Policy 2.3F

Promote high density residential mixed-use development that complements the bordering high density commercial area through the Residential High Mixed Use designation.

Commercial Land Use

GOAL 2.4

Serve the needs of the City's residents, businesses, and visitors through appropriate commercial land uses.

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Commercial Low Density

Policy 2.4A

Enhance low to medium density residential neighborhoods by locating goods, services, and transit facilities in designated Commercial Low Density areas.

Commercial Low Density areas are generally located outside the Urban Center and provide convenient daily shopping and some services for a limited service area.

Office/Commercial/Mixed Use

Policy 2.4B

Allow mixed-use medium density development in the designated Office/Commercial/Mixed Use areas.

This designation is intended to be more residential in character than the Commercial Medium Density designation and is different from the Residential Mixed Use designation by allowing office as a primary use.

Policy 2.4C

Only allow retail and commercial uses in the Office/Commercial/Mixed Use designation when they are mixed with residential or office uses on the same site.

Commercial Medium Density

Policy 2.4D

Allow medium density development to accommodate office buildings, small hotels, restaurants, dense retail, apartments, or mixed residential/commercial developments in designated Commercial Medium Density areas.

Policy 2.4E

Encourage a mix of land uses in the Commercial Medium Density designation.

Vertical (within the same building) or lateral (within different buildings on the same site) mixing of uses is appropriate.

Commercial High Density

Policy 2.4F

Allow the highest concentration of development in the Commercial High Density designation to accommodate intense land uses, such as mixed-use hotels, office

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towers, and high density housing, to support transit/walking/bicycling communities.

Aviation Business Center

Policy 2.4G

Allow development that creates a pedestrian-friendly, major commercial center that supports employment, shopping, and childcare access for high concentrations of customers, visitors, and employees through the Aviation Business Center (ABC) designation.

The northern part of the ABC area (north of the SR 509 Extension right-of-way) around the Angle Lake light rail station should be particularly pedestrian and transit friendly.

Policy 2.4H

Attract businesses oriented to and compatible with Airport operations in the southern portion of the ABC designation.

The ABC district was created in 1991 to provide space for and encourage a wide mix of Airport-related businesses southeast of the Airport. These play a key role in the City's economy.

Other Commercial Uses

Policy 2.4I

Protect designated land uses from the negative impacts of "adult entertainment" establishments.

To limit the negative impacts of adult entertainment businesses while allowing the required "reasonable opportunity" to operate, prohibit these establishments in proximity to sensitive land uses, such as facilities and businesses which provide services to children and/or youth.

Manufacturing, Industrial, and Business Park Land Uses

GOAL 2.5

Provide an appropriate level of manufacturing, industrial, and business park land uses within the City.

Policy 2.5A

Concentrate manufacturing, industrial, and business park uses in specific and appropriate locations to provide services and protect existing residential and other commercial areas.

Industrial and manufacturing establishments provide jobs for SeaTac residents and tax revenues for the City but are not always compatible with other land uses. To enjoy the benefits and minimize the adverse impacts of industrial and manufacturing establishments, the City should encourage the development of “clean, light manufacturing” and business park land uses with minimal environmental and land use impacts in this designation. Examples include high technology business firms, Airport-related warehousing, and light manufacturing that do not use toxic substances or emit pollutants.

Policy 2.5B

Discourage inappropriate, heavy manufacturing businesses from locating in SeaTac, excluding Airport-sited uses.

The development of new “heavy industrial” land uses, with their negative environmental impacts, are not appropriate for the City of SeaTac.

Business Park

Policy 2.5C

Allow non-polluting commercial land uses such as biotechnology manufacturing, electronics, computer technology, or communication businesses while prohibiting land uses with significant environmental impacts in the Business Park designation.

See the Environment Element for related policies.

Airport

Policy 2.5D

Provide for the Airport and high intensity Airport-related facilities and activities.

This designation includes all properties owned by the Port of Seattle. Under the Airport Master Plan it provides for facilities and activities that are related to “Aviation Operations” or “Aviation Commercial” uses.

Policy 2.5E

Encourage land uses adjacent to the Airport that are compatible with Airport operations.

The Federal Aviation Administration’s standards (under the Part 150 Program) identify compatible land uses for areas immediately adjacent to an airport. Improving land use compatibility in areas near the Airport enables the City to take better advantage of the job and tax revenue benefits of the Airport, maintain and enhance the Airport’s role as an essential public facility, and help reduce the negative impacts to City residents. Some appropriate land uses near airports include open space and passive park land, parking, transportation-related activities, and some manufacturing or business park uses. Multi-family housing that is

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constructed to meet the applicable noise standards and designed to recognize noise issues may be appropriate for areas within the 65 DNL area (see Map 1.3). Single family residential use, on the other hand, is an example of a land use that is not generally recommended adjacent to airports. Uses that are essential to the aviation function of an airport, including necessary support facilities, are considered elements of an airport as an Essential Public Facility (EPF), as addressed in Goal 2.7, and are subject to provisions of the ILA between the City and the Port of Seattle for the Airport. These land uses are addressed under the Recommended Implementation Strategies section.

Map 2.3 here (noise contours)

Policy 2.5F

Work with the Port of Seattle to implement the ILA.

The City of SeaTac and Port of Seattle entered into the ILA to establish a mutually satisfactory process and set of development standards for Port projects and mitigation for the Airport Master Plan. The ILA establishes a basis for working toward compatibility between City and Airport land uses. The ILA resolves land use jurisdictional issues, establishes development standards as defined in RCW 36.70B.170 et seq., and constitutes a "development agreement."

Industrial

Policy 2.5G

Provide for industrial enterprises and activities involving manufacturing, assembly, fabrication, processing, bulk handling, storage, warehousing, and heavy trucking through the Industrial designation.

Parks and Open Space Land Use

GOAL 2.6

Provide an adequate amount of accessible parks, recreational land, and open space throughout the City.

Policy 2.6A

This designation identifies publically funded park and open space areas to be used for outdoor passive and active recreation uses, conservation and protection of municipal watersheds, and wildlife corridors and habitats.

Essential Public Facilities

GOAL 2.7

Accommodate essential public facilities in alignment with this Plan's goals and policies.

Policy 2.7A

Administer a process consistent with the GMA and the Countywide Planning Policies to identify and site essential public facilities (EPF).

SeaTac allows the siting of EPFs provided that any such EPF must be consistent with the City's goals and policies. SeaTac EPFs include, but are not limited to: airports; State and local correction facilities; State educational facilities; State and regional transportation facilities; landfills; solid waste handling facilities; sewage treatment facilities; major communication

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facilities and antennas (excluding wireless telecommunication 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), and substance abuse facilities. Differing levels of review and City involvement will be applied to different types of EPFs. SeaTac's EPF siting administrative process is outlined in the "implementation strategies" section and described in the Land Use Background Report.

Policy 2.7B

Partner with Sound Transit to implement light rail transit facilities consistent with the City's preferred route and alignment as shown on Map 2.4.

From the Angle Lake Station, the City's preferred alignment runs along the west side of 28th Avenue S., and along the west side of International Boulevard (SR 99) within the City of SeaTac to the City's boundary at S. 216th St.

Map 2.4 here (light rail)

RECOMMENDED IMPLEMENTATION STRATEGIES

This section identifies the specific steps, or implementation strategies, that achieve this Element's policies. It 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. Policy summaries are included in the table for reference.

Not all policies require an implementation strategy. In those cases those policies are not reflected in the tables that follow.

As the Primary Responsibility column indicates, many of the implementation strategies will be initially undertaken by a specified board or commission. In most cases, the City Council will analyze the specific board/commission recommendation and make the final decision about how to proceed.

The time frame categories are defined as follows:

- Immediate within one year
- Short-Term one to five years
- Medium-Term six to 10 years
- Long-Term 11 to 20 years
- Ongoing the strategy will be implemented on a continual basis

The time frames are target dates set regularly when the City Council adopts amendments to the Comprehensive Plan.

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.

POLICIES	IMPLEMENTATION STRATEGIES	PRIMARY RESPONSIBILITY	TIME FRAME
GROWTH MANAGEMENT			
2.1 FOCUS GROWTH TO ACHIEVE A BALANCED MIX AND ARRANGEMENT OF LAND USES.			
URBAN CENTER LAND USES			
2.1A Implement the subarea plans to focus growth into three communities in the Urban Center.	Implement the subarea plans' action plans. Prioritize projects, track progress, and reevaluate prioritization over time.	Planning Commission, City Staff	Ongoing
	Work with the Port of Seattle to attract a mixture of uses supportive of and benefited by high capacity transit.	City Staff,	Immediate , Ongoing
	Prioritize infrastructure investments that would serve growth in the Urban Center.	City Council, City Staff	Ongoing
2.1B Direct moderate and high density residential development to the Urban Center.	Incentivize multi-family residential projects in the Urban Center through measures such as density bonuses, multifamily tax credits, and infrastructure improvements.	Planning Commission, City Council	Short-Term (1 – 2 years)
	Streamline the development review process for proposed high density residential development in the Urban Center.	Staff	Short-Term (1 – 2 years)
	Evaluate and implement options for promoting mixed-use residential development in the Urban Center.	Planning Commission, City Council, City Staff	Immediate, Ongoing

Land Use Implementation Strategies Table – DRAFT V2 12/16/14

POLICIES	IMPLEMENTATION STRATEGIES	PRIMARY RESPONSIBILITY	TIME FRAME
<p>2.1C Promote development that reduces block sizes in the Urban Center.</p>	<p>Identify desirable linkages and secure access through purchase or easements.</p>	<p>City Staff, Planning Commission, City Council</p>	<p>Immediate</p>
<p>2.1D Focus retail development within the City Center and station areas.</p>	<p>Encourage retail to remain or locate in existing buildings in the City Center and station areas through strategies such as business incubator programs, business support and development (e.g., community lending, Community Development Corporations, small business assistance), and storefront and streetscape improvements.</p>	<p>City Staff, Planning Commission, City Council</p>	<p>Immediate</p>
	<p>Evaluate and implement options for promoting retail development in the station areas.</p>	<p>Planning Commission, City Council, City Staff</p>	<p>Short-Term</p>
	<p>Streamline development review for projects including retail in the City Center and station areas.</p>	<p>Staff</p>	<p>Short-Term (1-2 years)</p>
<p>GENERAL GROWTH</p>			
<p>2.1E Promote efficient use of land.</p>	<p>Amend the Zoning Code to Remove "Single Detached Dwelling Unit" as an allowed use in the UM and UH zones, except as part of a Small Lot Single Family Development (see SMC 15.19.750).</p>	<p>City Staff, Planning Commission, City Council</p>	<p>Short-Term (1 – 2 years)</p>
	<p>Amend the Zoning Code to establish a minimum density for multifamily residential zones.</p>	<p>City Staff, Planning Commission, City Council</p>	<p>Short-Term (1 – 2 years)</p>

Land Use Implementation Strategies Table – DRAFT V2 12/16/14

POLICIES	IMPLEMENTATION STRATEGIES	PRIMARY RESPONSIBILITY	TIME FRAME
	Amend the Zoning Code to incentivize development of residential properties to the maximum densities allowed by the zone. Incentives may include: <ul style="list-style-type: none"> • Reduced infrastructure requirements. • Building placement specifications to ensure further land division in the future. • Regulate by density in lieu of lot size standards. 	Planning Commission, City Council	Short-Term (3 – 5 years)
	Streamline the Planned Unit Development (PUD) process and requirements for residential development on large, vacant parcels.	Planning Commission, City Council	Short-Term (3 – 5 years)
2.1F Amend zoning to achieve the vision illustrated on the City's Land Use Plan Map.	Identify properties inconsistently zoned for their land use designation.	City Staff	Immediate
	Develop a strategy for rezoning those properties consistent with the Comprehensive Plan.	Planning Commission, City Staff	Short Term (1-3 years)
	For the identified properties, inform property owners and developers of long-term City goals and associated zoning amendment options and processes.	City Staff	Ongoing
	Prioritize infrastructure improvements on properties with development proposals that align with long-term City goals.	City Council	Ongoing
2.1G Ensure that future uses of Highline School	Maintain regular contact with school district officials to obtain up-to-date information on abandoned facilities.	City Staff, City Council, School District	Ongoing

POLICIES	IMPLEMENTATION STRATEGIES	PRIMARY RESPONSIBILITY	TIME FRAME
District’s properties are compatible with adjacent land uses.	Identify specific properties of interest and present potential project/uses to school district officials.	City Staff, City Council	Immediate
	Work with Highline School District (HSD) to develop implementation plans for District facility reuse. Implementation plans should include: <ul style="list-style-type: none"> • Target types of development (e.g., residential, sports, commercial); • • Review and incorporate HSD’s Capital Facilities Plan into the Comprehensive Plan. 	City Staff, City Council, School District	Short-Term (3-5 years)
HEALTHY, EQUITABLE, AND CONNECTED COMMUNITIES			
2.2 CREATE EQUITABLE, WALKABLE, COMPACT, TRANSIT-ORIENTED COMMUNITIES.			
ACCESS TO TRANSPORTATION			
2.2A Establish land use patterns that promote multi-modal transportation.	Implement the City Center, 154 th Street, and Angle Lake Station Area Plans to ensure that a high intensity of residences and destinations (e.g., local-serving retail, community gathering places, parks, grocery stores, etc.) develop in station areas.	City Council, Planning Commission	Ongoing
	See implementation strategies for policies 2.1A-2.1D.	City Council, Planning Commission	Ongoing
	Prioritize pedestrian and bicycle infrastructure improvements in transit communities in the Transportation Improvement Program and the CIP	City Council, Planning Commission	Ongoing

Land Use Implementation Strategies Table – DRAFT V2 12/16/14

POLICIES	IMPLEMENTATION STRATEGIES	PRIMARY RESPONSIBILITY	TIME FRAME
<p>2.2B Promote dense residential and employment uses in transit communities to increase access to resources.</p>	<p>Streamline the development review process for proposed high density residential and commercial development in the transit communities.</p>	<p>Planning Commission, City Council</p>	<p>Medium-Term</p>
<p>ACCESS TO HEALTHY FOOD</p>			
<p>2.2C Incorporate consideration of physical health and well being into local decision-making, especially regarding community gardens.</p>	<p>Develop a neighborhood grant matching program to encourage small, neighborhood-led projects such as community gardens.</p>	<p>Staff, City Council</p>	<p>Short-Term</p>
	<p>Identify appropriate locations for community gardens.</p>	<p>Staff, Planning Commission</p>	<p>Short-Term</p>
	<p>Partner with interested land owners to encourage publicly accessible community gardens.</p>	<p>Staff, City Council</p>	<p>Medium-Term</p>
	<p>Allocate funding to support construction and maintenance of community gardens.</p>	<p>Staff, City Council</p>	<p>Short-Term</p>
	<p>Include community gardens in the Parks Plan.</p>	<p>Staff (Parks Dept.)</p>	<p>Ongoing</p>
	<p>Incentivize community gardens in or near multifamily developments.</p>	<p>Staff, Planning Commission, City Council</p>	<p>Short-Term</p>

Land Use Implementation Strategies Table – DRAFT V2 12/16/14

POLICIES	IMPLEMENTATION STRATEGIES	PRIMARY RESPONSIBILITY	TIME FRAME
<p>2.2D Support policy, systems, and environmental changes that result in increased access to healthy foods.</p>	<p>Conduct zoning code gap/barrier analysis to ensure that small-scale healthy food retail is allowed in all or most zones and has appropriate zoning definitions to allow the sale of fresh food.</p>	<p>City Staff, Planning Commission, City Council</p>	<p>Short-Term</p>
	<p>Include food access goals in development review and health impact assessments.</p>	<p>City Staff, Planning Commission, City Council</p>	<p>Short-Term and Ongoing</p>
	<p>Allow or reduce barriers for mobile produce markets and carts.</p>	<p>City Staff, Planning Commission, City Council</p>	<p>Short-Term</p>
	<p>Encourage retailers to accept federal nutrition program benefits.</p>	<p>City Council</p>	<p>Short-Term</p>
	<p>Offer density bonuses for new grocery retail.</p>	<p>Planning Commission, City Council</p>	<p>Short-Term</p>
	<p>Offer grants or culturally appropriate loans for small grocery assistance.</p>	<p>City Council</p>	<p>Short-Term</p>
	<p>Expedite permitting for grocery development in station areas.</p>	<p>Planning Commission, City Council</p>	<p>Short-Term</p>
	<p>Incentivize healthy food retail in or near multifamily housing.</p>	<p>Planning Commission, City Council</p>	<p>Short-Term</p>
	<p>Identify and/or assemble potential sites for new groceries.</p>	<p>City Staff, Planning Commission, City Council</p>	<p>Short-Term</p>
	<p>Improve pedestrian, bicycle, and transit connectivity to grocery stores.</p>	<p>City Staff, City Council, King County Metro</p>	<p>Short-Term</p>

Land Use Implementation Strategies Table – DRAFT V2 12/16/14

POLICIES	IMPLEMENTATION STRATEGIES	PRIMARY RESPONSIBILITY	TIME FRAME
<p>2.2E Provide opportunities for walking-distance shops, services, recreation, and healthy food sources.</p>	<p>Support business developments in the Neighborhood Commercial Districts:</p> <ul style="list-style-type: none"> • Encourage a variety of housing types in redeveloping neighborhood commercial areas to provide a varied customer base. • See implementation strategies for Policy 2.2G 	<p>City Council, City Staff</p>	<p>Ongoing</p>
	<p>Reduce parking requirements for retail uses located in areas with sufficient residential densities.</p>	<p>Planning Commission, City Council</p>	<p>Immediate, Short-Term (1 – 2 years)</p>
	<p>Prioritize recreation development and maintenance in station areas.</p>	<p>Staff (Parks)</p>	<p>Ongoing</p>
	<p>Develop safe connections (e.g., trails) connecting parks and station areas.</p>	<p>Staff (Transportation and Parks)</p>	<p>Short-Term</p>
	<p>Require through-block connections on large blocks to increase walkability to destinations.</p>	<p>Staff, Planning Commission, City Council</p>	<p>Immediate</p>
<p>ACCESS TO HOUSING</p>			
<p>2.2F Foster high quality, diverse, and affordable housing.</p>	<p>Review and streamline the multifamily residential design standards.</p>	<p>Staff, Planning Commission, City Council</p>	<p>Short-Term</p>
	<p>Develop and pass an inclusionary zoning ordinance to require diverse and affordable housing.</p>	<p>Staff, Planning Commission, City Council</p>	<p>Medium-Term</p>
	<p>See the Housing Element's Implementation Strategies 3.6A through 3.6J.</p>	<p>Staff</p>	<p>Short-Term</p>
<p>ACCESS TO NEIGHBORHOOD SERVICES</p>			

Land Use Implementation Strategies Table – DRAFT V2 12/16/14

POLICIES	IMPLEMENTATION STRATEGIES	PRIMARY RESPONSIBILITY	TIME FRAME
<p>2.2 G Encourage neighborhood scale resident-serving commercial development in appropriate locations outside of the Urban Center.</p>	<p>Identify and Zone areas appropriate for neighborhood-scale commercial or mixed-use developments within approximately a half mile of all residents.</p>	<p>Planning Commission, City Council, City Staff</p>	<p>Short-Term (1 – 2 years)</p>
	<p>Prepare development standards to assure integration into existing neighborhoods.</p>	<p>Planning Commission, City Council, City Staff</p>	<p>Short-Term (1 – 2 years)</p>
<p>2.2I Allow commercial uses that serve neighborhood needs on the ground floors of residential buildings in the high density zones.</p>	<p>Ensure that zoning allows neighborhood-serving commercial uses on the ground floors of residential buildings in high density zones.</p>	<p>Planning Commission, City Council</p>	<p>Short-Term (1 – 2 years)</p>
<p>2.2J Encourage the development of small, “resident-oriented” businesses in SeaTac.</p>	<p>Identify types of resident-oriented businesses and potential locations and actively recruit them.</p>	<p>Soundside Alliance</p>	<p>Ongoing</p>
	<p>Explicitly list the resident-oriented types of businesses identified by the City in the implementation strategy listed above as “permitted uses” in the zoning code.</p>	<p>Planning Commission, City Council</p>	<p>Short-Term (1 – 2 years)</p>
	<p>Explore and then implement economic development strategies such as small business incubators to encourage resident-oriented businesses.</p>	<p>Soundside Alliance</p>	<p>Ongoing</p>
	<p>Offer grants or culturally appropriate loans to small businesses serving neighborhoods.</p>	<p>City Council</p>	<p>Short-Term and Ongoing</p>
<p>CITYWIDE LAND USES</p>			

POLICIES	IMPLEMENTATION STRATEGIES	PRIMARY RESPONSIBILITY	TIME FRAME
2.3 ACHIEVE A MIX OF HOUSING TYPES.			
RESIDENTIAL LOW DENSITY (SINGLE FAMILY)			
2.3A Stabilize and protect existing single family neighborhoods in a Residential Low Density (Single Family) area.	Maintain the current single family residential zone (currently zoned as UL) boundaries except where otherwise noted in this Comprehensive Plan.	Planning Commission, City Council	Ongoing
	Continue to exclude new multifamily residential structures as permitted uses in the UL zone through the Zoning Code.	Planning Commission, City Council	Ongoing
	Review the Zoning Code’s list of “permitted” and “conditional” uses on a regular basis to ensure that these uses continue to be appropriate within their applicable zones.	Planning Commission, City Council	Ongoing
	Maintain code enforcement activities to ensure protection from illegal/inappropriate land uses and activities.	City Staff	Ongoing
TOWNHOUSE			
2.3C Maintain single family characteristics while building densities through a Townhouse designation.	Encourage townhouse development in the Townhouse and Residential Medium Density Zones.	Planning Commission	Ongoing
	Amend the Zoning Code’s Townhouse development standards to simplify and streamline.	City Staff, Planning Commission	Ongoing

Land Use Implementation Strategies Table – DRAFT V2 12/16/14

POLICIES	IMPLEMENTATION STRATEGIES	PRIMARY RESPONSIBILITY	TIME FRAME
RESIDENTIAL HIGH MIXED USE			
2.3F Promote high density residential development through the Residential High Mixed Use designation.	Amend the Zoning Code to allow non-residential uses only as part of a residential project.	City Staff, Planning Commission, City Council	Immediate
	Review, and amend as necessary, development standards to ensure public and private open space, compatibility with neighboring uses, and quality building-street interaction.	City Staff, Planning Commission, City Council	Short-Term
2.4 SERVE NEEDS THROUGH APPROPRIATE COMMERCIAL LAND USES.			
COMMERCIAL LOW DENSITY			
2.4A Enhance low to medium density residential neighborhoods with designated Commercial Low Density areas.	See strategies under Access To Neighborhood Services: 2.2G – 2.2J		
OFFICE/COMMERCIAL/MIXED USE			
2.4C Prohibit single use retail and commercial.	Review and amend as necessary the Office/Commercial/Mixed Use zone’s development standards to ensure the proper mix of uses is required.	City Staff	Short-Term
COMMERCIAL MEDIUM DENSITY			
2.4E Encourage a mix of land uses in the Commercial Medium Density designation.	See Urban Center and Healthy, Equitable, and Connected Communities policies above, particularly 2.1D, 2.2A, 2.2E, 2.2H, and 2.2J.		
AVIATION BUSINESS CENTER			

POLICIES	IMPLEMENTATION STRATEGIES	PRIMARY RESPONSIBILITY	TIME FRAME
<p>2.4G Allow development that creates a pedestrian-friendly, major commercial center through the Aviation Business Center (ABC) designation.</p>	<p>As necessary, review and amend the Zoning Code’s ABC provisions to foster the desired development.</p>	<p>Planning Commission, City Council</p>	<p>Ongoing</p>
<p>2.4H Attract businesses oriented to and compatible with Airport operations in the southern portion of the ABC designation.</p>	<p>Identify local, regional, and national companies with Airport-oriented distribution needs, and encourage them to construct a major facility in SeaTac. [See the Economic Vitality Element for more strategies on business attraction.]</p>	<p>City Staff Soundside Alliance</p>	<p>Ongoing</p>
<p>2.5 MANUFACTURING, INDUSTRIAL, AND BUSINESS PARK LAND USE</p>			
<p>2.5A Concentrate manufacturing, industrial, and business park uses in appropriate locations.</p>	<p>Identify regional companies with Airport-oriented distribution needs, and encourage them to construct a major facility in SeaTac. [See the Economic Vitality Element for more strategies on business attraction.]</p>	<p>City Staff Soundside Alliance</p>	<p>Short-Term (1 – 2 years), Ongoing</p>
<p>2.5B Discourage inappropriate, heavy manufacturing businesses from locating in SeaTac, excluding Airport-sited uses.</p>	<p>Revise the Zoning Code to make the following uses subject to the conditional use review process in Zones where they are permitted:</p> <ul style="list-style-type: none"> • Textile Mill • Chemical/Petroleum Products • Rubber/Plastic/Leather/Mineral Products • Primary Metal Industry 	<p>Planning Commission, City Council</p>	<p>Short-Term (1 – 2 years)</p>
<p>AIRPORT</p>			

Land Use Implementation Strategies Table – DRAFT V2 12/16/14

POLICIES	IMPLEMENTATION STRATEGIES	PRIMARY RESPONSIBILITY	TIME FRAME
<p>2.5E Encourage compatible land uses adjacent to the Airport.</p>	<p>Work with the City of Burien Planning Commission (e.g., meet periodically) on issues of compatibility between Westside land uses and adjacent Burien residential properties.</p>	<p>Planning Commission</p>	<p>Ongoing</p>
<p>2.5F Work with the Port of Seattle to implement the ILA.</p>	<p>Amend the Zoning Code and Map as necessary to make it consistent with the ILA.</p>	<p>Planning Commission, City Council, Staff, Port of Seattle</p>	<p>Ongoing</p>
<p>2.6 PARKS AND OPEN SPACE LAND USE</p>			
<p>2.6A Maintain a Park land use designation.</p>	<p>Coordinate Planning, Parks, and Environmental plans to ensure adequate recreation opportunities and conservation and protection of environmental resources and ecosystem services.</p>	<p>City Staff, City Council</p>	<p>Ongoing</p>
<p>2.7 ESSENTIAL PUBLIC FACILITIES</p>			
<p>2.7A Partner with Sound Transit to implement light rail transit facilities consistent with the City's preferred route/alignment.</p>	<p>Engage in Sound Transit's Federal Way Link Extension planning and environmental review process to ensure SeaTac's preferred Highway 99 alignment is understood.</p>	<p>City Staff, Planning Commission, City Council</p>	<p>Immediate</p>

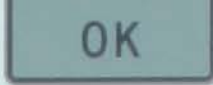


Exhibit C-1
Date: 1-20-15

SEATAC COMPREHENSIVE PLAN ELEMENTS

VOLUME

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ACKNOWLEDGEMENTS

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INTRODUCTION AND FRAMEWORK

CHAPTER 1



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INTRODUCTION

The City Council adopted the SeaTac Comprehensive Plan (Plan) in December of 1994, has amended it annually through 2013, and completed a major update in 2015. This Plan provides a comprehensive and cohesive guide for the City of SeaTac through 2035.

What is a Comprehensive Plan?

SeaTac, as well as other jurisdictions in Washington, conducts its planning for the City under the Growth Management Act (GMA), adopted by the Legislature in 1990 and 1991. This law requires the City to have a comprehensive plan, a document that sets the vision for the future of a city. Since the GMA was adopted, planning has evolved from primarily addressing physical aspects of city development (e.g., land use, utilities and transportation facilities) to recognize the need to address emerging issues like human induced climate change and the connection between land use and public health. SeaTac's Plan contains broad statements of community goals and policies, as well as specific steps for achieving them. It also contains a future land use map which guides the ultimate physical development of the city. This Plan anticipates change and provides specific guidance for future legislative and administrative actions. The plan reflects community involvement, technical analyses, and the judgment of decision-makers.

SeaTac's Subarea Plans

The Plan is supported by three subarea plans. Subarea plans are similar to comprehensive plans in that they contain a future land use map, statements of community goals and policies, and steps for achieving them, specific to a particular area of the city, or "subarea." These subarea plans fit within the vision articulated by the Plan, add detail for the given subarea, and are considered to be elements of the Plan.

The City of SeaTac has adopted three subarea plans as elements of its Plan:

1. The City Center Plan (adopted in December of 1999) adds detail for the City Center subarea;
2. The South 154th St. Station Area Action Plan (adopted in December of 2006) applies to the part of SeaTac within one quarter mile of the Tukwila International Boulevard light rail station; and
3. The Angle Lake Station Area Plan (expected adoption in the spring of 2015) applies to the area in the vicinity of S 200th Street and 28th Avenue S.

These subareas are identified on the Plan's Land Use Plan Map.

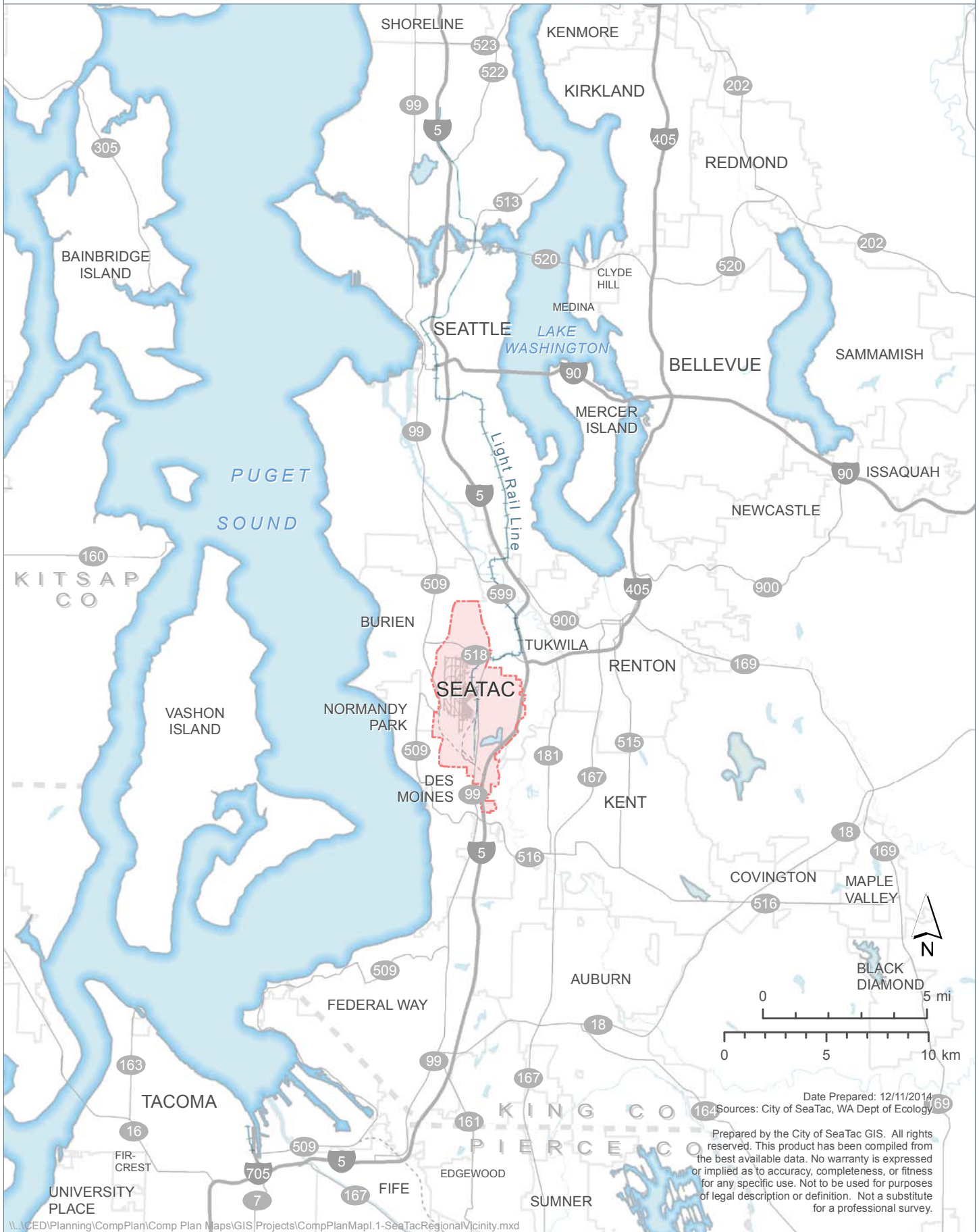
SeaTac Planning History

The City of SeaTac incorporated in February 1990. Prior to that, SeaTac was part of unincorporated King County and was addressed in County planning studies. Soon after incorporation, the City Council adopted three existing documents as its interim Comprehensive Plan. The interim plan was later modified and updated several times. While considerable planning accomplishments were achieved in the first few years of existence, the base of this document, the 1994 City of SeaTac Comprehensive Plan was the first complete plan to be prepared and adopted by the SeaTac City Council.



See the Land Use Map 2.1 to view these subareas.

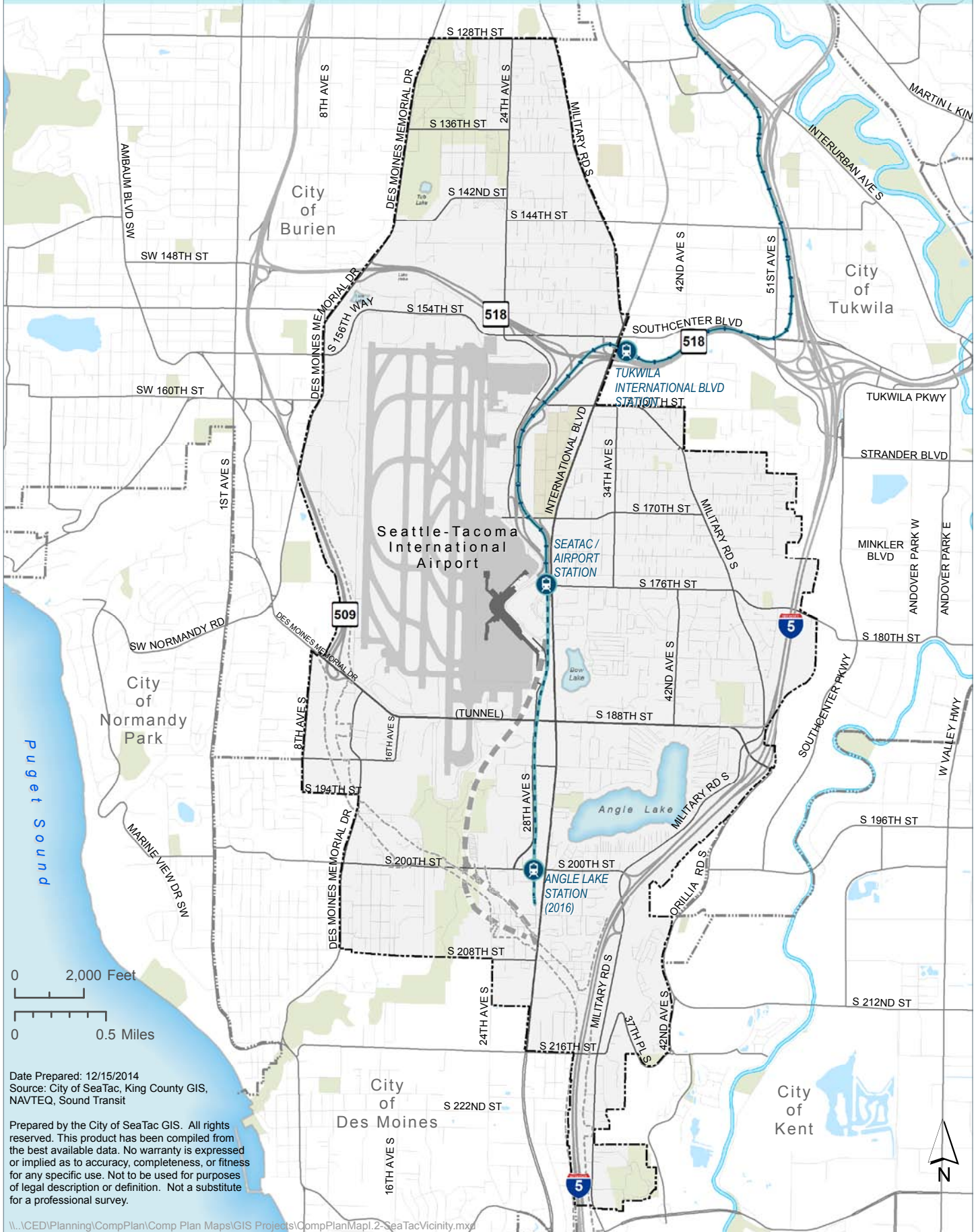
SEATAC REGIONAL VICINITY



Date Prepared: 12/11/2014
Sources: City of SeaTac, WA Dept of Ecology
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.

Map 1.1. Regional vicinity

CITY OF SEATAC - LOCAL VICINITY



Date Prepared: 12/15/2014
Source: City of SeaTac, King County GIS, NAVTEQ, Sound Transit

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Comprehensive Plan Development

SeaTac residents, businesses, City boards and commissions, and City staff have helped develop and amend this Plan. The Planning Commission oversees this process and recommends the Plan to the City Council. The Commission is a group of citizens appointed by the City Council to make recommendations to the Council about growth and development issues. It gives direction and assistance to City staff in preparing and amending the Plan.

The SeaTac community has been regularly involved in the planning process. The City has hosted numerous public forums, hearings, and surveys to obtain meaningful comments on draft goals and policies. The results have provided direction to this Plan.

Comprehensive Plan Implementation and Amendments

The planning process does not end with Plan adoption. Instead, the process changes from preparing the Plan document to implementing its goals and policies. The Plan may also need revisions as the conditions and needs of the City change. The Growth Management Act allows for cities “to establish procedures whereby proposed amendments or revisions of the comprehensive plan are considered by the governing body of the city no more frequently than once every year.” At this time, the City has decided to consider amendments to the Plan every two years.

Interjurisdictional Coordination

The City of SeaTac’s Comprehensive Plan is required by the Growth Management Act to be consistent with the Puget Sound Regional Council’s (PSRC’s) Vision 2040 Multicounty Planning Policies and King County’s Countywide Planning Policies. It must also be coordinated with the comprehensive plans adopted by neighboring jurisdictions. The communication among cities in King County has been impressive, starting with the seminal comprehensive planning work in the early 1990s and continuing today. As part of City and Region growth management planning efforts, SeaTac’s elected officials have been active members of regional groups, such as the Growth Management Planning Council (GMPC), King County Sound Cities Association, Growing Transit Communities Partnership, and Regional Transit-Oriented Development Advisory Committee. City of SeaTac staff has also participated in numerous growth management-related committees and work groups, including the GMPC Liaison Group and its Urban Centers Designation/Population and Employment Allocation Subcommittee, PSRC’s Multicounty Planning Policy Committee, King County’s Planning Directors Committee, King County’s Affordable Housing Technical Forum, King County’s Data Resources Technical Forum, and PSRC’s Regional Technical Committee.

Organization of the Comprehensive Plan

This Plan is split into two volumes. Volume 1 contains the City's vision statement, Plan Introduction and Framework Policies, and Plan Elements relating to land use, housing and human services, transportation, capital facilities, utilities, community image, economic vitality, environment, and parks, recreation, and open space. Volume 2 contains background information pertaining to the Plan elements.

Vision Statement

The City of SeaTac's vision is based upon the creative imagination, dreams, and common values of the City's residents and businesses.

The City hereby pledges its commitment to achieve the following vision for the future of the SeaTac community.

The City of SeaTac is envisioned to be economically strong, environmentally sensitive, visually pleasing, and people-oriented with a socially diverse but cohesive population and employment mix. These attributes create a positive identity and image for the community and contribute to a city of the future that works.

The essence of a growing, prosperous, and vibrant City of SeaTac is found not in its built or natural environment alone but in the collective spirit of those who live and who work within the SeaTac community.

The built aspects of this community—its residential and commercial structures, transportation network, park and recreation facilities, utility systems and other public and private facilities, as well as the natural environmental setting—are not considered as ends in themselves, but as means for enhancing the quality of life and enriching the human spirit.

FRAMEWORK



This section addresses general policies which are not specific to a particular element of the Plan.

The City Serves the SeaTac Community

GOAL 1.1

As a public entity, serve the good of the SeaTac community.

Policy 1.1A

Actively promote meaningful community engagement and implement an effective public awareness and notification process that encourages community involvement in all Comprehensive Plan, subarea plan, transportation, parks, and other planning or public project the City undertakes.

For the City to identify the needs and interests of a community, community members must be engaged in the planning process. The City should continue to provide a variety of opportunities (e.g., public meetings, surveys, neighborhood events, use of community liaisons, representative committees) for community members to voice their concerns and comments about the state of their city. Community meetings are a particularly valuable venue for staff to hear community concerns first-hand, initiate discussion among neighbors, and generate confidence among community members that issues and concerns will be heeded. In a culturally and linguistically diverse city, providing forums and outreach materials in multiple languages and specifically reaching out to community leaders are key strategies to engage all population segments.

Policy 1.1B

Support a culture of dialogue and partnership among community members, agencies, organizations, officials, and City departments.

Policy 1.1C

Serve as a model employer and public agency by providing an example to the larger community through equitable, healthy, and environmentally sound practices.

The City can further its stance on sustainability and lead implementation efforts through socially equitable hiring and contractual practices, purchasing eco-friendly supplies that are sourced from “fair trade” companies, providing healthy food options in City Hall, reducing energy use within public buildings, and promoting non-motorized and eco-friendly travel for City staff.



See the Capital Facilities Element for ways the City is implementing environmentally sound practices.

Policy 1.1D

When preparing City policies and regulations, take into account the good of the community as a whole, while treating property owners fairly and allowing some reasonable economic use for all properties. Provide a predictable and timely permit review process.

Policy 1.1E

Where possible, evaluate the effectiveness of policies, regulations, and other implementation actions in achieving SeaTac’s goals and vision and update the Plan as needed.

To ensure that the City is accomplishing what its policies intended and to respond to changing needs, develop a monitoring program with measurable outcomes. Use the ongoing evaluations to inform the yearly or two-year updates and mandated eight-year periodic updates to the Plan.

Consistency and Coordination

GOAL 1.2

Ensure that SeaTac’s Comprehensive Plan is internally consistent and remains consistent with the State’s Growth Management Act and regional growth management plans and policies.

Policy 1.2A

Manage population and employment growth in a way that is compatible with SeaTac’s values and aspirations while supporting the Vision 2040 Regional Growth Strategy.

Policy 1.2B

Ensure that the Comprehensive Plan’s policies remain consistent with PSRC’s Multicounty Planning Policies (Vision 2040 and Transportation 2040) and King County’s Countywide Planning Policies.

Policy 1.2C

Coordinate the SeaTac Comprehensive Plan with the Comprehensive Plans of adjacent cities.

Coordination with our neighboring cities is especially important for transportation, environmental, and recreational facilities and systems.

Policy 1.2D

Maintain internal consistency among Comprehensive Plan elements and with implementing development regulations.

See the Introduction and Framework Background Report for more information on GMA and regional consistency.

SeaTac’s Urban Center is a designated regional growth center. PSRC’s Vision 2040 envisions regional growth centers as major focal points of higher density population and employment, served with efficient multimodal transportation infrastructure and services. These regionally designated places are the primary locations for the arts, civic activity, commerce, and recreation. The regional growth centers, with their concentration of people and jobs, form the backbone for the transportation network of the four-county region. Linking these centers with a highly efficient transportation system allows the region to take actions to reduce the rate of growth in vehicle miles traveled, especially by providing and expanding transportation choices.

RECOMMENDED IMPLEMENTATION STRATEGIES



This section identifies the specific steps, or **implementation strategies**, that achieve this Element’s policies. It 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. Policy summaries are included in the table for reference.

As the Primary Responsibility column indicates, many of the implementation strategies will be initially undertaken by a specified board or commission. In most cases, the City Council will analyze the specific board/commission recommendation and make the final decision about how to proceed.

The time frame categories are defined as follows:

- Immediate within one year
- Short-Term one to five years
- Medium-Term six to 10 years
- Long-Term 11 to 20 years
- Ongoing the strategy will be implemented on a continual basis

The time frames 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.

POLICIES	IMPLEMENTATION STRATEGIES	PRIMARY RESPONSIBILITY	TIME FRAME
1.1 SERVE THE GOOD OF THE SEATAC COMMUNITY.			
1.1A Promote meaningful community engagement.	Implement an effective public awareness and notification process for all planning or public projects.	Planning Commission, City Staff	Ongoing
	Host a variety of events and opportunities (e.g., public meetings, surveys, neighborhood events, use of community liaisons, representative committees) for community engagement during planning processes.	City Staff, Sound Transit	Ongoing
	Provide forums and outreach materials in multiple languages appropriate for SeaTac demographics.	Planning Commission, City Council	Ongoing
	Build relationships with community leaders. Continue funding the “connector” community liaison program to ensure all populations are included in City processes.	City Staff, City Council	Ongoing
	Seek boards and commissions representative of SeaTac’s demographics.	City Staff, Commissions, City Council	Ongoing
1.1B Support a culture of dialogue.	Hold interdepartmental meetings at least monthly to coordinate projects and planning across “silos.”	City Staff	Ongoing
	Brief elected officials regularly on departmental work and upcoming projects.	City Staff, City Council	Ongoing
	Maintain relationships with related organizations and agencies (e.g., PSRC, King County, nearby cities, nonprofits).	City Staff	Ongoing
	See community engagement measures in 1.1A to increase dialogue with community members.		

POLICIES	IMPLEMENTATION STRATEGIES	PRIMARY RESPONSIBILITY	TIME FRAME
<p>1.1C Serve as a model equitable, healthy, and environmentally sound employer and agency.</p>	<p>Hire staff and contractors in socially equitable ways, such as:</p> <ul style="list-style-type: none"> • Ensure a fair proportion of contracts are given to minority and women-owned businesses. • Seek people representative of SeaTac’s demographics to sit on Council, commissions, and committees. • Reserve at least one seat for youth on commissions and committees and consider an honorary youth seat on Council. • Do not discriminate based on race, color, sex, sexual orientation, gender identity, ethnicity, religion, national origin, pregnancy, genetic information, marital status, disability, or status as a U.S. veteran. 	<p>City Staff, City Council</p>	<p>Ongoing</p>
	<p>Work with school districts to promote civic engagement and encourage a diverse body of people to enter into civic work.</p>	<p>City Staff, City Council</p>	<p>Ongoing</p>
	<p>Where practical, purchase eco-friendly supplies that are sourced from “fair trade” companies.</p>	<p>City Staff, City Council</p>	<p>Ongoing</p>
	<p>Provide healthy food options at City Hall vending machines and events.</p>	<p>City Staff, City Council</p>	<p>Ongoing</p>
	<p>Reduce energy use within public buildings:</p> <ul style="list-style-type: none"> • Monitor and evaluate energy use. • Create a plan for energy reduction. • Implement plan. 	<p>City Staff, City Council</p>	<p>Ongoing</p>
	<p>In all new public buildings, build to a minimum of LEED Gold and aspire to Living Building Challenge level of environmentally friendly practices.</p>	<p>City Staff, City Council</p>	<p>Ongoing</p>

POLICIES	IMPLEMENTATION STRATEGIES	PRIMARY RESPONSIBILITY	TIME FRAME
	Promote non-motorized and eco-friendly travel for City staff by providing transit passes, high quality bicycle storage, showers, and electric vehicle charging stations and by locating and designing City facilities for multimodal access.	City Staff, City Council	Ongoing
1.1D Balance the good of the community and economic value.	Clearly indicate public benefit in City plans to clarify rationale behind regulations and permit review processes.	City Staff, City Council	Ongoing
	See permit review implementation strategies in the Economic Vitality Element.		
1.1F Evaluate the effectiveness of this Plan and update as needed.	Develop a monitoring program with measurable outcomes.	City Staff, City Council	Short-Term
	Evaluate performance in each goal area.	City Staff, City Council	Short-Term and Ongoing
	Use the above evaluation to inform the Plan's yearly or two-year updates and mandated eight-year periodic updates.	City Staff, City Council	Short-Term and Ongoing
	Update regulations and other implementation strategies as needed to respond to evaluation.	City Staff, City Council	Short-Term and Ongoing
1.2 ENSURE INTERNAL AND EXTERNAL CONSISTENCY.			
1.2A Manage population and employment growth compatible with SeaTac's values and aspirations while supporting the Regional Growth Strategy.	See community engagement strategies for Policy 1.1A and 1.1C for SeaTac's values and aspirations. Inform community of regional growth strategies.	City Staff, City Council	Ongoing

POLICIES	IMPLEMENTATION STRATEGIES	PRIMARY RESPONSIBILITY	TIME FRAME
	Update Land Use, Transportation, Economic Vitality, and other Elements as needed to reflect community needs and interests within the regional framework.	City Staff, City Council	Ongoing
	See interjurisdictional and regional planning strategies in 1.2B below.		
<p>1.2B Ensure that the Comprehensive Plan’s policies remain consistent with PSRC’s Multicounty Planning Policies (Vision 2040 and Transportation 2040) and King County’s Countywide Planning Policies.</p>	Periodically use Department of Commerce Growth Management Services and PSRC checklists to review the plan for consistency with State law and Multicounty Planning Policies.	City Staff, Planning Commission, City Council	Ongoing
	Dedicate staff time to remaining involved in PSRC and countywide planning efforts.	City Staff, City Council	Ongoing
<p>1.2C Coordinate the SeaTac Comprehensive Plan with the Comprehensive Plans of adjacent cities.</p>	Coordinate with neighboring cities, especially for planning transportation, environmental, and recreational facilities and systems.	City Staff, City Council	Ongoing
<p>1.2D Maintain internal consistency among Plan elements and with implementing development regulations.</p>	Periodically review the Plan and associated regulations for internal consistency.	City Staff, City Council	Ongoing



GLOSSARY

Accessory Dwelling Unit (ADU). An ADU, sometimes referred to as a “mother-in-law” unit, is a smaller, secondary housing unit that can be within, attached to, or detached from a single family dwelling unit. The provision of ADUs creates a greater variety of affordable housing options available to community members.

Acquisition. The act of acquiring land through purchase, dedication, condemnation, or donation.

Active Recreation. A form of recreational activity that is higher-intensity in nature; such activity often requires accommodating facilities such as basketball courts, baseball/football fields, or tennis courts.

Active Recreation Area. A relatively level, easily accessible open space that is improved with facilities for organized recreational activities to serve the immediate neighborhood.

Active Transportation. Active transportation refers to non-motorized transportation modes, such as bicycling and walking, that are well integrated with public transportation. People are more active when they ride a bike, walk or take public transportation, resulting in better public health and less impact on the environment.

Affordability Gap. Describes the difference between the average housing cost in a community and the ability of a household in that community to pay (at 30 percent of their income) for such housing.

Affordable Housing. Housing that is intended to serve individuals or families with very low to moderate incomes. In King County, families that make up to 30 percent of the median income are considered very low income; families that make from 30 to 50 percent of the median income are considered low income; and those earning 50 to 80 percent of the median income are classified as moderate income.

Amendment. A formal City Council change or revision to a City document such as the Comprehensive Plan, including the Plan’s text, maps, or the SeaTac Municipal Code.

Amenity Zone. An amenity zone is a horizontal zone within the right of way between the “walkable zone,” which is typically closer to the buildings and the curb/travel lanes that is used to place amenities and utilities like landscaping, street trees, junction boxes, light poles, mail boxes, benches, signage, etc.

Amortization. The gradual elimination of a permitted use over a given period of time. For example, signs and billboards in SeaTac are subject to an amortization period after which a nonconforming sign or billboard must be removed or brought into compliance with current regulations.

Annexation. The act of acquiring or adjoining a piece of land/area through a legally established process to an existing jurisdiction.

Appeal. The process through which an individual, group, or entity obtains formal review of a decision.

Aquifer. A natural underground layer usually made up of sand or gravel that contains water. Aquifers are important sources of domestic water supply.

Arterials. A through street serving major centers of activity and designed to carry the main traffic flow for a city or district. Arterials can include principal, minor, and collector arterials.

Auto-Oriented. A form of development that is shaped to accommodate the automobile, such as drive-throughs and wide streets; such development presumes that the automobile is the dominant mode of transport and consequently creates a pedestrian-unfriendly environment.

Benefit-Cost Ratio. Ratio used to evaluate the benefit of a project/action versus the cost of that project. The capital costs, plus the operation and maintenance costs, are usually included in the project cost.

Bicycle Facilities. A general term referring to improvements that accommodate or encourage bicycling.

Bicycle Lane. A portion of a public roadway designated by striping and pavement markings for the preferential or exclusive use of bicyclists.

Buffer. A buffer serves to separate land uses and mitigate the effects of one land use on the other.

Building Permits. Building permits are certificates that must be obtained from the municipality by the property owner or contractor before a building can be erected or repaired. It must be posted in a conspicuous place until the job is completed and passed as satisfactory by a municipal building inspector.

Build-Out. The point at which developable land, as designated by the Comprehensive Plan, is developed to its maximum desired capacity.

Built Environment. The urban environment consisting of buildings, roads, fixtures, parks, and all other improvements that form the physical character of a city.

Business Clusters. The clustering or concentration of businesses in a designated area encourages new and existing businesses to expand their markets and can initiate redevelopment and job creation. The City of SeaTac has identified seven geographic areas for business clusters (see Economic Vitality Policy 7.5C). These designated clusters are intended to serve as catalysts for redevelopment and job creation.

Capital Facilities Plan (CFP). A six-year plan for improvements to a jurisdiction's capital assets, such as transportation facilities, buildings, and parks.

Capital Improvement Program or Plan (CIP). Annual appropriations of a city's budget for capital improvements such as facility maintenance or improvements, street modifications, and building construction supported by a six-year

expenditure plan. The plan details type of improvement, funding source, and estimated time frame and expenditure.

Carrying Capacity. The number of individuals that an area can support given the quality of the natural environment and the level of technology of the population.

Central Business District (CBD). The primary concentration of centrally located business activity within an area. The downtown area.

City Center. The City of SeaTac's City Center stretches from S. 166th to S. 188th Streets, just east of the Airport. The vision for the City Center builds on the principles of transit-oriented development: a pedestrian-friendly, multimodal environment, with smaller retail and public spaces.

Cluster Development. Clustering can apply to commercial or residential zones. Commercially, complementary businesses can be located in the same area. In a residential development, homes can be "clustered" to minimize lot coverage and provide greater opportunity for open space.

Complete Community Complete. Communities provide all residents with access to a full range of amenities that make up a sustainable and healthful urban environment including access to parks and open spaces, opportunities for active transportation, access to healthy food, and reduced exposure to environmental hazards.

Community Development Block Grant (CDBG). Grant program administered by the U.S. Department of Housing and Urban Development (HUD) and the State Department of Housing and Community Development. Grants are used to benefit very low and low income households with an emphasis on housing and public improvement projects.

Community Gardens. A publicly accessible area of land managed and maintained by a group of individuals to grow and harvest food crops and/or non-food, ornamental crops, for personal or group use, consumption or donation.

Commute Trip Reduction (CTR). Washington's Commute Trip Reduction Law (CTR) (RCW 70.94.521 through 70.94.551) was passed in 1991 and aims to improve quality of life by

reducing traffic congestion, air pollution, and fuel consumption. To achieve these goals, employers are asked to develop CTR programs that encourage employees who drive alone to work to consider using alternative commute modes such as buses, vanpools, carpools, biking, or walking. Telecommuting and working a flexible work schedule such as the compressed workweek are other elements employers can implement to reduce single-occupant vehicle trips to the worksite.

Comprehensive Plan. A document that indicates how a city wants to grow and function within a designated future time frame. It should contain broad statements of community goals and policies, as well as steps for achieving them. The Plan is a legal document required by the Washington Growth Management Act (GMA) for high growth areas, like the Puget Sound region.

Conceptual Development Plan. A plan that creates a vision and implementation strategies for a project. Conceptual plans can be developed for a range of projects, from streetscapes to park designs.

Concurrency Standard. The principle by which public facilities and services must be available and ready for use at the time of new development. Such facilities must be in place or planned and financed before the development is permitted.

Conditional Use Permit (CUP). A permit granted by the Hearings Examiner that sets special conditions regarding a use in a zone where it is not normally allowed.

Congestion. A condition that does not permit movement on a transportation facility at optimal legal speeds, and is often characterized by unstable traffic flows. Recurrent congestion is caused by volumes that approach or exceed the roadway capacity. Nonreoccurring congestion is caused by actions such as special events and traffic accidents.

Corridor. A broad geographical area that defines general directional flow of traffic. It may encompass a mix of streets, highways, and transit alignments.

Countywide Planning Policies (CPP). A growth management policy plan required by the State

Growth Management Act (GMA) that promotes regional cooperation and specifies the roles and responsibilities of cities in the county.

Crime Prevention Through Environmental Design (CPTED). Design of environment to reduce crime opportunity and activity through natural, mechanical, and procedural means. The purpose of CPTED is to mold the built environment to reduce the incidence and fear of crime and enhance the quality of life.

Culvert. A closed conduit (pipe, drain, etc.) that carries surface water from ditches, swales, or open channels under roads, embankments, or surface structures.

Density. The level of development for a given area. For example, residential density is usually expressed as dwelling units per acre.

Density Bonus. Tool used to grant developers additional housing units or floor area to offset the cost of complying with a special standard or condition or to encourage development in a specific area.

Department of Housing and Urban Development (HUD). A Federal department responsible for the implementation and administration of U.S. Government Housing and Urban Development programs.

Design Review. A process that requires a review of the design or siting of structures prior to their approval by the City. This process can range from administrative review under prescribed standards to a more formalized hearing process involving approval by an appointed board.

Dwelling Unit. Any building or portion thereof which contains living facilities, including provisions for sleeping, eating, cooking, and sanitation for not more than one family. (SMC 15.10.195) **Easement.** Land that has specific air, surface or subsurface rights conveyed for use by someone other than the owner of the subject property or to benefit some property other than the subject property. (SMC 15.10.235)

Elevated Transit System. Transit system that operates entirely or partially on support structures above ground.

Environmental Impact Statement (EIS). A report, required by State law, that details the likely effects of a particular development or project on the environment.

Environmental Protection Agency (EPA). A Federal agency that is responsible for regulating environmental pollution and quality.

Erosion. The displacement of solids (mud, rock, silt, etc.) caused by wind, water, or other disturbance.

Essential Public Facilities (EPF). See Goal 1.7 in this Plan for more information about EPFs, as well as Figure A1.9 in the Land Use Background Report.

Federal Aviation Administration (FAA). A Federal agency that regulates aviation activity.

Federal Emergency Management Agency (FEMA). A Federal agency established in 1979 to respond to major emergencies. FEMA seeks to reduce the loss of life and protect property against all types of hazards through a comprehensive, risk-based emergency management program.

Floodplain. Low-lying areas next to a river, stream, or creek that are inundated by water during portions of the year.

Focal Point. The center of community attention; the area that establishes the identity of the community.

Frontage. The length of storefront or plot of land that runs the length of the street or shoreline.

Gateway. A special entry point into a defined area. Gateways may be marked by plazas, signs, or landscaping.

Goal. A general condition, ideal situation, or achievement that reflects societal values or broad public purposes.

“Grandfather” Clause (see definition of “Legal Nonconforming”). Informal term used to denote legal nonconforming status.

Groundwater. The supply of freshwater (usually found in aquifers) that often supplies wells and springs.

Growth Management. In Washington State, the process by which counties and cities seek to accommodate, in an orderly fashion, the level of housing and employment forecast for that county or city.

Growth Management Act (GMA). The Growth Management Act as enacted in Chapter 17, Laws of 1990, First Session and Chapter 32, Laws of 1991, First Special Session, State of Washington.

Growth Management Planning Council (GMPC). A council of elected officials from the King County Council, and the Councils of some cities in the county, with oversight responsibility over the Countywide Planning Policies, the County Benchmark Program, and Buildable Lands Program.

High-Capacity Transit (HCT). A system of transportation services that provides a higher level of passenger capacity, speed, and service frequency than traditional transit systems.

High Occupancy Vehicle (HOV). A vehicle with two or more occupants.

Historic Preservation. A movement that began in the 1960s to preserve and protect structures or landscapes of historical significance. Activities can include land conservation or the rehabilitation, restoration, and protection of buildings, districts, structures, sites, or objects of historical significance.

Home Occupation. A business or service operated out of a private home. Residents must acquire a home occupation permit prior to operation of such a business.

Impact Fee. A fee levied on a developer by the city, county, or special district as compensation for the anticipated impact of new development.

Impervious Surface. A hard surface that prevents or retards the infiltration of liquids into the soil mantle. Such hard surfaces cause an increased rate of runoff than under natural conditions. Impervious surfaces can include rooftops, patios, walkways, driveways, concrete or asphalt paving, and parking lots.

Implementation Strategy. An action, procedure, technique, or program that carries out a proposed plan or policy.

Infill Development. Development of vacant or underutilized lots as means to increase the density of a particular area.

Infrastructure. The basic capital facilities of an area that allows/fosters individual development to occur. For example, parks, open space, sewer lines, roads, water supply, storm drainage, electricity, schools, etc.

“In Lieu of” Fee. Cash payments that are required of an owner or developer as a substitute for required dedications or physical improvements. The fee is usually calculated in dollars per lot or square foot or building areas. These fees may also include tax contributions made to the City by businesses occupying large land parcels so that there is minimal loss in taxes on land that may otherwise be utilized for residential purposes.

Intensity of Use. The manner in which land is used, zoned, or planned. The more a site or area is developed and the more busy activities are associated with that development, the more intense the use is considered to be. The most intense use of land is heavy industrial uses with the least intensive being open space. Generally, this term refers to a hypothetical scale which places rural uses as least intense, proceeding through residential and commercial uses to industrial uses.

Interlocal Agreement (ILA). The ILA is a multifaceted 10-year binding agreement that was reached in 1997 between the Port of Seattle and the City of SeaTac. The ILA establishes a cooperative system for the City and Port to conduct joint planning for land use, surface water management, and economic development.

Jurisdiction. The term can include cities, counties, Federal and State agencies, and federally recognized tribes.

Landscaping. Foliage or vegetation that is planted to enhance the natural and built environment. Landscaping is often a requirement, specified by the SeaTac Municipal Code, of commercial or industrial development.

Legal Nonconforming. “Legal nonconforming” means any legally established use, structure, or development standard that is now out of compliance with current regulations.

Level of Service (LOS). A LOS can be applied to a number of areas and is often used to identify gaps in service (what currently exists, what is anticipated, and what is optimal). In transportation, LOS is measured in time of delay at signalized intersections. In parks planning, a LOS is calculated by the number of total park acreage per 1,000 persons.

Light Rail Transit (LRT). A fixed-guideway rail transit technology, which may operate either in mixed traffic (with an overhead power source, i.e., cable) or on a grade separated right-of-way.

Linkage. Linkages provide continuity and connection between various land uses. Visual linkages may include common or complementary landscaping between properties. Functional linkages may serve pedestrians, such as crosswalks or pedestrian bridges.

Litigation. The process of carrying out a lawsuit or the lawsuit itself.

Livability. A measure of the quality of life in a community, as determined by living conditions, climate, employment opportunities, school quality, recreation facilities, transportation infrastructure, medical or health facilities, security, etc. A community with a high quality of life has exceptional livability.

Local Improvement District (LID). A LID may be formed when (1) property owners petition the City as means to improve a public improvement (i.e., streets, water lines, sidewalks, etc.); or (2) if the city deems such improvements necessary. Property owners benefiting from the improvement are assessed a fee implemented through the LID; the funds are used for improvements in that district.

Low Impact Development. As defined by the Low Impact Development Technical Guidance Manual for Puget Sound, low impact development is a stormwater management and land development strategy that emphasizes conservation and use of on-site natural features integrated with engineered, small-scale hydrologic controls to more closely mimic predevelopment hydrologic functions. Low income families are considered to be those whose incomes do not exceed 50 percent of the median family income for the area.

Major Institution. An established organization or foundation of great importance and/or scope, especially one dedicated to education, public service, or culture.

Major Pedestrian Corridor. An alignment that is primarily for pedestrian use. Pedestrian-oriented frontage, plazas, street arcades, and other amenities are to be located along the corridor.

Manufactured Home. A single family residential structure that is constructed in a factory and designed for a foundation.

Median. (1) A landscaped or paved area on a major roadway that separates traffic moving in opposite directions; (2) The point at which one-half of a set is greater and one-half is less, such as median rent or median income.

Median Income. A derived statistic of income data collected of the population 15 years and over with income, excluding institutionalized persons; the income value of a specified group of individuals that divides the group into two halves (the groups split evenly below and above the median).

Mini-Park. A small neighborhood park that is usually one-quarter acre to one-half acre in size.

Mixed Use Developments. Area developments designed to be pedestrian-friendly that combine housing, commercial and/or offices in the same structures or on the same site. Often these developments are characterized by retail or offices on the first floor and housing on the second or third floors above storefronts, in an attempt to create more street life and a sense of community.

Mobile Home. A single family vehicular structure that is built in a factory and designed to be set with or without a permanent foundation.

Moderate Income. Families whose incomes are between 51 and 80 percent of the median family income for the area.

Multi-Family Development. Structures designed to contain more than one dwelling unit. Forms of multifamily development include townhouses, apartments, and condominiums.

Multi-modal. Concerning or involving more than one transportation mode including bicycling, public transit, ridesharing, walking, and driving.

Neighborhood Commercial Zone. The purpose of this zone is to provide convenient daily retail and some personal services for a limited service area, and to maintain or enhance the residential area that is served by the businesses. This is accomplished by limiting nonresidential uses to specific needed services, permitting mixed use of multi-family and retail, generally excluding community/regional business scale uses, and encouraging potential linkages to high capacity transit modes. (SMC 15.11.090)

Neighborhood Park. Typically are located within a residential area and provide passive, multiuse space as well as opportunities for active recreation. Serve a population within a one-half-mile radius.

Nodes. A concentrated center of development (including population and employment) that is well-defined, pedestrian- and transit-oriented, has good transit service, and compatible and diverse land uses.

Nonmotorized Transportation. Means of transportation that does not involve motorized vehicles, including, but not limited to, walking and bicycling.

Nonpoint Source. Sources of air or water pollution that enter the environment from dispersed (multiple) sources, such as stormwater runoff from parking lots, rather than a single point source, such as a discharge pipe from an industrial facility.

Objective. A discrete step, possibly among several, by which a broader goal may be accomplished.

Off-Street Parking. Parking often located in driveways or parking lots that is not on the street.

Open Space. Land intended for recreation or environmental protection purposes or as a scenic or aesthetic amenity. Open space may include, but is not limited to, lawns, decorative planting, buffers, walkways, active and passive recreation areas, playgrounds, fountains, swimming pools, wooded areas and watercourses. Open space does not include driveways, parking lots, or other surfaces designed or intended for vehicular traffic.

Passive Recreation. Form of recreation that involves lower-intensity activities and does not require significant facilities, such as nature enjoyment, bench sitting, sunbathing, bird watching, etc.

Pavement Management System (PMS). The PMS is used by the City to track and rate roadway surface conditions, prioritize resurfacing projects, and record information concerning roadway widths and shoulders.

Peak Hour. The time during which the maximum amount of traffic occurs. It may be specified as the morning peak hour or afternoon or evening peak hour.

Pedestrian Crossing. Street crossings where pedestrians have the right-of-way.

Permitted Use. A lawful use that complies with the standards and criteria set forth by the SeaTac Municipal Code.

Personal Rapid Transit (PRT). Transport method intended to give nonstop, on-demand transportation from any point on a special network to any other point on that network.

Planned Action. A type of project action that has had the significant environmental impacts adequately addressed in an EIS prepared in conjunction with a Comprehensive Plan or Subarea Plan. Such project actions expedite the development review process by anticipating the environmental impacts of a build-out scenario for a contained community or subarea of the City.

Planned Unit Development (PUD). A development permit that allows more flexibility in site development than a standard subdivision. A PUD may contain features such as variety in the type, design, and arrangement of structures; mix of land uses; conservation of natural land features; and efficient use of open space.

Planning Commission. The City of SeaTac has a City Council-appointed five-member Planning Commission that acts as an advisory body and takes part in administrative land use decisions.

Pocket Park. A small landscaped area or plaza in an urban area that provides an opportunity for visual relief, passive recreation, and public gathering.

Policy. A broad statement of regulatory intent based on community goals and objectives. Policies are used to both guide the drafting of the text of land use regulations and as a basis for discretionary decisions.

Public Access. The availability of facilities or land for use by the public.

Public Art. Sculptures, fountains, murals, paintings, or other forms of artwork that are located in public spaces for the benefit of public viewing and the enhancement of the built environment.

Public Facilities. Public facilities include such facilities as streets, roads, highways, sidewalks, street and road lighting systems, traffic signals, domestic water systems, storm and sanitary sewer systems, parks and recreational facilities, community centers, fire stations, City Hall, public libraries, and schools.

Public/Private Partnership. A combination of public and private resources to achieve a product that would be difficult to complete with private or public activity alone; such partnerships may refer to service delivery, such as child care, or to the construction of a building or plaza that may accommodate cultural facilities/activities, etc.

Public Services. Service provided to the public such as fire protection and suppression, law enforcement, public health, education, recreation, environmental protection, and other governmental services.

Public Transit. Passenger transportation service available to the public on a regular basis using vehicles that transport more than one person for compensation, usually, but not exclusively, over a set route or routes from one fixed point to another.

Puget Sound Regional Council (PSRC). The PSRC is an association of cities, towns, counties, ports, and State agencies that serves as a forum for developing policies and making decisions about regional growth and transportation issues in the four-county central Puget Sound region.

Regional Transportation Improvement Program (RTIP). The three-year, specific multi-modal program of regional transportation improvements of highways, transit, and other

modes. The TIP consists of projects drawn from the Seattle Metropolitan Transportation Plan as well as local plans and programs. The projects are directed at improving overall efficiency and people-moving capabilities of the existing transportation system.

Retroactive. Influencing or applying to a period prior to enactment, for example, a retroactive pay increase.

Ridesharing. The function of sharing a ride with other passengers in a common vehicle. The term is usually applied to carpools and vanpools.

Right-of-Way (ROW). The strip of land over which certain transportation and/or other public facilities are built including roads, railroads, and utility lines.

Riparian. Relating to land located on the banks of a river or stream.

Safe and Complete Streets. Safe and complete streets are streets for everyone. They are designed, operated and maintained to enable safe access for all users and all modes. Pedestrians, bicyclists, freight drivers, motorists and transit riders of all ages and abilities should be able to safely and appropriately move along and across a safe and complete street. Safe and complete streets make it easy to cross the street, walk to shops, and bicycle to work. They allow buses to run on time and make it safe for people to walk to and from train stations.

Sanitary Sewer Systems. All facilities, including approved on-site disposal facilities, used in the collection, transmission, storage, treatment or discharge of any waterborne waste, whether domestic in origin or a combination of domestic, commercial, or industrial waste.

SeaTac Economic Partnership (STEP). A formal partnership between the City of SeaTac, the Port of Seattle, and the South King County Chamber of Commerce, formed for the purpose of implementing SeaTac's economic development goals.

Secure Community Transition Facilities (SCTF). An alternative residential facility program operated or contracted by the Department of Social and Health Services that provides safe, secure housing for sex offenders. As defined

by the SeaTac Municipal Code, "An in-patient facility for Level III sex offenders civilly committed and conditionally released to a less restrictive alternative. An SCTF has 24-hour supervision and security, and either provides or ensures the provision of sex offender treatment services." (SMC 15.10.561.05)

Sedimentation. The gradual build-up of loose sediment, often caused by erosion. Rivers and streams are affected by sedimentation as increased turbidity can threaten habitat health.

Sensitive Area. Those features of the natural environment that are most susceptible to damage through human activities such as steep slopes, wetlands, and streams. These areas require adequate protection as to mitigate adverse environmental impacts.

Septic System. An on-site tank used for the collection and disposal of waterborne waste, usually generated by domestic use.

Setback. A required distance from a right-of-way or property line (etc.) that a building or structure must be set back to comply with established standards and codes.

Short-Platting. A process by which a legal lot is partitioned into smaller parcels. Four lots is the maximum number of lots that can be created through a single shortplat process in SeaTac. Short-platting may increase density in an area as well as provide property owners with an additional means to generate income.

Signage. General term used to describe public and private signs and their design characteristics.

Single Family Housing. A dwelling unit intended for occupancy by one family that may be independent or share common walls with adjoining structures.

Single-Occupant Vehicle (SOV). A vehicle with only one occupant.

Sound Transit. An agency that is building and operating a regional network of express buses, commuter rail, light rail and transit facilities that connects communities in King, Pierce, and Snohomish counties.

Special Needs Housing. Housing intended for special needs populations such as the elderly

and frail elderly, female-headed households with children, persons with disabilities, and the homeless.

Sprawl. Dispersed development outside of compact urban centers or towns along highways and in rural areas. This development pattern is more costly to serve with public infrastructure.

State Environmental Policy Act (SEPA). Chapter 43.21C RCW. SEPA requires that environmental impacts and values are considered in the decision-making process at the local, regional, and State level.

Stormwater. Precipitation that collects in natural or constructed drainage/stormwater systems after rainfall.

Street Furnishings. Public amenities provided by public/private development within the sidewalk right-of-way. Furnishings can include bus shelters, trash receptacles, planters, public art, benches, or drinking fountains.

Street Trees. Trees that are specifically planted on medians or sidewalks along the public right-of-way that are intended to help in traffic calming, enhance the visual quality of the street, provide shade, absorb pollutants and noise, and improve the overall pedestrian environment.

Streetscape. The design and appearance of streets, sidewalks, and the frontage of bordering development including landscaping, street furniture, signs, etc.

Traffic Calming. Refers to permanent, physical changes made with the intent to slow traffic, increase safety for both pedestrians and drivers, and/or decrease traffic volumes; such measures can include the installation of landscaped medians, street trees, bulbouts, curb extensions, speed humps, chicanes, or chokers.

Traffic Control Devices. Traffic signals, stop and yield signs, lane markings and traffic calming devices placed throughout the City.

Traffic Volumes. Measurement based on the average daily, a.m. peak-hour and p.m. peakhour traffic volumes on arterials.

Transit. Transportation services, usually publicly owned, available to the general public. Vehicles

may vary, but can include railcars, trolleys, buses, vans, or other high-occupancy vehicles.

Transit Community. Transit communities are generally considered the land within a half mile walking distance from the three light rail stations serving SeaTac. In some cases this land may extend beyond the Subarea boundaries.

Transitional Area. An area between two different zoning classifications that provides for a gradual transition.

Transit-Oriented Development (TOD). Form of development that maximizes investment in public transit infrastructure by concentrating development around transit stations and corridors; development in such “nodes” is intended to be pedestrianfriendly and accommodating to a variety of uses (mixed use development).

Transportation Demand Management (TDM). The concept of managing or reducing travel demand rather than increasing the supply of transportation facilities. It may include requirements of large employers in a jurisdiction to provide ridesharing or reduced-fare public transit options.

Transportation Facilities. Transportation facilities are defined as individually modal or multi-modal forms of transportation; facilities may be of local, regional, or statewide importance. Examples of facilities are highways, rail transit lines, transit stations, bicycle paths, airports and sea or river ports.

Transportation Improvement Program (TIP). A 10-year schedule of transportation improvements that the city has identified as necessary to maintain the adopted levels of service. The TIP includes brief descriptions and estimated costs for each project and is updated annually.

Unincorporated Area. A specific area that is beyond the boundaries of a jurisdiction and is not subject to rules and regulations of the jurisdiction.

Urban Center. Small, condensed clearly defined areas within which high levels of residential density and employment intensity is encouraged. SeaTac’s designated Urban Center includes the City Center and stretches approximately from SR 518 south to South 208th Street.

Urban Design. The art and science of giving form to the urban landscape; addresses the location, form, mass, and design of a number of components of the natural and built environment and combines elements of urban planning, landscape architecture, and architecture.

Urban Growth Areas (UGAs). Areas pursuant to RCW 36.70A.110 inside which urban growth shall be encouraged and outside of which growth can occur if it is not urban in nature.

Urban Plaza. A public gathering place in the urban center, often characterized by a courtyard or focal point such as a fountain. It should serve as a link between a building and the pedestrian network, and/or as a focal point between two or more structures.

Urban Village. A contained community within a city that includes single family and multifamily housing along with commercial and office uses serving local needs. Mixed use structures are encouraged.

Utilities. Facilities serving the public by means of a network of wires, pipes, and ancillary structures. Included are systems for the delivery of natural gas, electricity, telecommunication services, and water for the disposal of sewage.

Very Low Income. Families whose incomes do not exceed 30 percent of the median family income for the area.

Vulnerable Users. As defined by Washington State law, a “vulnerable user of a public way” means: pedestrians; a person riding an animal; or a person operating any of the following on a public way: a farm tractor or implement of husbandry, without an enclosed shell; a bicycle; an electric-assisted bicycle; an electric personal assistive mobility device; a moped; a motor-driven cycle; a motorized foot scooter; or a motorcycle.

Walkable Zone. A walkable zone is horizontal zone within the right of way or easement that is at least 4 feet wide and does not have a cross slope of more than 2%. The walkable zone shall be unobstructed, surfaced with a hard paving system and free of above grade utilities, shrubs or trees. Vehicles should not be allowed to park in these zones.

Watershed. The whole region that contributes to the water supply of a river or lake.

Wetland. Land where water saturation is the dominant factor determining the nature of wildlife, plants, and soil type. Wetlands generally include swamps, bogs, marshes, and similar areas.

Zoning. A map and ordinance text that divides a city or county into “zones” and specifies land uses, setbacks, lot sizes, landscapes, and size restrictions for buildings within that zone.

LAND USE ELEMENT

CHAPTER 2



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INTRODUCTION

The Land Use Element goals and policies guide the type, distribution, and location of land uses to direct SeaTac’s physical development. It provides the policy context for the City’s zoning code, development regulations and administrative processes, and investment decisions such as capital improvements and work plans for City staff, Planning Commission, City Council, and partners.

This Element is closely coordinated with the Housing, Transportation, Parks, Recreation and Open Space, Environmental Management, and Community Image Elements. This coordination ensures that residences and future development occur in areas that are best served by public transportation, walkable infrastructure, and open space while reducing impacts on the environment. For example, the Land Use policies encourage higher density housing with commercial services in close proximity to the three light rail stations, while Transportation Element policies encourage walking and bicycle routes in these areas. Likewise, Parks, Recreation, and Open Space Element policies ensure park access for people living in those areas. The Community Design Element augments Land Use Element policies by defining the desired character of new development.

Additional land use goals and policies are in the following three subarea plans: City Center Plan, South 154th Street Action Plan, and Angle Lake Station Area Plan.

MAJOR CONDITIONS



Major land use conditions include:

- The City of SeaTac is an urbanized area with little undeveloped land remaining within its boundaries.
- The Seattle-Tacoma International Airport (Airport) has a major land use presence in the City of SeaTac.
- SeaTac's commercial development has occurred in a linear manner, primarily along International Boulevard, rather than focusing in compact and complete communities.
- The completion of three Sound Transit light rail stations serving SeaTac will likely influence the types and amount of development attracted to SeaTac. Ensuring that change happens equitably and with regard for creating complete communities will be a challenge.
- SeaTac is a regional provider of affordable housing and business space. Increasing land values may increase the risk of residential and commercial displacement.
- Home to one of the most ethnically and racially diverse populations in Washington, SeaTac has a unique challenge in planning for a wide variety of land use and development needs and interests.
- Implementation of the City Center Plan and Station Area Plans and redevelopment in other areas have been hampered by a slow economy statewide.



GOALS AND POLICIES

This section contains SeaTac's land use goals and policies. Goals represent the City's general objectives, while policies provide more detail about the steps needed to achieve each goal's intent.

Growth Management

GOAL 2.1

Focus growth to achieve a balanced mix and arrangement of land uses that support economic vitality, community health and equity, and transit access.

Urban Center Land Uses

Policy 2.1A

Implement the City Center, South 154th Street Station Area, and Angle Lake Station Area Plans to focus the majority of SeaTac's commercial and residential growth and redevelopment into three distinct complete communities within SeaTac's designated Urban Center.

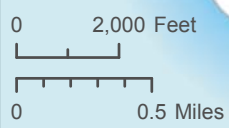
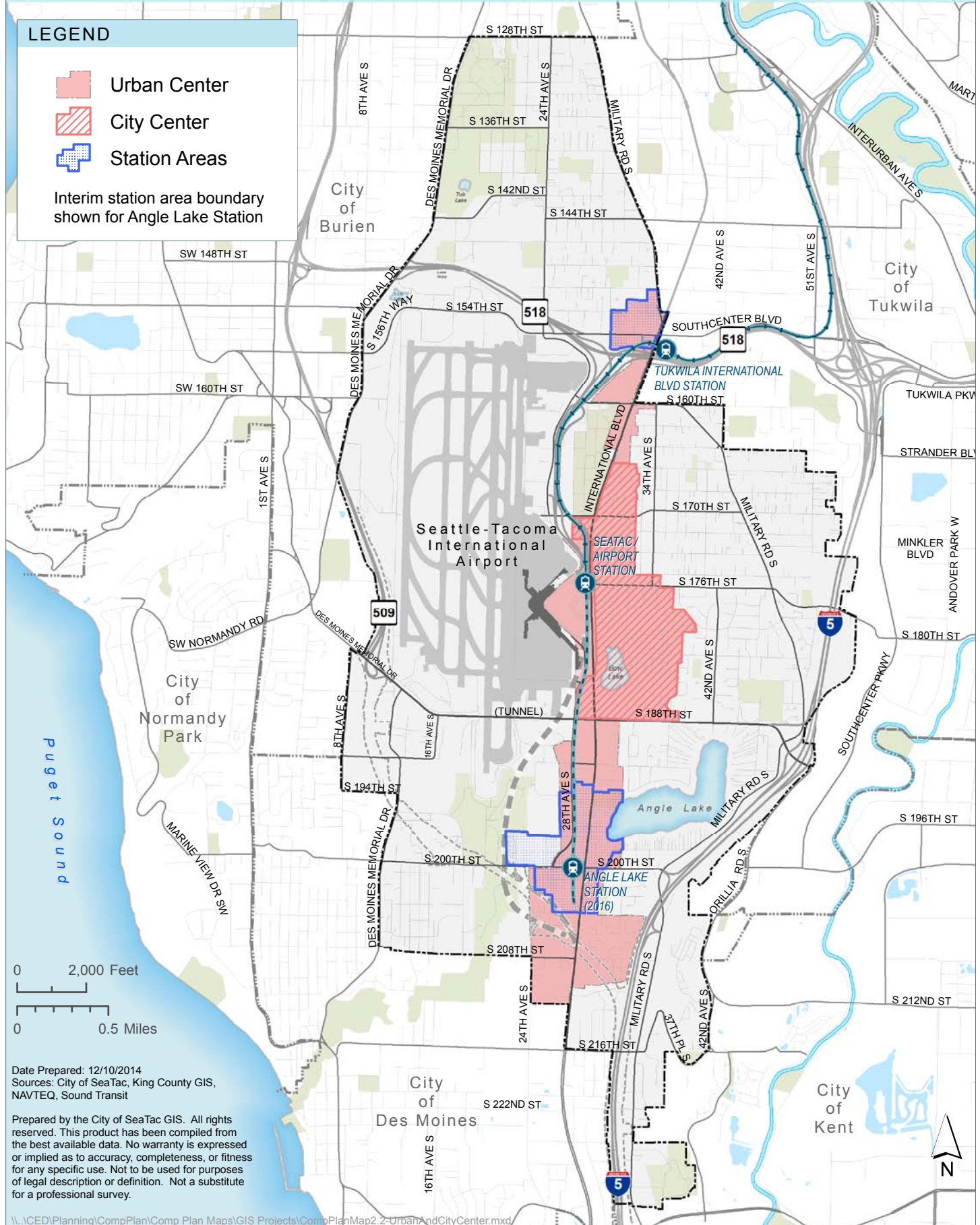
URBAN AND CITY CENTER



LEGEND

- Urban Center
- City Center
- Station Areas

Interim station area boundary shown for Angle Lake Station



Date Prepared: 12/10/2014
Sources: City of SeaTac, King County GIS, NAVTEQ, Sound Transit

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Map 2.1. Urban Center and City Center

Policy 2.1B**Direct moderate and high density residential development to the Urban Center, especially within the City Center and station areas.**

The Urban Center accommodates residents and employees in a mix of uses and structures. Moderate and high density residential uses are appropriate within the Urban Center, where residents can walk or ride transit to work, and take advantage of the employment and activities within the center.

Policy 2.1C**Promote development that reduces block sizes in the Urban Center, particularly in the City Center and the station areas, and provides a network of connected local streets to facilitate pedestrian circulation and transit accessibility.**

The physical layout of the Urban Center, including its street and sidewalk network, block size, and configuration, is perhaps the most crucial determinant of its pedestrian and transit accessibility. A dense network of connected streets provides pedestrians with direct, safe, and interesting routes between destinations. Development should add new streets to reduce the average block size in station areas from the current 11.4 acres to three to six acres.

Policy 2.1D**Focus retail development within the City Center and station areas.**

Most of the commercial development on International Boulevard consists of non-retail businesses such as hotels, restaurants, park 'n fly lots, offices, and a few auto-oriented retail establishments (e.g., used car sales). The Airport provides a large and relatively untapped market for retail activity in the City of SeaTac. More than 35 million passengers traveled through the Airport terminal in 2013, and the annual volume is projected to increase to 45 million passengers per year by 2024. This market could be tapped, especially if travelers could conveniently access shopping areas.

One-quarter to one-half mile is generally a comfortable walking distance. Figure 2.1 shows the one-quarter mile and one-half mile distances from the Airport/S. 176th Street and S. 154th Street light rail stations.

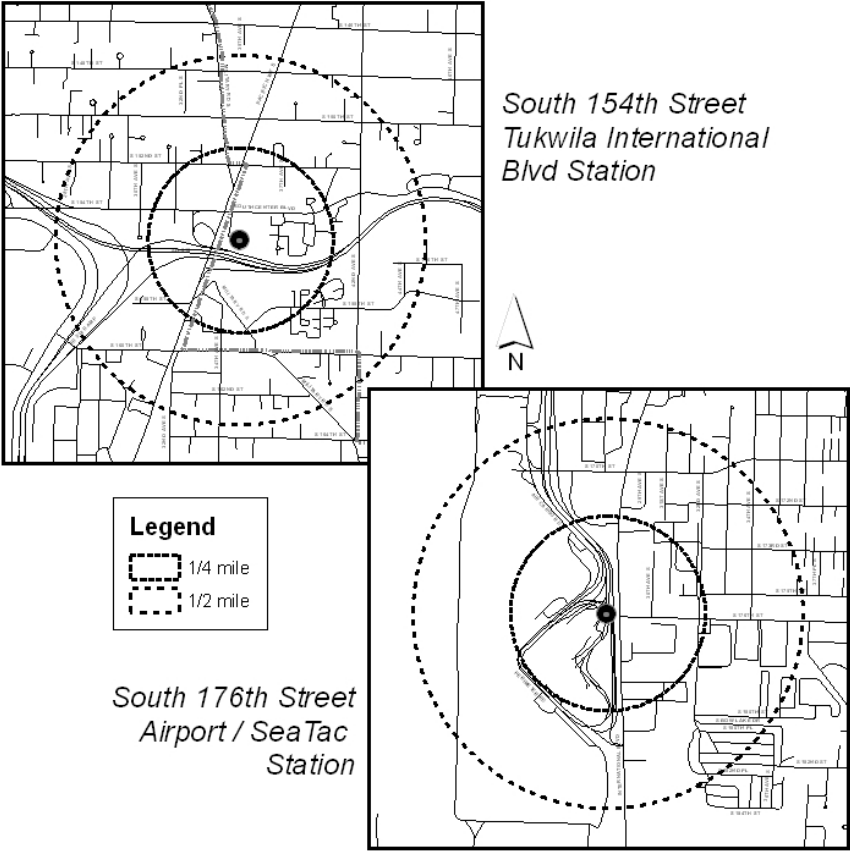


Figure 2.1. Station areas

General Growth

Policy 2.1E

Promote efficient use of land by requiring development of the appropriate type and density for each zone.

The Growth Management Act requires each city to accommodate its fair share of forecast growth. In King County, this fair share is called a “growth target.” To accommodate SeaTac’s growth target, minimum densities should be required in higher density zones.

Policy 2.1F

Amend zoning to achieve the vision illustrated on the City’s Land Use Plan Map in accordance with the adopted criteria below.

The Comprehensive Plan envisions the eventual rezoning of many areas of the City concurrent with public and private infrastructure development, market demand, and neighborhood compatibility. The Land Use Plan Map (Map 1.5) represents the outcome of this process over a 20-year horizon. Properties which are not zoned consistently with the Land Use Plan Map designations should be rezoned when the following criteria are satisfied:

1. Market demand is sufficient for blocks of land to be developed,
2. Infrastructure improvements are planned concurrently to serve the proposed development, and
3. The planned use is compatible with the surrounding neighborhood.

Property owners are encouraged to propose rezoning properties when, in their opinion, demand for such zoned property exists or will soon exist. Proposed zoning changes must satisfy the criteria listed above and be consistent with the Land Use Plan Map designations. However, piecemeal rezoning of an area on a lot-by-lot basis could be detrimental to public health, safety, and welfare. Such proposals should be postponed until the proposed zoning change area includes enough properties to fully realize the intent of this Plan.

Policy 2.1G

Ensure that the future uses of Highline School District’s unused/ unoccupied properties are compatible with adjacent neighborhoods and land uses.

A few of Highline School District’s sites, such as Riverton Heights Elementary School, Glacier High School, Boulevard Park Elementary School, and Maywood Elementary School, are no longer occupied or used by the school district. These sites present unique opportunities for neighborhood redevelopment projects through the rehabilitation of buildings and/or recreational facilities. Redevelopment of some of these facilities would enhance neighborhood character and provide additional space for private or public business endeavors.

Healthy, Equitable, and Connected Communities

GOAL 2.2

Create walkable, compact, transit-oriented communities with a range of transportation, employment, housing, recreation, goods, and service choices for residents of all income levels.

Access to Transportation Choices

Policy 2.2A

Establish land use patterns that promote walking, bicycling, and transit use to access goods, services, education, employment, and recreation.

Policy 2.2B

Promote dense residential and employment uses in transit communities to provide current and future residents with greater access to transportation, housing, and economic opportunities.



See related policies in the Transportation Element regarding multi-modal transportation options.

Transit communities are generally considered the land within a half mile walking distance from the three light rail stations serving SeaTac. In some cases this land may extend beyond the Subarea boundaries. Developing transit communities implements the Council-endorsed Growing Transit Communities Compact.



See the Parks, Recreation, and Open Space Policy 10.2 regarding geographically equitable distribution of recreation facilities.

Access to Healthy Foods

Policy 2.2C

Incorporate consideration of physical health and well-being into local decision-making by locating, designing, and operating public facilities and services in a manner that supports creation of community gardens on public open space in accessible locations.

Policy 2.2D

Support policy, systems, and environmental changes that result in increased access to healthy foods.

Policy 2.2E

Provide opportunities for shops, services, recreation, and access to healthy food sources within walking or bicycling distance of homes, work places, and other gathering places.

Access to Housing

Policy 2.2F

Foster high quality, diverse, and affordable housing.

Access to Neighborhood Services

Policy 2.2G

Encourage neighborhood-scale commercial development in appropriate locations outside of the Urban Center to serve needs of residents.

Although it is appropriate to direct most of the City's commercial growth to the Urban Center, there is also a need to serve the residential areas with neighborhood-scale commercial services. Small, neighborhood-scale commercial areas would provide residents with services and shopping opportunities close to home, which can reduce auto trips, provide opportunities for neighbors to meet, and help build a sense of community.

Policy 2.2H

Promote and incentivize developments in commercial designations with retail and service-oriented businesses on the ground floor or on the same site to serve employees, residents, and visitors.

A mixed use building/site has a mix of different uses within one structure or a given site, such as retail uses on the first floor with office and/or residential on the upper floors. This type of development promotes a more pedestrian-friendly environment and might encourage more resident-oriented businesses to locate in SeaTac. Ground floor activities should serve the daily needs of employees, residents, and visitors to provide the opportunity for a car-free lifestyle. These may include convenience shopping, specialty shops, and restaurants.



See the Housing and Human Services Element for related policies.



See the Urban Center Land Uses section for related policies.

Policy 2.2I

Allow commercial uses that serve neighborhood needs on the ground floors of residential buildings in the high density zones.

Examples of neighborhood-serving ground floor commercial uses include small grocery markets, hardware stores, bakeries, day care centers, dry cleaning, doctor's offices, hair salons, and coffee shops.

Policy 2.2J

Encourage the development of small, "resident-oriented" businesses in SeaTac.

While there is a large number of commercial businesses in SeaTac, many provide services that are primarily oriented to Airport-related visitors and daytime employees. The City should allow and strongly encourage businesses that cater to residents' needs such as hardware stores, bakeries, small grocery markets, bookstores, day care centers, restaurants, and cafes. These types of services also help to make the City more livable for families.

Policy 2.2K

Allow home occupations in residential areas subject to Zoning Code requirements for such business operations.

Home occupations allow small businesses to operate in a cost-effective manner. These types of businesses can be compatible within residential neighborhoods if the operation has a small number of employees, is incidental to the residence's primary use as a dwelling unit, and has no negative traffic or environmental impacts.

COMPREHENSIVE PLAN

City of SeaTac



LAND USE CLASSIFICATION

- Residential Low Density
 - Townhouse
 - Residential Medium Density
 - Residential High Density
 - Residential High Mixed Use
 - Commercial Low Density
 - Commercial Medium Density
 - Commercial High Density
 - Office/Commercial/Mixed Use
 - Aviation Business Center
 - Airport
 - Business Park
 - Industrial
 - Park
 - North SeaTac Park *
 - Urban Center Boundary
 - City Center Boundary
 - S 154TH ST Station Area
 - Angle Lake Station Area (Interim)
 - Future SR-509 Right-of-Way
 - Future South Access Expressway
 - Link Light Rail
- † The Land Use Plan Map utilizes a single designation ("Airport") for all properties owned or to be owned by the Port of Seattle under the Airport Master Plan as updated August 1, 1996.
- Conceptual location of high capacity transit station and support development. Actual location will be determined through environmental review and coordination with Sound Transit.
- * North SeaTac Park is covered under the "Tri-Party Agreement" between King County, the City of SeaTac, and the Port of Seattle, dated July 9, 1991, which ensures its use as park for at least 50 years.

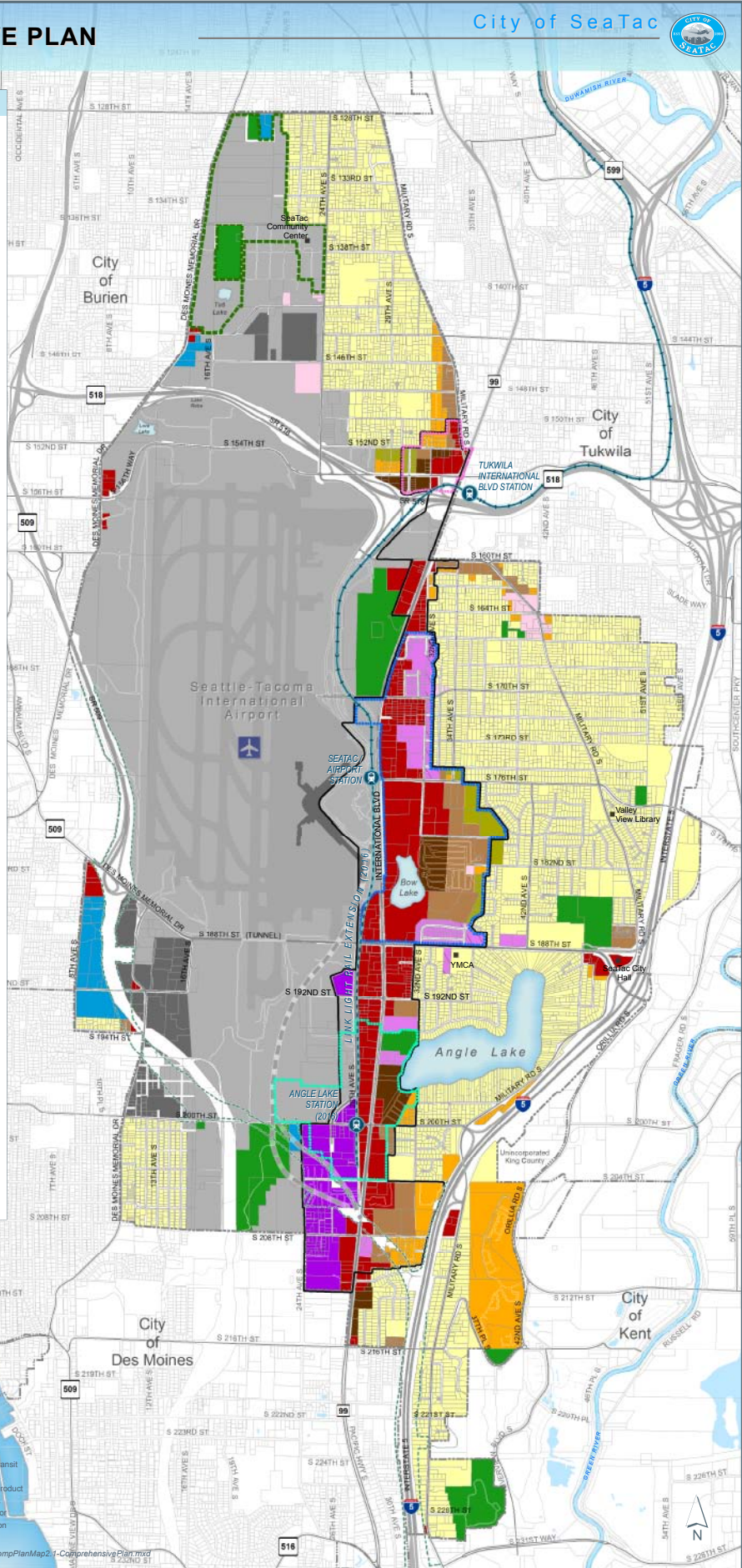
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Date Printed: 12/16/2014

Sources: City of SeaTac, King County GIS, NAVTEQ, Sound Transit

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Map 2.2. Comprehensive Plan land use designations

Citywide Land Uses

The geographic interpretation of Goals 2.1 and 2.2 is depicted on SeaTac's Land Use Plan Map (see Map 2.5 in the Land Use Element). Its land use designations fall under the following broad categories:

- Residential;
- Commercial;
- Manufacturing, Industrial, Business Park, and Airport;
- Park, and
- Other.

Residential Land Use

GOAL 2.3

Achieve a mix of housing types while maintaining healthy residential neighborhoods and guiding new housing development into appropriate areas.

Residential Low Density (Single Family)

Policy 2.3A

Stabilize and protect existing single family residential neighborhoods by maintaining a designated Residential Low Density (Single Family) area.

SeaTac's established residential neighborhoods are important components of the community and should be protected from negative impacts of conflicting or inappropriate nearby land uses. The character of healthy neighborhoods should be maintained since it provides a sense of well-being for residents and enhances the stability of the entire city. Land within the Residential Low Density areas is, and will continue to be, primarily single family in nature.

Policy 2.3B

Allow accessory units (sometimes called "mother-in-law units") in single family designations to provide additional housing opportunities and income sources for homeowners.

Townhouse

Policy 2.3C

Maintain single-family characteristics while building the densities that support transit ridership and nearby commercial activities through the Townhouse designation.

The Townhouse designation buffers Residential Low Density areas from more intensely developed residential or commercial/mixed use areas.

Purposeful design and placement of buildings, landscape, and open spaces will strengthen the characteristics of these land use designations. See the Community Image and Open Space Elements for these related policies.

The Residential High Mixed Use and Commercial High Density designations form the core of SeaTac's Urban Center.

Residential Medium Density

Policy 2.3D

Allow higher densities than single family areas while maintaining a desirable family environment through the Residential Medium Density designation.

This designation provides a transition between lower density and higher density areas. Examples of medium density uses include two- to four-story apartments and townhouses.

Residential High Density

Policy 2.3E

Provide a high density living option through the Residential High Density designation.

This designation provides a transition between lower density residential areas and commercial areas and is intended to be primarily residential in character. Examples of high density residential development include two- to four-story apartments and townhouses.

Residential High Mixed Use

Policy 2.3F

Promote high density residential mixed-use development that complements the bordering high density commercial area through the Residential High Mixed Use designation.

Commercial Land Use

GOAL 2.4

Serve the needs of the City's residents, businesses, and visitors through appropriate commercial land uses.

Commercial Low Density

Policy 2.4A

Enhance low to medium density residential neighborhoods by locating goods, services, and transit facilities in designated Commercial Low Density areas.

Commercial Low Density areas are generally located outside the Urban Center and provide convenient daily shopping and some services for a limited service area.

Office/Commercial/Mixed Use

Policy 2.4B

Allow mixed-use medium density development in the designated Office/Commercial/Mixed Use areas.

This designation is intended to be more residential in character than the Commercial Medium Density designation and is different from the Residential Mixed Use designation by allowing office as a primary use.

Policy 2.4C

Only allow retail and commercial uses in the Office/Commercial/Mixed Use designation when they are mixed with residential or office uses on the same site.

Commercial Medium Density

Policy 2.4D

Allow medium density development to accommodate office buildings, small hotels, restaurants, dense retail, apartments, or mixed residential/commercial developments in designated Commercial Medium Density areas.

Policy 2.4E

Encourage a mix of land uses in the Commercial Medium Density designation.

Vertical (within the same building) or lateral (within different buildings on the same site) mixing of uses is appropriate.

Commercial High Density

Policy 2.4F

Allow the highest concentration of development in the Commercial High Density designation to accommodate intense land uses, such as mixed-use hotels, office towers, and high density housing, to support transit/walking/bicycling communities.

Aviation Business Center

Policy 2.4G

Allow development that creates a pedestrian-friendly, major commercial center that supports employment, shopping, and childcare access for high concentrations of customers, visitors, and employees through the Aviation Business Center (ABC) designation.

The northern part of the ABC area (north of the SR 509 Extension right-of-way) around the Angle Lake light rail station should be particularly pedestrian and transit friendly.

Policy 2.4H

Attract businesses oriented to and compatible with Airport operations in the southern portion of the ABC designation.


The ABC district was created in 1991 to provide space for and encourage a wide mix of Airport-related businesses southeast of the Airport. These play a key role in the City’s economy.

Other Commercial Uses

Policy 2.4I

Protect designated land uses from the negative impacts of “adult entertainment” establishments.

To limit the negative impacts of adult entertainment businesses while allowing the required “reasonable opportunity” to operate, prohibit these establishments in proximity to sensitive land uses, such as facilities and businesses which provide services to children and/or youth.



See the Transportation Element to see related policies on connecting to local and regional transit and providing non-motorized travel options. Also see related policies in the Healthy, Equitable, and Connected Communities section.

Manufacturing, Industrial, and Business Park Land Uses

GOAL 2.5

Provide an appropriate level of manufacturing, industrial, and business park land uses within the City.

Policy 2.5A

Concentrate manufacturing, industrial, and business park uses in specific and appropriate locations to provide services and protect existing residential and other commercial areas.

Industrial and manufacturing establishments provide jobs for SeaTac residents and tax revenues for the City but are not always compatible with other land uses. To enjoy the benefits and minimize the adverse impacts of industrial and manufacturing establishments, the City of SeaTac should encourage the development of “clean, light manufacturing” and business park land uses with minimal environmental and land use impacts in this designation. Examples include high technology business firms, Airport-related warehousing, and light manufacturing that do not use toxic substances or emit pollutants.

Policy 2.5B

Discourage inappropriate, heavy manufacturing businesses from locating in SeaTac, excluding Airport-sited uses.

The development of new “heavy industrial” land uses, with their negative environmental impacts, are not appropriate for the City of SeaTac.

Business Park

Policy 2.5C

Allow non-polluting commercial land uses such as biotechnology, light manufacturing, electronics, computer technology, or communications equipment businesses while prohibiting land uses with significant environmental or nuisance impacts in the Business Park designation.

Airport

Policy 2.5D

Provide for the Airport and high intensity Airport-related facilities and activities.

This designation includes all properties owned or to be owned by the Port of Seattle under the Airport Master Plan. It provides for facilities and activities that are related to “Aviation Operations” or “Aviation Commercial” uses.



See the Environment Element for related policies.

Policy 2.5E

Encourage land uses adjacent to the Airport that are compatible with Airport operations.

The Federal Aviation Administration’s standards (under the Part 150 Program) identify compatible land uses for areas immediately adjacent to an airport. Improving land use compatibility in areas near the Airport enables the City to take better advantage of the job and tax revenue benefits of the Airport, maintain and enhance the Airport’s role as an essential public facility, and help reduce the negative impacts to City residents. Some appropriate land uses near airports include open space and passive park land, parking, transportation-related activities, and some manufacturing or business park uses. Multi-family housing that is constructed to meet the applicable noise standards and designed to recognize noise issues may be appropriate for areas within the 65 DNL area (see the Airport Noise Contours Map). Single family residential use, on the other hand, is an example of a land use that is not generally recommended adjacent to airports. Uses that are essential to the aviation function of an airport, including necessary support facilities, are considered elements of an airport as an Essential Public Facility (EPF), as addressed in Goal 2.7, and are subject to provisions of the ILA between the City and the Port of Seattle for the Airport. These land uses are addressed under the Recommended Implementation Strategies section.




The Interlocal Agreement between the City and the Port of Seattle contains detailed information about airport-related zones.

NOISE CONTOURS

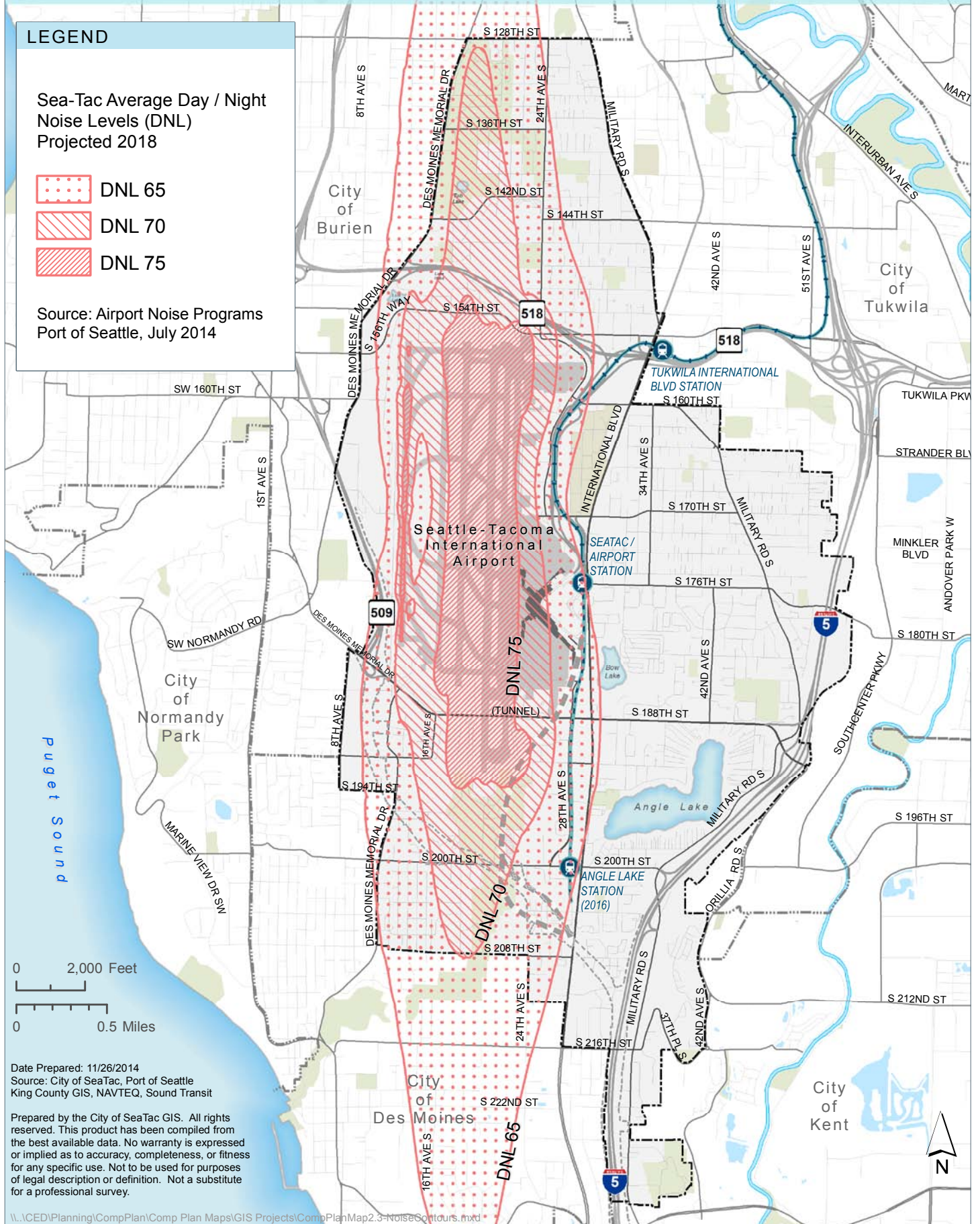


LEGEND

Sea-Tac Average Day / Night Noise Levels (DNL) Projected 2018

-  DNL 65
-  DNL 70
-  DNL 75

Source: Airport Noise Programs Port of Seattle, July 2014



Date Prepared: 11/26/2014
 Source: City of SeaTac, Port of Seattle
 King County GIS, NAVTEQ, Sound Transit

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Map 2.3. Airport noise contours

Policy 2.5F

Work with the Port of Seattle to implement the ILA.

The City of SeaTac and Port of Seattle entered into the ILA to establish a mutually satisfactory process and set of development standards for Port projects and mitigation for the Airport Master Plan. The ILA establishes a basis for working toward compatibility between City and Airport land uses. The ILA resolves land use jurisdictional issues, establishes development standards as defined in RCW 36.70B.170 et seq., and constitutes a “development agreement.”

Industrial

Policy 2.5G

Provide for industrial enterprises and activities involving manufacturing, assembly, fabrication, processing, bulk handling, storage, warehousing, and heavy trucking through the Industrial designation.


Parks and Open Space Land Use

GOAL 2.6

Provide an adequate amount of accessible parks, recreational land, and open space throughout the City.

Policy 2.6A

Maintain a Park land use designation and corresponding zoning classification to provide for publically funded park and open space areas to be used for outdoor passive and active recreation uses, conservation and protection of municipal watersheds, and wildlife corridors and habitats.



See the Parks, Recreation, and Open Space Element for related policies.

Essential Public Facilities

GOAL 2.7

Accommodate essential public facilities in alignment with this Plan's goals and policies.

Policy 2.7A

Administer a process consistent with the GMA and the Countywide Planning Policies to identify and site essential public facilities (EPF).

SeaTac allows the siting of EPFs provided that any such EPF must be consistent with the City's goals and policies. SeaTac EPFs include, but are not limited to: 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 telecommunication 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), and substance abuse facilities. Differing levels of review and City involvement will be applied to different types of EPFs. SeaTac's EPF siting administrative process is outlined in the "implementation strategies" section and described in the Land Use Background Report.

Policy 2.7B

Partner with Sound Transit to implement light rail transit facilities consistent with the City's preferred route and alignment as shown on the Preferred Light Rail Alignment and Station Locations Map.

From the Angle Lake Station, the City's preferred alignment runs along the west side of 28th Avenue S., and along the west side of International Boulevard (SR 99) within the City of SeaTac to the City's boundary at S. 216th St.

LIGHT RAIL



LEGEND



Link Light Rail Station



Future Link Light Rail Station (2016)

Link Alignment



Central Link Light Rail



South 200th Link Extension
(In construction - start of service expected in 2016)



Federal Way Link Extension
(Specific alignment to be determined)



Future SR-509 Right-of-Way



Future South Access Expressway



Urban Center

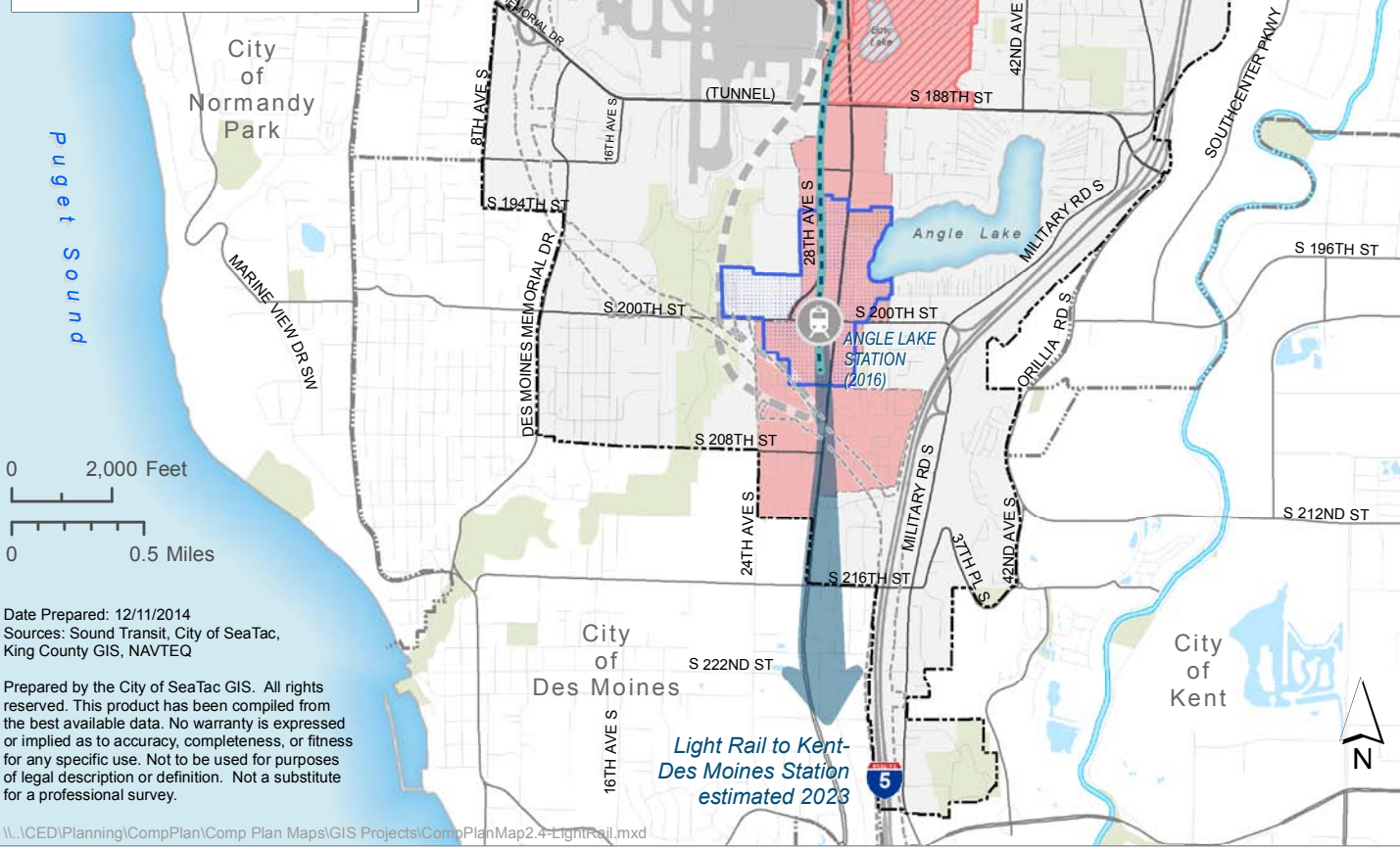


City Center



Station Areas

Interim station area boundary shown for Angle Lake Station



Date Prepared: 12/11/2014
Sources: Sound Transit, City of SeaTac, King County GIS, NAVTEQ

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Map 2.4. Preferred light rail alignment and station locations

RECOMMENDED IMPLEMENTATION STRATEGIES



This section identifies the specific steps, or **implementation strategies**, that achieve this Element’s policies. It 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. Policy summaries are included in the table for reference.

Not all policies require an implementation strategy. In those cases those policies are not reflected in the tables that follow.

As the Primary Responsibility column indicates, many of the implementation strategies will be initially undertaken by a specified board or commission. In most cases, the City Council will analyze the specific board/commission recommendation and make the final decision about how to proceed.

The time frame categories are defined as follows:

- Immediate within one year
- Short-Term one to five years
- Medium-Term six to 10 years
- Long-Term 11 to 20 years
- Ongoing the strategy will be implemented on a continual basis

The time frames 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.

POLICIES	IMPLEMENTATION STRATEGIES	PRIMARY RESPONSIBILITY	TIME FRAME
GROWTH MANAGEMENT			
2.1 FOCUS GROWTH TO ACHIEVE A BALANCED MIX AND ARRANGEMENT OF LAND USES.			
URBAN CENTER LAND USES			
<p>2.1A Implement the subarea plans to focus growth into three communities in the Urban Center.</p>	Implement the subarea plans' action plans. Prioritize projects, track progress, and reevaluate prioritization over time.	Planning Commission, City Staff	Ongoing
	Work with Sound Transit and the Port of Seattle to attract a mixture of uses supportive of and benefited by high capacity transit.	City Staff, Sound Transit, Port of Seattle	Immediate, Ongoing
	Evaluate and amend as necessary the Zoning Code's density bonus section to encourage businesses to locate in the Urban Center.	Planning Commission, City Council	Short-Term (1 – 2 years)
	Prioritize infrastructure investments that would serve growth in the Urban Center.	City Council, City Staff	Ongoing
<p>2.1B Direct moderate and high density residential development to the Urban Center.</p>	Incentivize multi-family residential projects in the Urban Center through measures such as density bonuses, multifamily tax credits, and infrastructure improvements.	Planning Commission, City Council	Short-Term (1 – 2 years)
	Streamline the development review process for proposed high density residential development in the Urban Center.	City Staff, Planning Commission, City Council	Short-Term (1 – 2 years)
	Evaluate and implement options for promoting mixed-use residential development in the Urban Center.	Planning Commission, City Council, City Staff	Immediate, Ongoing
<p>2.1C Promote development that reduces block sizes in the Urban Center.</p>	Develop and apply access standards or incentives that limit the distance between publicly accessible streets.	City Staff, Planning Commission, City Council	Immediate

POLICIES	IMPLEMENTATION STRATEGIES	PRIMARY RESPONSIBILITY	TIME FRAME
<p>2.1D Focus retail development within the City Center and station areas.</p>	<p>Encourage retail to remain or locate in existing buildings in the City Center and station areas through strategies such as business incubator programs, business support and development (e.g., community lending, Community Development Corporations, small business assistance), and storefront and streetscape improvements.</p>	<p>City Staff, Planning Commission, City Council</p>	<p>Immediate</p>
	<p>Streamline development review for projects including retail in the City Center and station areas.</p>	<p>Planning Commission, City Council</p>	<p>Short-Term (1-2 years)</p>
GENERAL GROWTH			
<p>2.1E Promote efficient use of land.</p>	<p>Amend the Zoning Code to remove “Single Detached Dwelling Unit” as an allowed use in the UM and UH zones.</p>	<p>City Staff, Planning Commission, City Council</p>	<p>Short-Term (1 – 2 years)</p>
	<p>Amend the Zoning Code to establish a minimum density for multifamily residential zones.</p>	<p>City Staff, Planning Commission, City Council</p>	<p>Short-Term (1 – 2 years)</p>
	<p>Amend the Zoning Code to incentivize development of residential properties to the maximum densities allowed by the zone. Incentives may include:</p> <ul style="list-style-type: none"> • Reduced infrastructure requirements. • Building placement specifications to ensure further land division in the future. 	<p>Planning Commission, City Council</p>	<p>Short-Term (3 – 5 years)</p>
<p>2.1F Amend zoning to achieve the vision illustrated on the City’s Land Use Plan Map.</p>	<p>Identify and rezone properties inconsistently zoned for their land use designation.</p>	<p>City Staff Planning Commission City Council</p>	<p>Immediate</p>

POLICIES	IMPLEMENTATION STRATEGIES	PRIMARY RESPONSIBILITY	TIME FRAME
<p>2.1G Ensure that future uses of Highline School District’s properties are compatible with adjacent land uses.</p>	Maintain regular contact with school district officials to obtain up-to-date information on abandoned facilities.	City Staff, City Council, School District	Ongoing
	Identify specific properties of interest and present potential project/uses to school district officials.	City Staff, City Council	Immediate
	Work with Highline School District to develop implementation plans for District facility reuse. Implementation plans should include: <ul style="list-style-type: none"> • Target types of development (e.g., residential, sports, commercial); • Agreement that City development standards will be implemented. 	City Staff, City Council, School District	Short-Term (3-5 years)

HEALTHY, EQUITABLE, AND CONNECTED COMMUNITIES

2.2 CREATE EQUITABLE, WALKABLE, COMPACT, TRANSIT-ORIENTED COMMUNITIES.

ACCESS TO TRANSPORTATION

<p>2.2A Establish land use patterns that promote multi-modal transportation.</p>	Implement the City Center, 154 th Street, and Angle Lake Station Area Plans to ensure that a high intensity of residences and destinations (e.g., local-serving retail, community gathering places, parks, grocery stores, etc.) develop in station areas.	City Council, Planning Commission	Ongoing
	See implementation strategies for policies 2.1A-2.1D.	City Council, Planning Commission	Ongoing
	Prioritize pedestrian and bicycle infrastructure improvements in transit communities in the Transportation Improvement Program and the Capital Facilities Plan.	City Council, Planning Commission	Ongoing

POLICIES	IMPLEMENTATION STRATEGIES	PRIMARY RESPONSIBILITY	TIME FRAME
<p>2.2B Promote dense residential and employment uses in transit communities to increase access to resources.</p>	See implementation strategy for Policy 2.1B.	City Staff Planning Commission, City Council	Medium-Term
	Identify and obtain internal and external funding sources, when appropriate and possible, to reduce the cost of new high density development in transit communities.	City Staff	Short-Term (1 – 2 years)
ACCESS TO HEALTHY FOOD			
<p>2.2C Incorporate consideration of physical health and well being into local decision-making, especially regarding community gardens.</p>	Develop a neighborhood grant matching program to encourage small, neighborhood-led projects such as community gardens.	Staff, City Council	Short-Term
	With community members, identify appropriate locations for community gardens. This may include vacant public and/or private land.	Staff, Planning Commission	Short-Term
	Partner with interested land owners to encourage publicly accessible community gardens.	Staff, City Council	Medium-Term
	Allocate funding to support construction and maintenance of community gardens.	City Council	Short-Term
	Include community gardens in the Parks Plan.	Staff (Parks Dept.)	Ongoing
	Incentivize community gardens in or near multifamily developments.	Staff, Planning Commission, City Council	Short-Term

POLICIES	IMPLEMENTATION STRATEGIES	PRIMARY RESPONSIBILITY	TIME FRAME
<p>2.2D Support policy, systems, and environmental changes that result in increased access to healthy foods.</p>	Conduct zoning code gap/barrier analysis to ensure that small-scale healthy food retail is allowed in all or most zones and has appropriate zoning definitions to allow/require the sale of fresh food.	City Staff, Planning Commission, City Council	Short-Term
	Include food access goals in development review and health impact assessments.	City Staff, Planning Commission, City Council	Short-Term and Ongoing
	If needed, reduce or remove parking requirements for retail in priority areas.	City Staff, Planning Commission, City Council	Short-Term
	Allow or reduce barriers for mobile produce markets and carts.	City Staff, Planning Commission, City Council	Short-Term
	Encourage healthy mobile food vending near public sites.	City Staff, City Council	Short-Term and Ongoing
	Require or encourage retailers to accept federal nutrition program benefits.	City Council	Short-Term
	Offer density bonuses for new grocery retail.	Planning Commission, City Council	Short-Term
	Expedite permitting for grocery development in station areas.	Planning Commission, City Council	Short-Term
	Incentivize healthy food retail in or near multifamily housing.	Planning Commission, City Council	Short-Term
	Identify and/or assemble potential sites for new groceries.	City Staff, Planning Commission, City Council	Short-Term
Improve pedestrian, bicycle, and transit connectivity to grocery stores.	City Staff, City Council, King County Metro	Short-Term	

POLICIES	IMPLEMENTATION STRATEGIES	PRIMARY RESPONSIBILITY	TIME FRAME
<p>2.2E Provide opportunities for walking-distance shops, services, recreation, and healthy food sources.</p>	Support business developments in the Neighborhood Commercial Districts: <ul style="list-style-type: none"> Encourage a variety of housing types in redeveloping neighborhood commercial areas to provide a varied customer base. See implementation strategies for Policy 2.2G 	City Council, City Staff	Ongoing
	Reduce parking requirements for retail uses located in areas with sufficient residential densities.	Planning Commission, City Council	Immediate, Short-Term (1 – 2 years)
	Identify and actively recruit the types of retail establishments desired within the City.	Soundside Alliance	Ongoing
ACCESS TO HOUSING			
<p>2.2F Foster high quality, diverse, and affordable housing.</p>	Review and streamline the multifamily residential design standards.	Staff, Planning Commission, City Council	Short-Term
	See the Housing Element’s Implementation Strategies 3.6A through 3.6J.	Staff	Short-Term
ACCESS TO NEIGHBORHOOD SERVICES			
<p>2.2G Encourage neighborhood scale resident-serving commercial development in appropriate locations outside of the Urban Center.</p>	Identify areas appropriate for neighborhood-scale commercial or mixed-use developments within approximately half of a mile of all residents.	Planning Commission, City Council, City Staff	Short-Term (1 – 2 years)
	Prepare development standards to assure integration into existing neighborhoods. Development standards should provide for mini-parks or other public open spaces at appropriate scales.	Planning Commission, City Council, City Staff	Short-Term (1 – 2 years)
	Amend the Zoning Map through a public process in the areas identified.	City Council	Short-Term (1 – 2 years)

POLICIES	IMPLEMENTATION STRATEGIES	PRIMARY RESPONSIBILITY	TIME FRAME
<p>2.2H Promote mixed-use developments in commercial designations with retail and service-oriented businesses.</p>	Streamline permitting processes for mixed-use buildings in commercial designations.	Planning Commission, City Council	Short-Term (1 – 2 years)
<p>2.2I Allow commercial uses on the ground floors of residential buildings in the high density zones that serve neighborhood needs.</p>	Ensure that zoning allows neighborhood-serving commercial uses on the ground floors of residential buildings in high density zones.	Planning Commission, City Council	Short-Term (1 – 2 years)
<p>2.2J Encourage the development of small, “resident-oriented” businesses in SeaTac.</p>	Identify types of resident-oriented businesses and potential locations and actively recruit them.	Soundside Alliance	Ongoing
	Explicitly list the resident-oriented types of businesses identified by the City in the implementation strategy listed above as “permitted uses” in the zoning code.	Planning Commission, City Council	Short-Term (1 – 2 years)
	Explore and then implement economic development strategies such as small business incubators to encourage resident-oriented businesses.	Soundside Alliance	Ongoing
	Offer grants or culturally appropriate loans to small businesses serving neighborhoods.	City Council	Short-Term and Ongoing

POLICIES	IMPLEMENTATION STRATEGIES	PRIMARY RESPONSIBILITY	TIME FRAME
CITYWIDE LAND USES			
2.3 ACHIEVE A MIX OF HOUSING TYPES.			
RESIDENTIAL LOW DENSITY (SINGLE FAMILY)			
<p>2.3A Stabilize and protect existing single family neighborhoods in a Residential Low Density (Single Family) area.</p>	Continue to exclude new multifamily residential structures as permitted uses in the UL zone.	Planning Commission, City Council	Ongoing
	Review the Zoning Code’s list of “permitted” and “conditional” uses on a regular basis to ensure that these uses continue to be appropriate within their applicable zones.	Planning Commission, City Council	Ongoing
	Maintain an appropriate level of code enforcement activities to ensure protection from illegal/inappropriate land uses and activities.	City Staff	Ongoing
TOWNHOUSE			
<p>2.3C Maintain single family characteristics while building densities through a Townhouse designation.</p>	Amend the Zoning Code’s Townhouse development standards to simplify and streamline.	City Staff, Planning Commission	Ongoing
RESIDENTIAL HIGH MIXED USE			
<p>2.3F Promote high density residential development in the Residential High Mixed Use designation.</p>	Amend the Zoning Code to allow non-residential uses only as part of a residential project.	City Staff, Planning Commission, City Council	Immediate
	Review, and amend as necessary, development standards to ensure public and private open space, compatibility with neighboring uses, and quality building-street interaction.	City Staff, Planning Commission, City Council	Short-Term

POLICIES	IMPLEMENTATION STRATEGIES	PRIMARY RESPONSIBILITY	TIME FRAME
2.4 SERVE NEEDS THROUGH APPROPRIATE COMMERCIAL LAND USES.			
COMMERCIAL LOW DENSITY			
2.4A Enhance low to medium density residential neighborhoods with designated Commercial Low Density areas.	Maintain the Commercial Low Density designation and corresponding zones.	Planning Commission	Ongoing
	Develop and adopt development standards to ensure public and private open space, compatibility with neighboring uses, and quality building-street interaction.	City Staff, Planning Commission, City Council	Short Term (3–5 years)
OFFICE/COMMERCIAL/MIXED USE			
2.4B Allow mixed-use medium density development in an Office/Commercial/Mixed Use designation.	Maintain the Office/Commercial/Mixed Use designation and corresponding zone.	Planning Commission	Ongoing
2.4C Prohibit single use retail and commercial.	Review and amend as necessary the Office/Commercial/Mixed Use zone’s development standards to ensure the proper mix of uses is required.	City Staff	Short-Term
2.4E Encourage a mix of land uses in the Commercial Medium Density designation.	See Urban Center and Healthy, Equitable, and Connected Communities policies above, particularly 2.1D, 2.2A, 2.2E, 2.2H, and 2.2J.		
AVIATION BUSINESS CENTER			
2.4G Allow development that creates a pedestrian-friendly, major commercial center that supports employment, shopping, and childcare access for high concentrations of customers, visitors, and employees through the Aviation Business Center (ABC) designation.	As necessary, review and amend the Zoning Code’s ABC provisions to foster the desired development.	Planning Commission, City Council	Ongoing

POLICIES	IMPLEMENTATION STRATEGIES	PRIMARY RESPONSIBILITY	TIME FRAME
<p>2.4H Attract businesses oriented to and compatible with Airport operations in the southern portion of the ABC designation.</p>	<p>Identify local, regional, and national companies with Airport-oriented distribution needs, and encourage them to construct a major facility in SeaTac. [See the Economic Vitality Element for more strategies on business attraction.]</p>		
OTHER COMMERCIAL USES			
<p>2.4I Protect designated land uses from the negative impacts of “adult entertainment” establishments.</p>	<p>Define sensitive uses and regulate adult entertainment uses around them, while allowing their operation in other acceptable locations.</p>	<p>City Staff, Planning Commission, City Council</p>	<p>Ongoing</p>
2.5 MANUFACTURING, INDUSTRIAL, AND BUSINESS PARK LAND USE			
<p>2.5A Concentrate manufacturing, industrial, and business park uses in appropriate locations.</p>	<p>Identify regional companies with Airport-oriented distribution needs, and encourage them to construct a major facility in SeaTac. [See the Economic Vitality Element for more strategies on business attraction.]</p>	<p>Soundside Alliance</p>	<p>Short-Term (1 – 2 years), Ongoing</p>
<p>2.5B Discourage inappropriate, heavy manufacturing businesses from locating in SeaTac, excluding Airport-sited uses.</p>	<p>Revise the Zoning Code to make the following uses subject to the conditional use review process in Zones where they are permitted:</p> <ul style="list-style-type: none"> • Textile Mill • Chemical/Petroleum Products • Rubber/Plastic/Leather/Mineral Products • Primary Metal Industry 	<p>Planning Commission, City Council</p>	<p>Short-Term (1 – 2 years)</p>

POLICIES	IMPLEMENTATION STRATEGIES	PRIMARY RESPONSIBILITY	TIME FRAME
AIRPORT			
2.5E Encourage compatible land uses adjacent to the Airport.	Revise the Zoning Code to prohibit the placement of new mobile home units in the 65+ DNL area.	Planning Commission, City Council	Short-Term (2 – 4 years)
	Update the Building Code to require all new residential developments to be designed in accordance with the appropriate and most up-to-date noise insulation standards.	Planning Commission, City Council	Ongoing
	Work with the City of Burien Planning Commission (e.g., meet periodically) on issues of compatibility between Westside land uses and adjacent Burien residential properties.	Planning Commission	Ongoing
2.5F Work with the Port of Seattle to implement the ILA.	Work with the Port to develop joint standards for the Westside.	Planning Commission, City Council, Staff, Port of Seattle	Short-Term (1 – 2 years)
	Amend the Zoning Code and Map as necessary to make it consistent with the ILA.	Planning Commission, City Council, Staff, Port of Seattle	Ongoing
2.6 PARKS AND OPEN SPACE LAND USE			
2.6A Maintain a Park land use designation.	Coordinate Planning, Parks, and Environmental plans to ensure adequate recreation opportunities and conservation and protection of environmental resources and ecosystem services.	City Staff, City Council	Ongoing
2.7 ESSENTIAL PUBLIC FACILITIES			
2.7A Administer a process to identify and site essential public facilities.	Maintain the Essential Public Facilities siting process outlined in the Background Report.	Planning Commission	Ongoing
2.7B Partner with Sound Transit to implement light rail transit facilities consistent with the City’s preferred route/alignment.	Engage in Sound Transit’s Federal Way Link Extension planning and environmental review process to ensure SeaTac’s preferred Highway 99 alignment is understood.	City Staff, Planning Commission, City Council	Immediate

Exhibit: D-1
Date: 1-20-15
Shows changes from original

INTRODUCTION

This paragraph moved to sidebar.

~~The City of SeaTac is a relatively new municipality, having incorporated in February, 1990. Prior to this date, the SeaTac area was part of unincorporated King County, and was addressed in a number of County planning studies. Soon after incorporation, the City Council adopted three existing documents as its interim Comprehensive Plan. The interim plan was later modified and updated at several different points in time. While considerable planning accomplishments have been achieved in the City's first few years of existence, this document, the "City of SeaTac Comprehensive Plan," is the first complete plan to be prepared and adopted by the SeaTac City Council. As such, it provides a comprehensive and cohesive direction for SeaTac that will guide this vibrant community into the next century.~~

~~The City Council adopted the SeaTac Comprehensive Plan (Plan) in December of 1994, has amended it annually through 2013, and completed a major update in 2015. This Plan provides a comprehensive and cohesive guide for the City of SeaTac through 2035.~~

SeaTac Planning History
The City of SeaTac ~~is a relatively new municipality, having~~ incorporated in February 1990. Prior to ~~this date that,~~ the SeaTac area was part of unincorporated King County and was addressed in ~~a number of~~ County planning studies. Soon after incorporation, the City Council adopted three existing documents as its interim Comprehensive Plan. The interim plan was later modified and updated ~~at several points in times.~~ While considerable planning accomplishments ~~were have been~~ achieved in the City's first few years of existence, ~~the base of~~ this document, the 1994 City of SeaTac Comprehensive Plan ~~is was~~ the first complete plan to be prepared and adopted by the SeaTac City Council. ~~As such, it provides a comprehensive and cohesive direction for SeaTac that will guide this vibrant community into the next century~~

What is a Comprehensive Plan?

~~A comprehensive plan is a document that indicates how a city wants to grow and function within a designated future time frame. It should contain broad statements of community goals and policies, as well as specific steps for achieving them, and a future land use map.~~

~~SeaTac, as well as other jurisdictions in Washington, conducts its planning for the City under the Growth Management Act (GMA), adopted by the Legislature in 1990 and 1991. This law requires the City to have a comprehensive plan, a document that sets the vision for the future of a city. Since the GMA was adopted, planning has evolved from primarily addressing physical aspects of city development (e.g., land use, utilities and transportation facilities) to recognize the need to address emerging issues like human induced climate change and the connection between land use and public health. SeaTac's Plan contains broad statements of community goals and policies, as well as specific steps for achieving them. It also contains a future land use map which guides the ultimate physical development of the city. This Plan anticipates change and provides specific guidance for future legislative~~

and administrative actions. The plan reflects community involvement, technical analyses, and the judgment of decision-makers.

SeaTac's Subarea Plans

The Plan is supported by three As cities make plans for specific areas of their city, they often adopt subarea plans. Subarea plans are similar in form to comprehensive plans in that they contain a future land use map, statements of community goals and policies, and specific steps for achieving them, but these are specific to thea particular area of the city, or "subarea." In other words, a These subarea plan is like a smaller comprehensive plan addressing a particular geographic subarea. Subarea plans should fit within the vision articulated by the comprehensive plan, butPlan, add detail for the given subarea, and, as such, should be are considered to be partelements of the comprehensive planPlan.

The City of SeaTac has two adopted three subarea plans as elements of its Plan:

1. The City Center Plan was (adopted in December of 1999. The City Center Plan) adds detail for the City Center subarea; and
2. The South 154th St. Station Area Action Plan was (adopted in December of 2006. applies to the part of SeaTac within one quarter mile of the Tukwila International Boulevard light rail station; and
3. The Angle Lake Station Area Plan (expected adoption in the spring of 2015) applies to the area in the vicinity of S 200th Street and 28th Avenue S.

[See the Land Use Plan Map to view these subareas.](#)

Both of these subareas are identified on the City of SeaTac Comprehensive Plan Land Use Plan Map, and each plan provides detail for the given subarea in terms of articulating specific policies, design provisions and street sections. Each of these Subarea Plans fits within the vision articulated by the SeaTac Comprehensive Plan and, as such, are components of the SeaTac Comprehensive Plan.

REASONS FOR HAVING A COMPREHENSIVE PLAN

It is important for SeaTac, like most businesses and households, to have a plan for its future. Without such a plan, it would be difficult to determine what the long-term direction and goals of the City should be.

Although there are several reasons for having a comprehensive plan, three major reasons are summarized below:

- The City of SeaTac Comprehensive Plan will serve as a "blueprint" for how SeaTac can achieve its vision for itself over the next 20 years.

- ~~The Comprehensive Plan will provide the legal basis for future zoning and other implementation measures.~~
- ~~The Washington Growth Management Act (GMA) mandates that cities in high growth areas, like the Puget Sound region, prepare and adopt comprehensive plans that are consistent with the GMA.~~

Map I.1, Vicinity Map, Replaced by reformatted Regional Vicinity Map

Map I.2, City of SeaTac, replaced by reformatted Local Vicinity Map

STATE AND COUNTY REQUIREMENTS

State and County requirements moved to Introduction and Framework Background Report

The Washington Growth Management Act (GMA) requires cities like SeaTac to prepare comprehensive plans. The GMA requires each comprehensive plan to contain, at a minimum, elements pertaining to land use, housing, transportation, capital facilities, and utilities. It also requires local plans to address 13 State goals. The State goals contained in the Growth Management Act are as follows:

- 1. Urban growth**—Encourage development in urban areas where adequate public facilities and services exist or can be provided in an efficient manner.
- 2. Reduce sprawl**—Reduce the inappropriate conversion of undeveloped land into sprawling, low-density development.
- 3. Transportation**—Encourage efficient multi-modal transportation systems that are based on regional priorities and coordinated with county and city comprehensive plans.
- 4. Housing**—Encourage the availability of affordable housing to all economic segments of the population of this State, promote a variety for residential densities and housing types, and encourage preservation of existing housing stock.
- 5. Economic development**—Encourage economic development throughout the State that is consistent with adopted comprehensive plans, promote economic opportunity for all citizens of this State, especially for unemployed and for disadvantaged persons, and encourage growth in areas experiencing insufficient economic growth, all within the capacities of the State's natural resources, public services, and public facilities.
- 6. Property rights**—Private property shall not be taken for public use without just compensation having been made. The property rights of landowners shall be protected from arbitrary and discriminatory actions.
- 7. Permits**—Applications for both State and local government permits should be processed in a timely and fair manner to ensure predictability.
- 8. Natural resource industries**—Maintain and enhance natural resource-based industries, including productive timber, agricultural, and fisheries industries. Encourage the conservation of productive forest lands and productive agricultural lands, and discourage incompatible uses.
- 9. Open space and recreation**—Encourage the retention of open space and development of recreational opportunities, conserve fish and wildlife habitat, increase access to natural resource lands and water, and develop parks.
- 10. Environment**—Protect the environment and enhance the State's high quality of life, including air and water quality, and the availability of water.

~~11. Citizen participation~~— Encourage the involvement of citizens in the planning process and ensure coordination between communities and jurisdictions to reconcile conflicts.

~~12. Public facilities and services~~— Ensure that those public facilities and services necessary to support development shall be adequate to serve the development at the time the development is available for occupancy and use without decreasing current service levels below locally established minimum standards.

~~13. Historic preservation~~— Identify and encourage the preservation of lands, sites, and structures that have historical or archaeological significance.

The GMA specifies that comprehensive plans may be amended only once annually. Accordingly, the SeaTac City Council authorized, by Resolution No. 97-001, a process for amending the Comprehensive Plan with procedures that include a public meeting to solicit input, acceptance of proposals for Comprehensive Plan amendments from the public and other City Departments, evaluation according to preliminary criteria, elimination of proposals not meeting preliminary criteria, and evaluation of the remaining proposals according to final criteria.

In addition to the GMA, the City of SeaTac's Comprehensive Plan is also required to be consistent with the King County "Countywide Planning Policies," which more specifically address the issues covered by the State Goals. This Plan is consistent with both the Growth Management Act and the Countywide Planning Policies. The City has also been very careful to ensure that the Comprehensive Plan's elements are consistent with one another, as required by the GMA.

Comprehensive Plan Development of the Comprehensive Plan

A multitude of people have been involved in the development of this Comprehensive Plan, including SeaTac residents, business peoplebusinesses, City boards and commissions, and City staff have helped develop and amend this Plan. The Planning Commission, ~~however, had~~ oversees this process and recommends the ~~primary responsibility for reviewing and recommending the Comprehensive Plan~~ to the City Council. The Commission, ~~which~~ is a group of citizensresidents and business leaders appointed by the City Council to make recommendations to the Council about growth and development issues, ~~spent literally hundreds of hours giving.~~ It gives direction and assistance to ~~the~~ City staff in ~~the Draft Comprehensive Plan's preparation~~preparing and amending the Plan.

The SeaTac ~~citizens were given many opportunities to become~~community has been regularly involved in the ~~City's comprehensive~~ planning process. Numerous The City has hosted numerous public forums and, hearings, ~~such as "CityFest" in November, 1993, were held and surveys~~ to obtain meaningful public comments on ~~the concepts~~draft goals and policies

~~contained in the Comprehensive Plan. In addition, two videotapes were prepared by the City to help citizens identify major issues and give their input into how SeaTac might wish to grow in the future. The results from the questionnaires that people answered after viewing the videotapes, along with the comments from the public meetings, were incorporated into have provided direction to this Plan.~~

Comprehensive Plan Implementation and Amendments

~~The comprehensive~~ planning process does not end with ~~the Plan~~ adoption ~~of the Comprehensive Plan~~. Instead, the process changes from preparing the Plan document to implementing its goals and policies. ~~There~~The Plan may also ~~be the~~ need ~~to make some~~ revisions ~~to this Comprehensive Plan~~, as the conditions and needs of the City change ~~in the years ahead~~. The Growth Management Act allows for cities "to establish procedures whereby proposed amendments or revisions of the comprehensive plan are considered by the governing body of the city no more frequently than once every year." At this time, the City has decided to consider amendments to the Plan every two years.

Interjurisdictional Coordination

The City of SeaTac's Comprehensive Plan is required by the Growth Management Act to be consistent with the Puget Sound Regional Council's (PSRC's) Vision 2040 (the "Multi-County Multicounty Planning Policies") and the King County's Countywide Planning Policies, ~~and~~ It must also be coordinated with the comprehensive plans adopted by neighboring jurisdictions. ~~The amount and content of~~ communication among cities in King County has been ~~very~~ impressive, starting with the seminal comprehensive planning work in the early 1990s and continuing today. As part of ~~the City's City~~ and Region's Region growth management planning efforts, SeaTac's elected officials have been active members of regional groups, such as the Growth Management Planning Council (GMPC) and the King County Suburban Sound Cities Association, ~~and~~ Regional Transit-Oriented Development Advisory Committee. City of SeaTac staff ~~have~~has also participated in numerous growth management-related committees and work groups, including the GMPC Liaison Group and its Urban Centers Designation/Population and Employment Allocation Subcommittee, ~~the Puget Sound Regional Council's (PSRC) Multi-County PSRC's Multicounty~~ Planning Policy Committee, ~~the~~ King County County's Planning Directors Committee, ~~the~~ King County County's Affordable Housing Technical Forum, ~~the~~ King County County's Data Resources Technical Forum, and ~~the~~ PSRC's Regional Technical Committee.

~~In addition to the groups and committees listed above, SeaTac staff was instrumental in organizing the South King County Comprehensive Plan Coordinators Committee, which met monthly to provide updates on the various cities' comprehensive planning processes and to discuss growth management issues of common interest during the years when the cities'~~

~~Comprehensive Plans were first being developed. This group was invaluable in facilitating open communication and increasing the occasions for coordination among all of the cities in South King County. The SEPA/Environmental Impact Statement (EIS) process for the City of SeaTac Comprehensive Plan has provided further opportunities for coordination between the City and its neighbors, including the Port of Seattle and the areas of unincorporated King County adjacent to SeaTac. Due to the fact that most jurisdictions in King County are preparing their comprehensive plans at the same time and under the same State and County requirements, consistency among these plans should be heightened.~~

Organization of the Comprehensive Plan

This ~~Comprehensive~~ Plan is split into two volumes. Volume 1 contains the City's vision statement, ~~a demographic summary,~~Plan Introduction and ~~Comprehensive Framework Policies, and~~ Plan elements~~Elements~~ relating to land use, housing, and human services, transportation, capital facilities, utilities, community image, economic vitality, environmental management, and parks, recreation, and open space,~~and human services.~~ Volume 2 contains background information pertaining to the ~~Comprehensive~~ Plan elements.

~~VISION STATEMENT~~

~~THE CITY OF SEATAC hereby sets forth and pledges its commitment to achieve a common vision for the future of the SeaTac Community.~~

~~The City's _____~~

Vision Statement

The City of SeaTac's vision is based upon the creative imagination and dreams of both the residential and business community. This is in response to the identification of, and common values and the creation of a vision for our community as described in the of the City's residents and businesses.

The City hereby pledges its commitment to achieve the following statement: vision for the future of the SeaTac community.

The City of SeaTac is a premier global community, offering a solid, sustainable economy envisioned to be economically strong, environmentally sensitive, visually pleasing, and people-oriented with a socially diverse but cohesive population and employment mix. These attributes create a positive identity and a healthy, inclusive image for the community and contribute to a city of the future that works.

The essence of a growing, prosperous, and vibrant City of SeaTac is found not in its built or natural environment alone but in the collective spirit of those who live and who work within the SeaTac community.

The built aspects of this community—its residential and commercial structures, transportation network, park and recreation facilities, utility systems and other public and private facilities, as well as the natural environmental setting—are not considered as ends in themselves, but as means for enhancing the quality of life and enriching the human spirit.

CHAPTER 21

LAND USE ELEMENT

Exhibit: D-2
Date: 1-20-15
Shows changes from original

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INTRODUCTION

~~This Element addresses the major land use issues facing the City of SeaTac over the next 20 years. The goals and policies included in this section of the Comprehensive Plan cover the following land use categories: (a) general land use; (b) residential land use; (c) commercial land use; (d) manufacturing/industrial/business park land use; (e) parks and open space land use; (f) Airport-related land use; (g) essential public facilities; and (h) potential annexation areas.~~

The Land Use Element goals and policies guide the type, distribution, and location of land uses in to direct SeaTac's physical development. It provides the policy context for the City's zoning code, development regulations and administrative processes, and investment decisions, such as capital improvements and work plans for City staff, Planning Commission, City Council, and partners.

This Element is closely coordinated with the Housing, Transportation, Parks, Recreation and Open Space, Environmental Management, and Community Design Elements. This coordination ensures that residences and future development occur in areas that are best served by public transportation, walkable infrastructure, and open space, while reducing impacts on the environment. For example, the Land Use policies encourage higher density housing with commercial services in close proximity to the three light rail stations, and the Transportation Element supports these station areas with walking and bicycle routes policies. Likewise, the Parks, Recreation, and Open Space Element ensures access to parks for people living in those areas. The Community Image Element adds to the Land Use policies by defining the desired character of new development.

Additional land use goals and policies are in the following three subarea plans: City Center Plan, South 154th Street Station Area Action Plan and Angle Lake District Station Area Plan.

MAJOR LAND USE CONDITIONS

ISSUES

~~There are several land use related issues in SeaTac. Many of these issues overlap with topics covered in other elements of this Comprehensive Plan.~~

~~Some of the m~~Major land use ~~issues~~ conditions ~~facing SeaTac~~ include:

- The City of SeaTac is an urbanized area, with little undeveloped land remaining within its boundaries.
- The Seattle-Tacoma International Airport (Airport) has a major land use presence in the City of SeaTac.
- SeaTac's commercial development has occurred in a linear manner, primarily along International Boulevard, rather than focusing in compact and complete communities.
- The completion of three Sound Transit light rail stations serving SeaTac will likely influence the types and amount of development attracted to SeaTac. Ensuring that change happens equitably and with regard for creating complete communities will be a challenge.
- SeaTac is a regional provider of affordable housing and business space. Increasing land values may increase risks of residential and commercial displacement.
- Home to one of the most ethnically and racially diverse populations in Washington, SeaTac has a unique challenge in planning for a wide variety of land use and development needs and interests.
- ~~Implementation of the City Center Plan, and Station Area Plans, and the Aviation Business Center zone and redevelopment in other areas have been hampered by a slow economy statewide and development economics that make mixed use projects difficult to develop in SeaTac.~~
- ~~SeaTac's commercial development has occurred in a very linear manner, primarily along International Boulevard.~~
- ~~The construction of a third runway at the Airport will have an impact on adjacent land uses.~~
- ~~SeaTac has several stable, single family residential neighborhoods.~~

- ~~Sanitary sewer service has been extended to an area in the southeast part of SeaTac that will allow the development of a significant number of multi-family units.~~
 - ~~King County's Countywide Planning Policies encourage major employment areas, such as the City of SeaTac, to become "urban centers."~~
 - ~~Sound Transit is planning to construct light rail stations at S. 176th St. and International Boulevard, serving SeaTac's City Center and Sea-Tac International Airport, and S. 154th St. and International Boulevard in Tukwila adjacent to the City boundary, both of which will impact land uses in SeaTac.~~
 - ~~Most of the land uses in SeaTac's industrial/manufacturing areas (excluding Airport property) consist primarily of distribution centers.~~
 - ~~SeaTac has little existing agricultural land and no forestry land.~~
-
-

GOALS AND POLICIES

This section of the Element contains SeaTac’s land use goals and policies for the City of SeaTac. The following goals represent the City’s general direction of the City related to land use objectives, while the policies provide more detail about the steps needed to meet the intent of each individual goal to achieve each goal’s intent.

GENERAL LAND USE GROWTH MANAGEMENT

GOAL 21.1

To focus growth to achieve a rational land use a balanced mix and arrangement of land uses that support economic vitality, community health and equity, and transit access. pattern for the City of SeaTac.

URBAN CENTER LAND USES

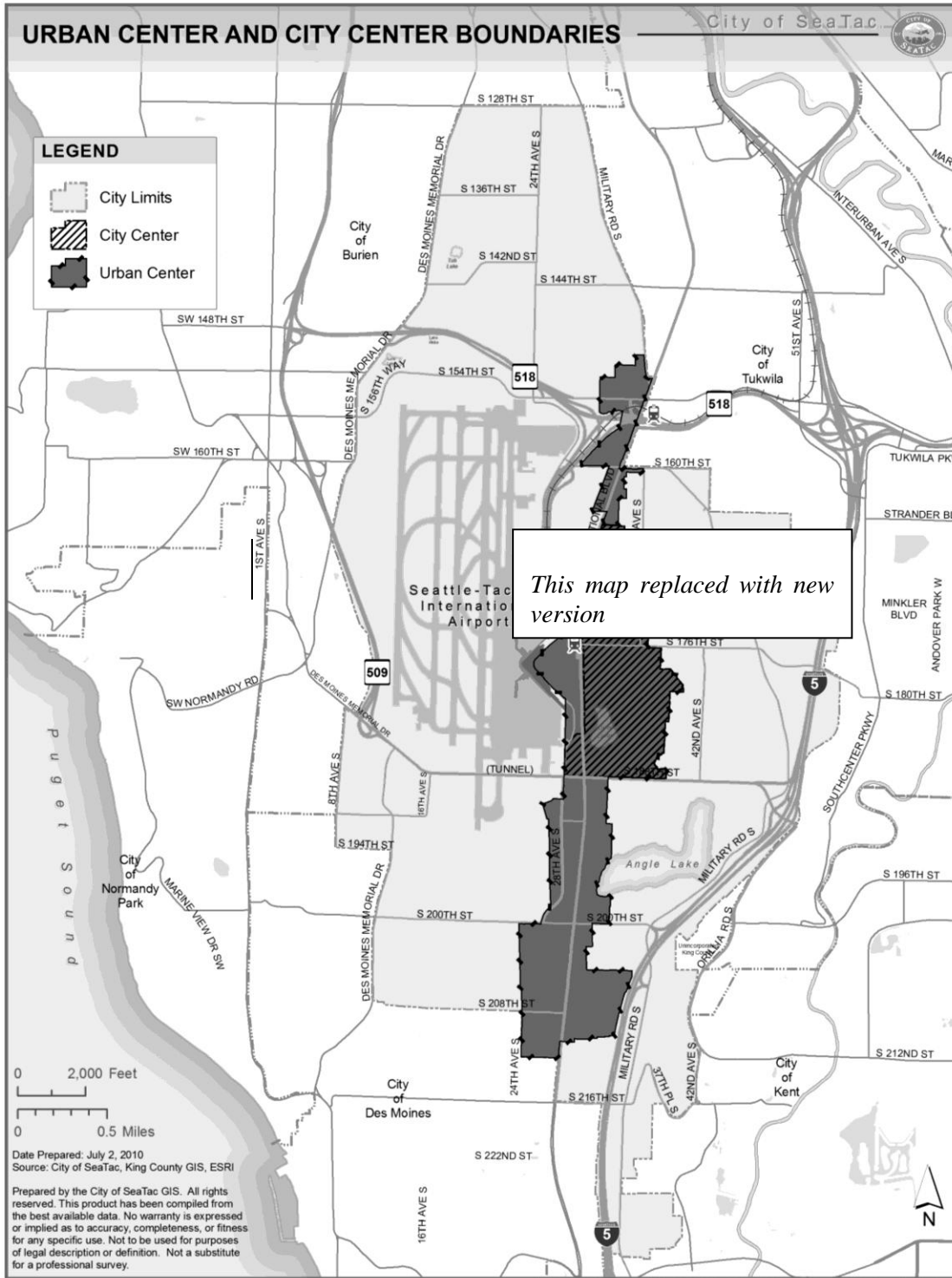
Policy 21.1A

Implement the City Center, South 154th Street Station Area, and Angle Lake Station Area Plans to focus the majority of SeaTac’s commercial and residential growth and redevelopment into three distinct complete communities within SeaTac’s Designated and create an “Urban Center, that has clearly defined boundaries, a mixture of land uses and densities sufficient to support high capacity transit, a pedestrian emphasis, public open spaces and recreational opportunities, and both daytime and nighttime activities.

Discussion: Vision 2040 and the Countywide Planning Policies emphasize the designation of “Centers” in major employment centers throughout the Puget Sound Region. Vision 2040 defines a hierarchy of centers, which includes “Regional Growth Centers.” The Countywide Planning Policies also define a hierarchy of centers, which include “Urban Centers.” The presence of Seattle Tacoma International Airport has resulted in a concentration of employment and commercial activities, which makes the City of SeaTac a significant and desirable place within which to focus future employment growth, transit linkages, and recreational opportunities. The SeaTac City Council’s nomination of a section of the City as an “Urban Center” was approved by King County’s Growth Management Planning Council in 1994. SeaTac’s designation as an Urban Center under the Countywide Planning Policies is consistent with Vision 2040’s Regional Growth Centers strategy. Sound Transit’s Airport Link light rail station at S. 176th Street, located within the Urban Center, will provide a key transit connection within the Urban Center area. The City has adopted a station area plans for the S. 154th Street Station area.

Move revised discussion to sidebar:

A portion of SeaTac is designated an “Urban Center” under the King County Countywide Planning Policies and a “Regional Growth Center” under the Puget Sound Regional Council’s Vision 2040. The City Center, South 154th Street Station Area, and Angle Lake Station Area plans support compact development around three Link light rail stations within the Urban Center to maximize residents’ and businesses’ access to the region via public transit. Implementation of these plans would transform the International Boulevard corridor from a linear commercial form into three distinct and complete neighborhoods, accommodating new residential and employment growth. The higher employment and residential densities would result in an inviting and vibrant urban environment, while preserving the City’s stable residential areas from inappropriate higher density development.



This map replaced with new version

Policy 1.1B

~~Encourage most of the City's commercial and residential growth to occur within the Urban Center's boundaries.~~

~~**Discussion:** One of the major objectives of designating an Urban Center is to create a development area that has employment and residential densities large enough to be served by a high capacity transit system and diverse enough to result in an inviting and vibrant urban environment. In order to accomplish this objective, it is important that most of the City's future business and housing development occur within SeaTac's Urban Center. Encouraging new commercial and residential development in the Urban Center will also preserve the City's stable residential areas from inappropriate commercial and residential development projects.~~

Policy 2.1B

~~Encourage Direct moderate and high density residential development in appropriate locations, primarily within to SeaTac's the Urban Center boundaries, especially within the City Center and station areas.~~

~~**Discussion:** An urban center is designed to accommodate both accommodates residents and employees in a mix of uses and structures. Moderate and high density residential uses are appropriate within an urban center, where residents can walk or ride mass transit to work, and take advantage of the employment and activities within the center. There may be some areas outside the urban center where higher density residential development is appropriate, and the City should encourage this type of development where appropriate and consistent with adopted criteria.~~

Policy 1.1C

~~Encourage neighborhood scale commercial development in appropriate locations outside of the Urban Center/City Center.~~

~~**Discussion:** Although it is appropriate to direct most of the City's commercial growth to the Urban and City Centers, there is also a need to serve the residential areas with neighborhood scale commercial services. Small, neighborhood scale commercial areas would provide residents with services and shopping opportunities close to home, which can reduce auto trips and help build community by providing opportunities for neighbors to meet. These neighborhood commercial areas could provide local gathering places and service and retail opportunities. Examples include, but are not limited to, cafes and restaurants, hair salons, dry cleaners, tax preparation services, grocery stores, video rental stores and florist shops.~~

Policy 2.1C 1.1G

~~Provide Promote development that reduces block sizes in the Urban Center, particularly in the City Center and the Station Areas, and provides a network of connected local streets in the three HCT districts and elsewhere through the Urban Center to facilitate pedestrian eirculationcirculation and transit accessibility.~~

~~**Discussion:** The physical layout of the Urban Center, including its street and sidewalk network, block size, and configuration, is perhaps the most crucial determinant of its pedestrian and transit accessibility. A dense network of connected streets provides the pedestrian with a number of direct, safe, and interesting routes between destinations, and is generally more safe and interesting for walking. It is commonly held that one quarter to one half mile are comfortable walking distances. Figure 1.21 shows the one quarter mile and one half mile distances from the Airport/S. 176th Street and S. 154th Street light rail stations. The~~

Policy 1.1B combined with revised 2.1A to be the new "focus growth" policy.

Sidenote (pulled from old Policy 1.2B discussion): There may be some areas outside the urban center where higher density residential development is appropriate, and the City should encourage this type of development where appropriate and consistent with adopted criteria.

Policy 1.1C moved to new Access to Neighborhood Services section

~~process of converting SeaTac's Urban Center area to a form that is more pedestrian and transit friendly will require that the current average block size be reduced through the addition of. Development should add new streets as development occurs. The aim of the plan should be to reduce the average block size within the HCT districts station areas from the current 11.4 acres to blocks three to six acres in size.~~

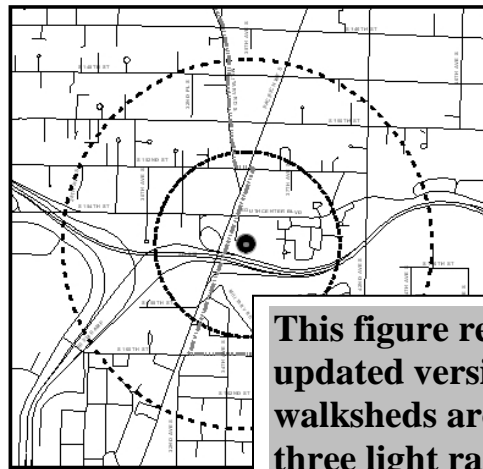
Policy 2.1D 1.3B

~~Encourage Focus retailFocus retail development in designated areas within SeaTac's Urban Center and especially within the City Center and station areas.~~

Discussion: Most of the commercial development on International Boulevard consists of non-retail businesses, such as hotels, restaurants, park 'n fly lots, and offices. ~~There are and a few auto-oriented retail establishments along this roadway at the northern and southern ends of SeaTac's boundaries, but they are primarily auto-oriented in nature (for example, e.g., used car sales).~~ Sea-Tac International Airport provides a large and relatively untapped market for retail activity in the City of SeaTac. ~~There were m~~More than ~~26-35~~ million passengers traveled through the Airport terminal in ~~2003 2013,~~ and with the annual volume is projected to ~~expected to increaseing~~ to ~~39-45~~ million passengers/year in ~~by 2020- 2024.~~ This market could possibly be tapped, especially if ~~there was a convenient way for easily transporting people to and from a new~~travelers could conveniently access shopping ~~areaareas.~~

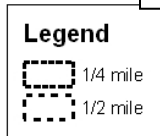
Callout box:

One-quarter to one-half mile is generally a comfortable walking distance. Figure 2.1 shows the one-quarter mile and one-half mile walk sheds from the Tukwila International Boulevard, SeaTac/Airport and Angle Lake light rail stations.

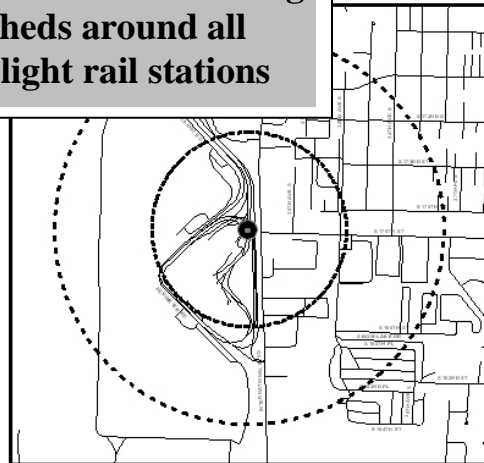


South 154th Street
Tukwila International
Blvd Station

This figure replaced with updated version showing walksheds around all three light rail stations



South 176th Street
Airport / SeaTac
Station



GENERAL GROWTH

Policy 2.1E

Promote efficient use of land by requiring development of the appropriate type and density for each zone.

Discussion: The Growth Management Act requires each city to accommodate its fair share of forecast growth. In King County, this fair share is called a “growth target.” To accommodate SeaTac’s growth target, minimum densities should be required in higher density zones.

Policy 2.1F 1.1F

Encourage the phasing of Amend zoning amendments in accordance with adopted criteria to achieve the vision illustrated on the City’s Land Use Plan Map in accordance with the adopted criteria below.

Discussion: The Comprehensive Plan envisions the eventual rezoning of many areas of the City, concurrent with ~~the development of~~ public and private infrastructure development, market demand, and neighborhood compatibility. The Land Use Plan Map (Map 1.5) represents the ~~ultimate~~ outcome of this process over a 20-year horizon. ~~It is the intent of this plan that p~~Properties which are not zoned consistently with the ~~designations of the~~ Land Use Plan Map designations should be rezoned when the following criteria are satisfied:

- (1) Market demand is sufficient for blocks of land to be developed;
- (2) Infrastructure improvements are planned concurrently to serve the proposed development, ~~and;~~ and
- (3) The planned use is compatible with the surrounding neighborhood ~~is compatible with the planned land use.~~

Property owners are encouraged to propose rezoning properties when, in their opinion, demand for such zoned property exists or will soon exist. Proposed zoning changes which must satisfy the criteria listed above ~~must and~~ be consistent with the ~~designations of the~~ Land Use Plan Map designations. ~~It is understood that~~ However, piecemeal rezoning of an area, on a lot-by-lot basis, ~~to those designations shown in the Land Use Plan Map~~ could be detrimental to ~~the overall goals and policies of the Comprehensive Plan and inconsistent with the~~ public health, safety, and welfare. Such proposals should be postponed until ~~such time as~~ the proposed zoning change area includes enough properties to fully realize the intent of this ~~plan for the area designated in the Land Use Plan Map.~~

Policy 2.1G 1.1H

Ensure that the future uses of Highline School District' unused/unoccupied properties are compatible with adjacent neighborhoods and land uses.

Discussion: ~~The~~ A few of Highline School District's ~~owns a number of facilities within the City's boundaries. While the majority of facilities are actively used, a few~~ sites, such as Riverton Heights Elementary School, Glacier High School, Boulevard Park Elementary School, and Maywood Elementary School, are no longer occupied or used by the school district. These sites present unique opportunities for neighborhood redevelopment projects through the rehabilitation of buildings and/or recreational facilities. Redevelopment of some of these facilities would enhance neighborhood character and provide additional space for private or public business endeavors.

Policy 1.1D is addressed by new or amended policies in the new Urban Center Land Uses section

Policy 1.1D

~~Encourage the creation of a “town center,” or central business district, within the Urban Center’s boundaries.~~

~~**Discussion:** Most cities in Washington have a recognizable downtown or town center. These town center areas usually serve as a focal point for their cities, and provide a sense of community identity and civic pride. They usually include retail establishments, a post office, the City Hall, other government buildings, and parks. A town center is smaller in size than an “urban center.” A town center area, however, often is a major focal point of the larger urban center.~~

~~Even though it is a relatively built up city, SeaTac does not have a distinct and identifiable city/town center. This is due, in part, to the fact that SeaTac is a new city. Much of SeaTac’s more intensive land uses developed without the guidance of a comprehensive land use plan and in response to the needs of Seattle Tacoma International Airport. As the City of SeaTac grows and evolves, it would be a positive step to have the creation of a town center occur as well.~~

This will be addressed in the Community Design Element

Policy 1.1E

~~Provide for adequate buffers between different types of land uses, where needed.~~

~~**Discussion:** Buffering and attention to landscaping, design and scale are useful methods for preventing conflict and enhancing compatibility between different land use types. Buffers and other steps can provide for a harmonious and visually appealing transition between distinct land uses. One hypothetical example would be the desirability of a fence and landscaped buffer between a commercial property and an adjacent single family residential neighborhood. The positioning of the commercial building’s location at the farthest point on the lot away from the single family area’s boundary line would further enhance the buffering condition. Landscaping, lighting and other design features must comply with the design standards set forth by CPTED provisions in the SeaTac Municipal Code. CPTED standards aim to reduce crime and improve safety while enhancing and beautifying the development site.~~

Policy 1.1G moved to New Urban Center Land Uses section

Policy 1.1G

~~Provide a network of connected local streets in the three HCT districts and elsewhere through the Urban Center to facilitate pedestrian circulation and transit accessibility.~~

~~**Discussion:** The physical layout of the Urban Center, including its street and sidewalk network, block size and configuration, is perhaps the most crucial determinant of its pedestrian and transit accessibility. A dense network of connected streets provides the pedestrian with a number of direct routes between destinations, and is generally more safe and interesting for walking. It is commonly held that one quarter to one half mile are comfortable walking distances. Figure 1.21 shows the one quarter mile and one half mile distances from the Airport/S. 176th Street and S. 154th Street light rail stations. The process of converting SeaTac’s Urban Center area to a form that is more pedestrian and transit friendly will require that the current average block size be reduced through the addition of new streets as development occurs. The aim of the plan should be to reduce the average block size within the HCT districts from the current 11.4 acres to blocks three to six acres in size.~~

HEALTHY, EQUITABLE, AND CONNECTED COMMUNITIES

Goal 2.2

Create walkable, compact, transit-oriented communities with a range of transportation, employment, housing, recreation, goods, and service choices for residents of all income levels.

ACCESS TO TRANSPORTATION CHOICES-

Policy 2.2A

Establish land use patterns that promote walking, bicycling and using transit to access goods, services, education, employment, and recreation.

Policy 2.2B

Promote dense residential and employment uses in transit communities to provide current and future residents with greater access to transportation, housing, and economic opportunities.

Policy 1.3B

Encourage retail development in designated areas within SeaTac's Urban Center.

~~**Discussion:** Most of the commercial development on International Boulevard consists of non-retail businesses, such as hotels, restaurants, park 'n fly lots, and offices. There are a few retail establishments along this roadway at the northern and southern ends of SeaTac's boundaries, but they are primarily auto-oriented in nature (for example, used-car sales). Sea-Tac International Airport provides a large, relatively untapped market for retail activity in the City of SeaTac. There were more than 26 million passengers traveling through the Airport terminal in 2003, with the annual volume increasing to 39 million passengers/year in 2020. This market could possibly be tapped, especially if there was a convenient way for easily transporting people to and from a new shopping area.~~

Policy 1.2B

~~Encourage moderate and high density residential development in appropriate locations, primarily within SeaTac's Urban Center boundaries.~~

~~**Discussion:** An urban center is designed to accommodate both residents and employees in a mix of uses and structures. Moderate and high density residential uses are appropriate within an urban center, where residents can walk or ride mass transit to work, and take advantage of the employment and activities within the center. There may be some areas outside the urban center where higher density residential development is appropriate, and the City should encourage this type of development where appropriate and consistent with adopted criteria.~~

Note: New section to provide policy basis for City's non-motorized transportation goals (Safe & Complete Streets Plan endorsed by Council 2012 to be integrated into Transp Element & TMP) and TOD in subarea plans and helps implement Growing Transit Communities Compact resolution endorsed by Council

Callout box:
[See related policies in the Transportation Element regarding multi-modal transportation options.](#)

Callout Box:
[Transit communities are generally considered the land within a half mile walking distance from the three light rail stations serving SeaTac. In some cases this land may extend beyond the Subarea boundaries. Developing transit communities implements the Council-endorsed Growing Transit Communities Compact.](#)

Note: Policies 1.3B, and 1.2B moved up to a new Urban Center section

Note: Policies 2.2C, 2.2D, and 2.2E were endorsed by City Council March 13, 2012 as part of “Access to Corner Stores” study under CPPW grant.

ACCESS TO HEALTHY FOODS

Policy 2.2C

Incorporate consideration of physical health and well-being into local decision-making by locating, designing, and operating public facilities and services in a manner that supports creation of community gardens on public open space in accessible locations.

Policy 2.2D

Support policy, systems, and environmental changes that result in increased access to healthy foods

Policy 2.2E

Provide opportunities for shops, services, recreation, and access to healthy food sources within walking or bicycling distance of homes, work places, and other gathering places.

ACCESS TO HOUSING

Policy 2.2F

Foster high quality, diverse, and affordable housing.

Callout box:
See the Housing and Human Services Element for related policies.

ACCESS TO NEIGHBORHOOD SERVICES

Policy ~~2.2G-1.1C~~

Encourage neighborhood scale commercial development in appropriate locations outside of the Urban Center/~~City Center~~ to serve needs of residents.

Discussion: Although it is appropriate to direct most of the City’s commercial growth to the Urban ~~and City~~ Centers, there is also a need to serve the residential areas with neighborhood-scale commercial services. Small, neighborhood-scale commercial areas would provide residents with services and shopping opportunities close to home, which can reduce auto trips and help to build a sense of community ~~by providing opportunities for neighbors to meet. These neighborhood commercial areas could provide local gathering places and service and retail opportunities. Examples include, but are not limited to, cafes and restaurants, hair salons, dry cleaners, tax preparation services, grocery stores, video rental stores and florist shops.~~

Policy ~~2.2H-1.3D~~

Promote and incentivize developments in commercial designations with retail and service-oriented businesses on the ground floor or on the same site to serve employees, residents, and visitors.
~~Encourage mixed-use projects, especially those with a retail/office/residential component, in designated areas of the City.~~

Discussion: ~~The traditional zoning approach segregates various land uses, such as commercial and residential, into different locations. In many situations, however, it is more appropriate for~~

Callout box:
See the Urban Center section for related policies.

~~some land uses to be “mixed” together. The mixed use development concept is gaining popularity around Puget Sound and the United States.~~ A “mixed use” building/site has a mix of different uses within one structure or a given site, such as retail uses on the first floor with office and/or residential on the upper floors. This type of development ~~pattern would~~ promotes a more pedestrian-friendly environment ~~in the City~~ and might encourage more resident-oriented businesses to locate in SeaTac. Ground floor activities should serve the daily needs of employees, residents, and visitors to provide the opportunity for a car-free lifestyle. These may include convenience shopping, specialty shops, and restaurants.

Policy 2.2I

Allow commercial uses that serve neighborhood needs on the ground floors of residential buildings in the high density zones.

Discussion: Examples of neighborhood-serving ground floor commercial uses include small grocery markets, hardware stores, bakeries, day care centers, dry cleaning, doctor’s offices, hair salons, and coffee shops.

Policy 2.2J 1.3C

Encourage the development of small, “resident-oriented” businesses in SeaTac.

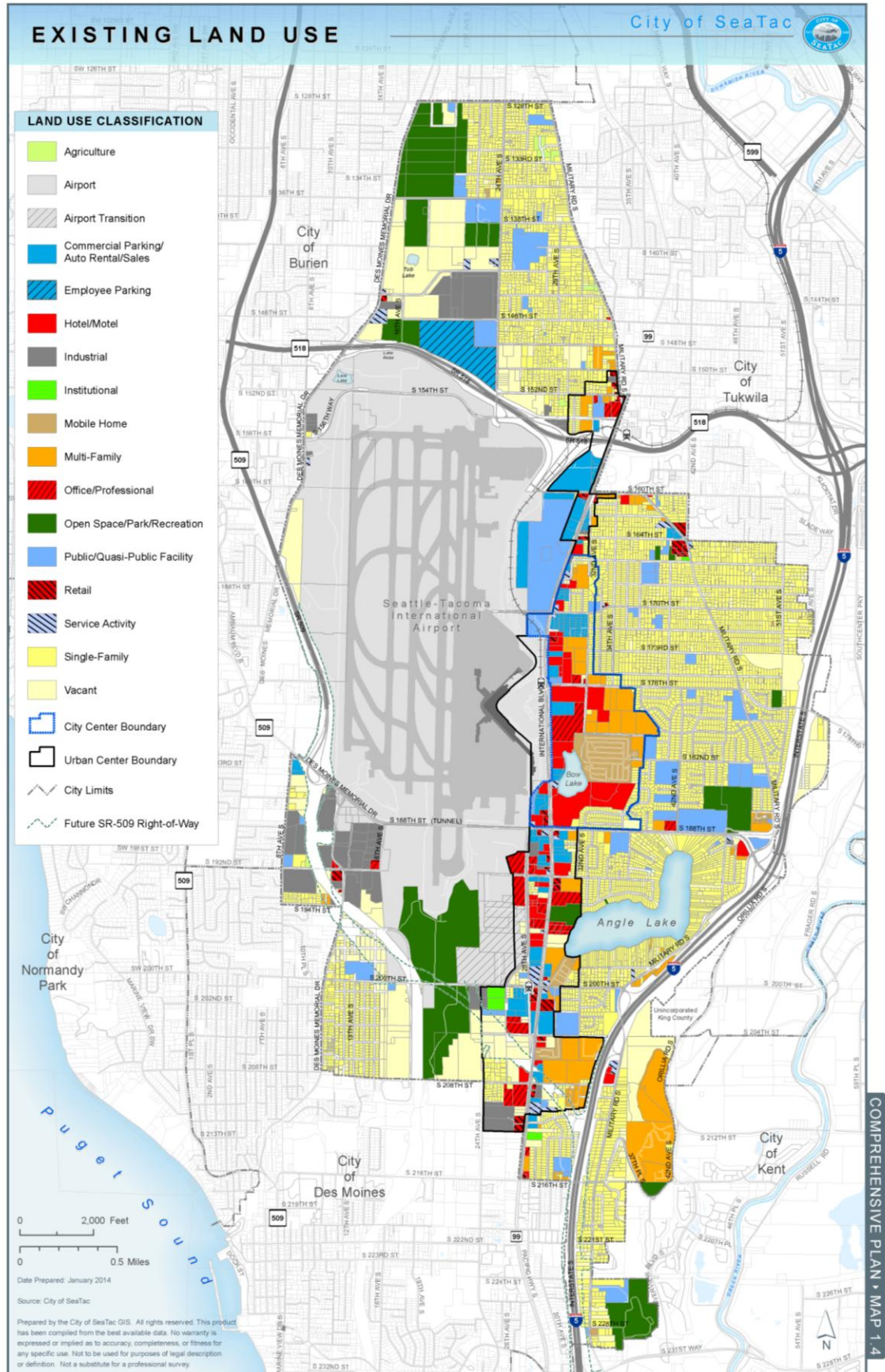
Discussion: While there ~~is are~~ a large number of commercial businesses in SeaTac, many of them provide services that are primarily oriented to Airport-related visitors and daytime employees. ~~In order to provide services needed by City residents, there should be a strong effort to allow and encourag~~The City should allow and strongly encourage businesses that ~~also~~ cater to residents’ needs such as: ~~Examples of such businesses include, but are not limited to,~~ hardware stores, bakeries, small grocery markets, ~~video rental shops,~~ bookstores, day care centers, restaurants, and espresso cafes. These types of services also help to make the City more livable for families.

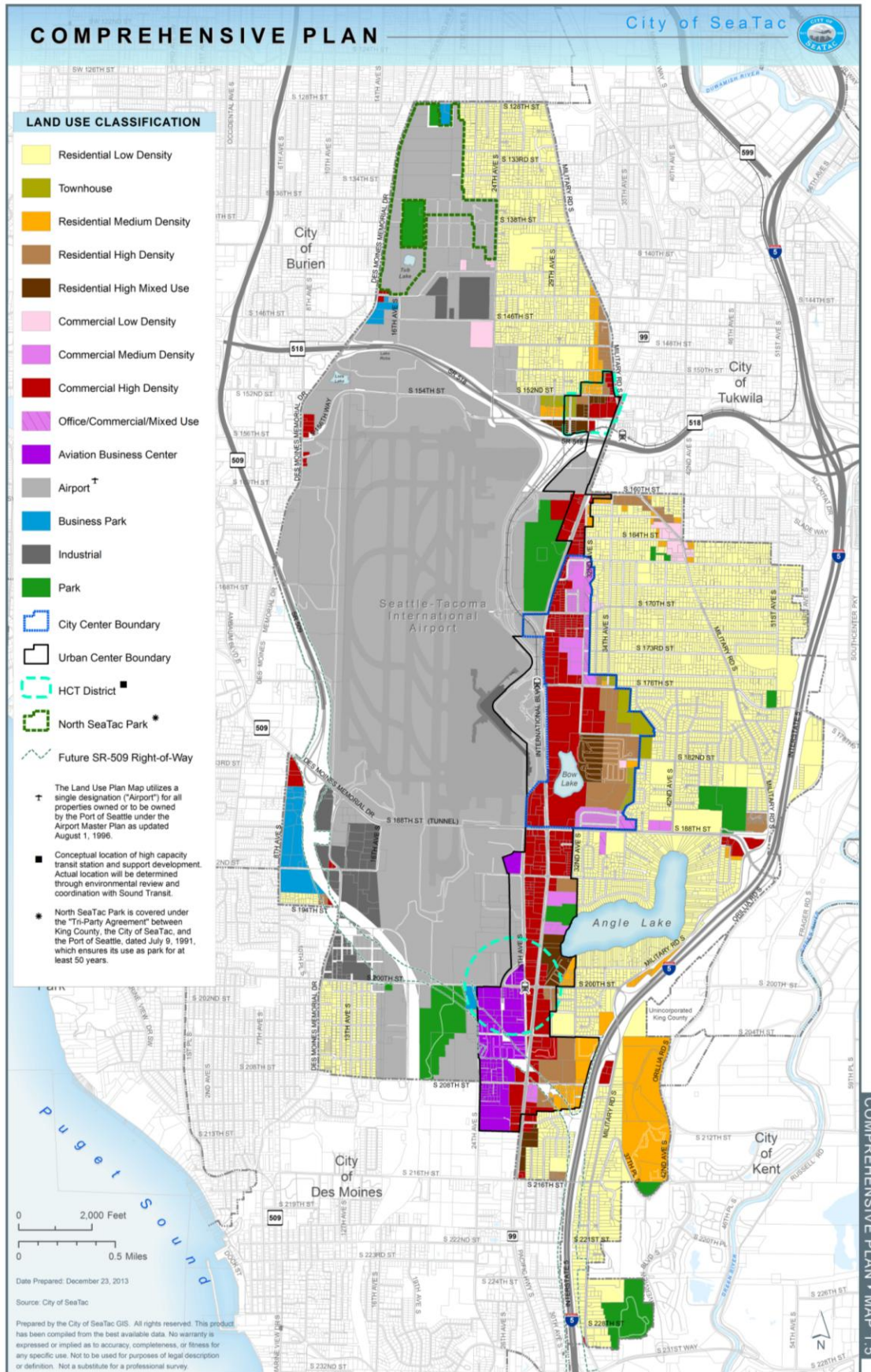
Policy 2.2K 1.3G

Allow home occupations in residential areas ~~if they meet the City of SeaTac’s current-subject to~~ Zoning Code requirements for such business operations.

Discussion: Home occupations allow small businesses to operate in a cost-effective manner. These types of businesses can be compatible within residential neighborhoods, if the operation has a small number of employees, is incidental to the residence’s primary use as a dwelling unit, and has no negative traffic or environmental impacts ~~associated with it.~~ ~~For more information on the local requirements, please see the City of SeaTac Zoning Code, Chapter 15.17, Home Occupations.~~

The Existing Land Use Map is moved to the Land Use Background Report





CITYWIDE LAND USES

The geographic interpretation of Goals 2.1 and 2.2 is depicted on SeaTac’s Land Use Plan Map. Its land use designations fall under the following broad categories:

- Residential;
- Commercial;
- Manufacturing, Industrial, Business Park, and Airport
- Park, and
- Other.

RESIDENTIAL LAND USE

GOAL 2.3 1.2

To achieve a mix of housing types, while maintaining healthy residential neighborhoods and guiding new housing development into appropriate areas.

RESIDENTIAL – LOW DENSITY (SINGLE FAMILY)

Policy 2.3A

Stabilize and protect existing single family residential neighborhoods by maintaining a designated Residential Low Density (Single Family) area.

Discussion: SeaTac’s established residential neighborhoods are important components of the community and should be protected from negative impacts of conflicting or inappropriate nearby land uses. The character of healthy neighborhoods should be maintained since it provides a sense of well-being for local residents and enhances the stability of the entire city. Land within the Residential Low Density areas is, and will continue to be, primarily single family in nature.

Policy 2.3B

Allow accessory units (sometimes called “mother-in-law units”) in single family designations to provide additional housing opportunities and income sources for homeowners.

TOWNHOUSE

Policy 2.3C

Maintain single-family characteristics while building the densities that support transit ridership and nearby commercial activities through the Townhouse designation.

Discussion: The Townhouse designation buffers Residential Low Density areas from more

Note:
Descriptions of land use types and related policies are moved from the Comprehensive Plan Land Use descriptions in the Land use Background Report. Those descriptions were moved to this section and adapted to serve as policies to support regulations in the Zoning Code.

intensely developed residential or commercial/mixed use areas.

RESIDENTIAL – MEDIUM DENSITY

Policy 2.3D

Allow higher densities than single family areas while maintaining a desirable family environment through the Residential – Medium Density designation.

Discussion: This designation provides a transition between lower density and higher density areas. Examples of medium density uses include two- to four-story apartments and townhouses.

RESIDENTIAL – HIGH DENSITY

Policy 2.3E

Provide a high density living option through the Residential – High Density designation.

Discussion: This designation provides a transition between lower density residential areas and commercial areas and is intended to be primarily residential in character. Examples of high density residential development include two- to four-story apartments and **condominiums**.

RESIDENTIAL HIGH – MIXED USE

Policy 2.3F

Promote high density residential **mixed use** development that complements the bordering high density commercial area through the Residential High Mixed Use designation.

COMMERCIAL LAND USE

GOAL 2.4 1.3

~~To encourage commercial land uses that s~~**erve the needs of the City’s residents, businesses, and visitors through appropriate commercial land uses.**

Policy 1.3A

~~Concentrate commercial uses in specific locations to improve the provision of services and protect existing residential areas.~~

~~**Discussion:** SeaTac’s commercial base is expected to grow over the next 10 to 20 years. It is important that an adequate supply of land is available to accommodate this growth. It is also crucial, though, that the City’s new commercial businesses be located in appropriate areas that would not be detrimental to SeaTac’s residential neighborhoods. Examples of appropriate areas would include SeaTac’s Urban Center and the Aviation Business Center (ABC) area.~~

Callout box:
Purposeful design and placement of buildings, landscape, and open spaces will strengthen the characteristics of these land use designations. See the Community Image and Open Space Elements for these related policies.

Callout box:
The Residential High – Mixed Use and Commercial High Density designations form the core of SeaTac’s Urban Center.

This general commercial policy is replaced by policies specific to different types of commercial below

Policy 1.3B moved to new Urban Center Land Uses section.

Policy 1.3B

~~Encourage retail development in designated areas within SeaTac’s Urban Center.~~

~~**Discussion:** Most of the commercial development on International Boulevard consists of non-retail businesses, such as hotels, restaurants, park ’n fly lots, and offices. There are a few retail establishments along this roadway at the northern and southern ends of SeaTac’s boundaries, but they are primarily auto-oriented in nature (for example, used car sales). Sea Tac International Airport provides a large, relatively untapped market for retail activity in the City of SeaTac. There were more than 26 million passengers traveling through the Airport terminal in 2003, with the annual volume increasing to 39 million passengers/year in 2020. This market could possibly be tapped, especially if there was a convenient way for easily transporting people to and from a new shopping area~~

Policy 1.3C moved to new Access to Neighborhood Services section.

Policy 1.3C

~~Encourage the development of small, “resident-oriented” businesses in SeaTac.~~

~~**Discussion:** While there are a large number of commercial businesses in SeaTac, many of them provide services that are primarily oriented to Airport related visitors and daytime employees. In order to provide services needed by City residents, there should be a strong effort to allow and encourage businesses that also cater to residents’ needs. Examples of such businesses include, but are not limited to, hardware stores, bakeries, small grocery markets, video rental shops, bookstores, day care centers, and espresso cafes. These types of services also help to make the City more livable for families.~~

Policy 1.3D moved to new Access to Neighborhood Services

Policy 1.3D

~~Encourage mixed use projects, especially those with a retail/office/residential component, in designated areas of the City.~~

~~**Discussion:** The traditional zoning approach segregates various land uses, such as commercial and residential, into different locations. In many situations, however, it is more appropriate for some land uses to be “mixed” together. The mixed use development concept is gaining popularity around Puget Sound and the United States. A “mixed use” building/site has a mix of different uses within one structure or a given site, such as retail uses on the first floor with office and/or residential on the upper floors. This type of development pattern would promote a more pedestrian friendly environment in the City and might encourage more resident-oriented businesses to locate in SeaTac.~~

[Move to Community Image](#)

Policy 1.3E

~~Encourage new and redeveloped buildings within SeaTac’s Urban Center to be well designed.~~

~~**Discussion:** Street edges along International Boulevard are poorly defined, land uses are largely auto-oriented, and building design and site planning are generally uncoordinated. Additionally, building orientation and parking lot locations vary considerably, with parking often being a significant component of the site. Lower quality development is also interspersed with higher quality development. SeaTac’s Urban Center would benefit from an overall set of administrative design guidelines that establishes a common character within this section of the City. These guidelines would help to unite the land uses within this area into a true “town center” for the City of SeaTac.~~

Policy 1.3F

~~Ensure that commercial development is designed and scaled in a manner that is compatible with surrounding lower density neighborhoods.~~

~~**Discussion:** Land use conflicts, including the lack of adequate transition between land uses and negative impacts on neighboring properties, threaten stable residential neighborhoods. Land use designations should work to preserve and enhance existing neighborhoods by providing better transitions to residential uses, and encouraging development which minimizes conflict through careful design and landscape buffering.~~

Policy 1.3G

~~Allow home occupations in residential areas if they meet the City of SeaTac's current Zoning Code requirements for such business operations.~~

~~**Discussion:** Home occupations allow small businesses to operate in a cost-effective manner. These types of businesses can be compatible within residential neighborhoods, if the operation has a small number of employees, is incidental to the residence's primary use as a dwelling unit, and has no negative traffic or environmental impacts associated with it. For more information on the local requirements, please see the City of SeaTac Zoning Code, Chapter 15.17, Home Occupations.~~

[Move to Community Image](#)

[Moved old Policy 1.3G to Access to Neighborhood Services section.](#)

COMMERCIAL LOW DENSITY

Policy 2.4A

Enhance low to medium density residential neighborhoods by locating goods, services, and transit facilities in designated Commercial Low Density areas.

Discussion: Commercial Low Density areas are generally located outside the Urban Center and provide convenient daily shopping and some services for a limited service area.

OFFICE/COMMERCIAL/MIXED USE

Policy 2.4B

Allow mixed-use medium density development in the designated Office/Commercial/Mixed Use areas.

Discussion: This designation is intended to be more residential in character than the Commercial Medium Density designation and is different from the Residential – Mixed Use designation by allowing office as a primary use.

Policy 2.4C

Only allow retail and commercial uses when they are mixed with residential or office uses on the same site.

COMMERCIAL MEDIUM DENSITY

Policy 2.4D

Allow medium density development to accommodate office buildings, small hotels, restaurants, dense retail, apartments, or mixed residential/commercial developments in designated Commercial Medium Density areas.

Policy 2.4E

Encourage a mix of land uses.

Discussion: Vertical (within the same building) or lateral (within different buildings on the same site) mixing of uses is appropriate.

Callout box:
See the Transportation Element to see related policies on connecting to local and regional transit and providing non-motorized travel options. Also see related policies in the Healthy, Equitable, and Connected Communities section.

COMMERCIAL HIGH DENSITY

Policy 2.4F

Allow the highest concentration of development in the Commercial High Density designation to accommodate intense land uses, such as mixed-use hotels, office towers, and high density housing, to support transit/walking/bicycling communities.

AVIATION BUSINESS CENTER

Policy 2.4G

Allow development that creates a pedestrian-friendly, major commercial center that supports employment, shopping, and childcare access for high concentrations of customers, visitors, and employees through the Aviation Business Center (ABC) designation.

Discussion: The northern part of the ABC area (north of the SR 509 Extension right-of-way) around the Angle Lake Light Rail station should be particularly pedestrian and transit friendly.

Policy 2.4J 1.6B

Attract businesses oriented to and compatible with Airport operations in the southern portion of the ABC designation.

~~Encourage the development of Airport compatible activities in the Aviation Business Center (ABC) area.~~

~~**Discussion:** The ABC district was created in 1991 to encourage a wide mix of Airport-related businesses in an area southeast of Seattle-Tacoma International Airport. This district will provide needed space for Airport related activities, which These play a key role in the City's economy. The land uses within the ABC district are intended to be compatible with Airport operations.~~

OTHER COMMERCIAL USES

Policy 2.4I 1.3H

Protect designated land uses from the negative impacts of “adult entertainment” establishments.

~~Discussion: A city is allowed to regulate adult entertainment businesses, as long as a “reasonable opportunity” is provided to operate such a business within the municipal boundaries. In order to limit the negative impacts of adult entertainment businesses while allowing the required “reasonable opportunity” to operate, prohibit these establishments in proximity to in the City, adult entertainment businesses shall be regulated in a manner that protects designated sensitive land uses, such as public and private schools; public parks; public libraries; State-certified day care facilities; community/teen centers; churches, cemeteries or other religious facilities or institutions; residential and lodging uses, and property zoned for residential uses; other adult entertainment uses; and property used for organizations, associations, facilities and businesses which provide, as a substantial portion of their activities, functions or business, the provision of services to children and/or youth, so that their premises would have children in attendance or at the location during a predominant portion of the operational hours of the organization, association, facility or business.~~

MANUFACTURING, INDUSTRIAL, AND BUSINESS PARK LAND USES

GOAL 2.5 1.4

~~To provide an appropriate level of manufacturing, industrial, and “business park” land uses within the City.~~

Policy 2.5A 1.4A

Concentrate industrial/manufacturing, industrial, and business park uses in specific and appropriate locations to improve the provision of services and protect existing residential and other commercial areas.

~~Discussion: Industrial and manufacturing establishments are valued because they provide jobs for SeaTac residents and tax revenues for the City but are. This type of land use is usually very intensive and not always compatible with other land uses, such as single family residential uses. Certain types of manufacturers also produce odors and dust. In order to enjoy the benefits and minimize the adverse impacts of industrial and manufacturing establishments, the City of SeaTac should encourage the development of “clean, and light manufacturing” and business park land uses in designated, appropriate locations. Business park uses would be production/distribution related businesses with with minimal environmental and land use impacts in this designation. Examples of this type of land use would include high technology business firms, Airport-related warehousing, and light manufacturing businesses that do not use toxic substances or emit pollutants into the air. Another area of the City that would be appropriate for business park uses would be the Aviation Business Center area.~~

Policy 2.5B 1.4B

Discourage inappropriate, heavy manufacturing businesses from locating in SeaTac, excluding Airport-sited uses.

~~Discussion: It is felt that the development of new “heavy industrial” land uses, with their negative environmental impacts, would not be appropriate for the City of SeaTac (see the discussion section of Policy 1.4A for more background information).~~

BUSINESS PARK

Callout box:
See the
Environment
Element for related
policies.

Callout box:
Continued partnership
with the Port of Seattle
can enhance the
character and
economic function of
the Urban Center
growth area.

Policy 2.5C

Allow non-polluting land uses such as biotechnology, light manufacturing, electronics, computer technology, or communications equipment businesses while prohibiting land uses with significant environmental or nuisance impacts in the Business Park designation.

AIRPORT

Policy 2.5D

Provide for the Airport and high intensity Airport-related facilities and activities.

Discussion: This designation includes all properties owned by the Port of Seattle. Under the Airport Master Plan it provides for facilities and activities that are related to “Aviation Operations” or “Aviation Commercial” uses.

Policy 2.5E 1.6A

Encourage land uses adjacent to Sea-Tac International Airport that are compatible with Airport operations.

Discussion: The Federal Aviation Administration’s standards (under the Part 150 Program) identify compatible land uses for areas immediately adjacent to an airport. Improving land use compatibility in areas near the Airport enables the City to take better advantage of the job and tax revenue benefits of the Airport, maintain and enhance the Airport’s role as an essential public facility, and help reduce the negative impacts to City residents. Some appropriate land uses near airports include open space and passive park land, parking, transportation-related activities, and some manufacturing or business park uses. Multi-family housing that is constructed to meet the applicable noise standards and designed to recognize noise issues may be appropriate for areas within the 65 ~~to 75 Ldn DNL~~ area (see the Airport Noise Contours Map 1.3). Single family residential use, on the other hand, is an example of a land use type that is not generally recommended for such areas. Uses that are essential to the aviation function of an airport, including necessary support facilities, are considered elements of an airport as an Essential Public Facility (EPF), as addressed in Goal 2.7, 1.7, and are subject to provisions of the Interlocal Agreement between the City and the Port of Seattle for Seattle-Tacoma International Airport, ~~originally signed 9/4/97 (ILA), and updated and reauthorized in 2005. These land uses are addressed under the Recommended Implementation Strategies section, and within the provisions of the Land Use Background section. The ILA specifically lists Airport Master Plan projects and Airport related uses in Attachments A-1 and A-2 respectively. The parties adopted the listed projects and uses to settle their dispute over Airport expansion, and the ILA does not determine whether the listed uses are Essential Public Facilities (EPFs) under the Growth Management Act. Because of the extensive public and environmental review of the Airport Master Plan, the City’s EPF siting process is deemed to be complete for the projects listed in ILA Attachment A-1, “List of Port Master Plan Projects.” The ILA reserves the City’s rights under prescribed circumstances to challenge whether a proposed development at the Airport is an EPF.~~

Callout Box:
The Interlocal
Agreement
between the city
and the Port of
Seattle contains
detailed
information about
airport-related
zones.

Policy 2.5F 1.6C

Work with the Port of Seattle to implement the ILA ~~adopted 9/4/97~~.

Discussion: The City of SeaTac and Port of Seattle entered into the ILA to establish a mutually satisfactory process and set of development standards for Port projects and

mitigation for the Airport Master Plan. The ILA ~~resolves land use jurisdictional issues and~~ establishes a basis for working toward compatibility between City and Airport land uses. The ILA resolves land use jurisdictional issues, establishes development standards as defined in RCW 36.70B.170 et seq., and constitutes a “development agreement.”

INDUSTRIAL

Policy 2.5G

Provide for industrial enterprises and activities involving manufacturing, assembly, fabrication, processing, bulk handling, storage, warehousing and heavy trucking through the Industrial designation.

INSTITUTIONAL USES

Policy 1.111

~~Ensure that the future uses of Highline School District unused/unoccupied properties are compatible with adjacent neighborhoods and land uses.~~

~~**Discussion:** The Highline School District owns a number of facilities within the City’s boundaries. While the majority of facilities are actively used, a few sites, such as Riverton Heights Elementary School, Glacier High School, Boulevard Park Elementary School, and Maywood Elementary School, are no longer occupied or used by the school district. These sites present unique opportunities for neighborhood redevelopment projects through the rehabilitation of buildings and/or recreational facilities. Redevelopment of some of these facilities would enhance neighborhood character and provide additional space for private or public business endeavors.~~

Note: Moved to new General Growth Section

PARKS AND OPEN SPACE LAND USE

GOAL 2.6 1.5

~~To achieve~~Provide an adequate amount of accessible parks, recreational land, and open space ~~for~~throughout the City.

Policy 21.6A

This designation identifies publically funded park and open space areas to be used for outdoor passive and active recreation uses, conservation and protection of municipal watersheds, wildlife corridors and habitats.

Callout box:
[See the Open Space Element for related policies.](#)

Callout box:

(Text taken from discussion under Policy 2.7B)

The Washington Growth Management Act (GMA) requires that city comprehensive plans include a process for identifying and siting essential public facilities. The GMA defines essential public facilities as being “those facilities that are typically difficult to site...” King County’s Comprehensive Plan defines an essential public facility as a facility that either: (a) meets the GMA’s definition of an essential public facility; (b) is on a State, County or local community list of essential public facilities; (c) serves a significant portion of the County or metropolitan region or is part of a Countywide service system; or (d) is difficult to site or expand. While the GMA authorizes municipalities to have some input into the siting process, it does not grant cities the right to prohibit essential public facilities. In fact, the Act states that “no local comprehensive plan or development regulations may preclude the siting of essential public facilities.”

ESSENTIAL PUBLIC FACILITIES

GOAL ~~2.7-1.7~~

~~To address the siting~~ **Accommodate** of essential public facilities **in alignment with this Plan’s goals and policies.**

Policy ~~2.7A 1.7A~~

Administer a process consistent with ~~both~~ the GMA and the Countywide Planning Policies to ~~address the identify and siting of~~ essential public facilities (EPF).

Discussion: ~~SeaTac allows the siting of EPFs, provided that any such EPF must be consistent with the City’s goals and policies. An initial list of essential public facilities for~~ SeaTac ~~includes~~ EPFs include, but ~~is~~ are not limited to: 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 telecommunication 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), and substance abuse facilities. Differing levels of review and City involvement will be applied to different types of ~~essential public facilities. The administrative details of EPFs.~~ SeaTac’s ~~essential public facilities~~ EPF siting ~~administrative~~ process ~~are~~ is outlined in the “implementation strategies” section and described in the Land Use Background Report.

Policy 2.7B

~~Partner with Sound Transit to implement Light rail transit facilities must be consistent with the City’s preferred route/alignment and must include three stations: The City’s preferred route/alignment and station locations are as shown on Map 2.2.~~

- ~~1. The Tukwila International Boulevard Station, located at S. 154th St. (Southcenter Blvd. in Tukwila) and International Boulevard;~~
- ~~2. The SeaTac/Airport Station, located at S. 176th St. and International Boulevard; and~~
- ~~3. The S. 200th St. Station, located at S. 200th St. and 28th Ave. S.~~

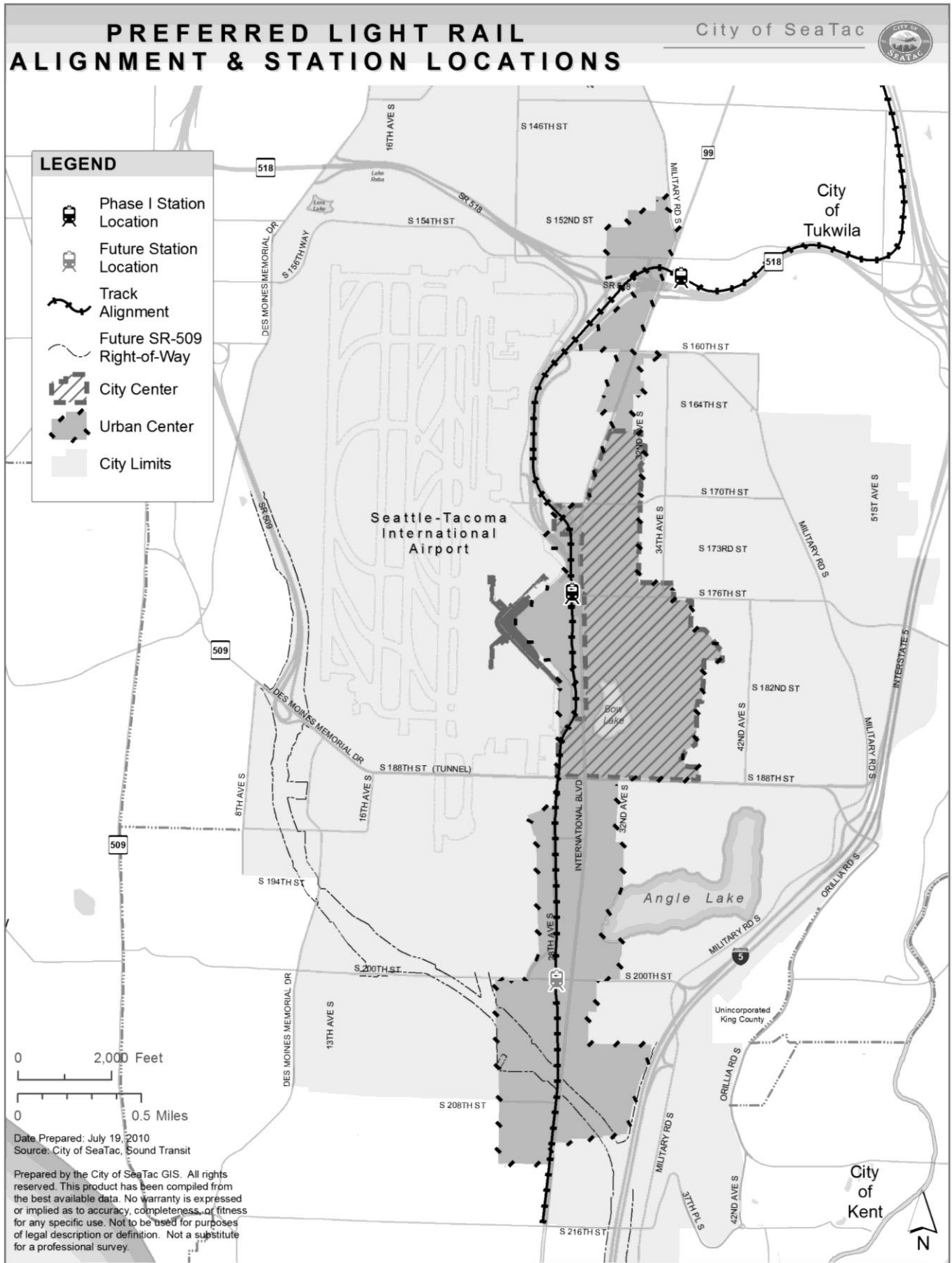
~~The City’s preferred alignment is established from the Tukwila International Boulevard Station to the SeaTac/Airport Station, running primarily on Port of Seattle property, after crossing SR 518. From the SeaTac/Airport Station the preferred alignment runs south to S. 188th St. on Port property and along the east side of 28th Ave. S. From S. 188th St. it continues south to the S. 200th St. Station on the east side of 28th Ave. S.~~

Discussion: ~~Continuing south f~~From the Angle Lake S. 200th St. Station, the City’s preferred alignment runs along the west side of 28th Ave. S, and along the west side of International Boulevard (SR 99) within the City of SeaTac to the City’s boundary at S. 216th St.

~~The Washington Growth Management Act (GMA) requires that city comprehensive plans include a process for identifying and siting essential public facilities. The GMA defines essential public facilities as being “those facilities that are typically difficult to site...” King County’s Comprehensive Plan defines an essential public facility as a facility that either: (a) meets the GMA’s definition of an essential public facility; (b) is on a State, County or local community list of essential public facilities; (c) serves a significant portion of the County or metropolitan region or is part of a Countywide service system; or (d) is difficult to site or expand. While the GMA authorizes municipalities to have some input into the siting process, it does not grant cities the right to prohibit essential public facilities. In fact, the Act states that “no local comprehensive plan or development regulations may preclude the siting of essential public facilities.” Puget Sound Regional Council (PSRC) and Countywide Planning Policies require a link between land use and transportation. Specifically, the PSRC policy states: “Connect and serve urban communities with an efficient, transit-oriented, multi-modal transportation system.” (Policy RG 1).~~

Note: Policy 1.7B separates the original 1.7A into two policies

Note: Most of this discussion is moved to the callout box on the preceding page



~~PARKS AND OPEN SPACE LAND USE~~

~~Policy 1.5A~~

~~Provide an adequate number of parks at the neighborhood level.~~

~~**Discussion:** As the City's population grows, space will be needed in both residential neighborhoods and business areas (such as "pocket" parks) for visual relief, outdoor recreation and the enjoyment of natural features.~~

~~Policy 1.5B~~

~~Develop a system of distinctively designed pedestrian/jogging/bicycle/horse trails throughout SeaTac that could also connect to regional trail systems.~~

~~**Discussion:** Recreational trails and pedestrian linkages between existing parks will enhance public enjoyment of natural features within the City, and benefit transportation mobility and circulation as well. Examples of these types of recreational pedestrian facilities include the proposed trail system along Des Moines Creek and a potential walkway around a portion of Bow Lake.~~

Note:
Policy 1.5B
moved to Parks,
Recreation and
Open Space
Element

Airport-Related Land Use

GOAL 1.6

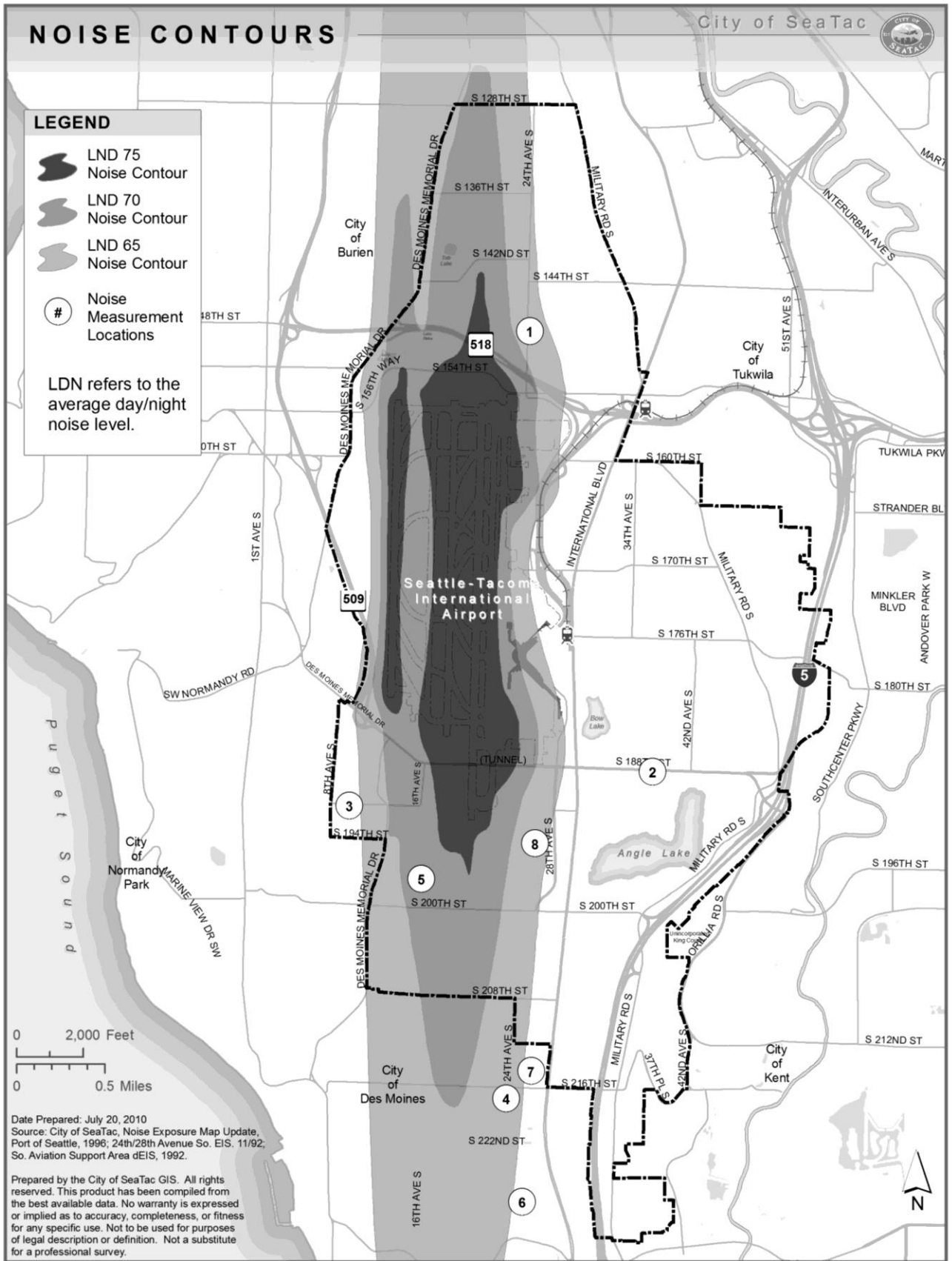
~~To achieve a reasonable level of compatibility between Airport activities and adjacent land uses.~~

Policy 1.6A

~~Encourage land uses adjacent to Sea Tac International Airport that are compatible with Airport operations.~~

~~**Discussion:** The Federal Aviation Administration's standards (under the Part 150 Program) identify compatible land uses for areas immediately adjacent to an airport. Improving land use compatibility in areas near the Airport enables the City to take better advantage of the job and tax revenue benefits of the Airport, maintain and enhance the Airport's role as an essential public facility, and help reduce the negative impacts to City residents. Some appropriate land uses near airports include open space and passive park land, parking, transportation related activities, and some manufacturing or business park uses. Multi-family housing that is constructed to meet the applicable noise standards and designed to recognize noise issues may be appropriate for areas within the 65 to 75 Ldn area (see Map 1.3). Single family residential use, on the other hand, is an example of a land use type that is not generally recommended for such areas. Uses that are essential to the aviation function of an airport, including necessary support facilities, are considered elements of an airport as an Essential Public Facility (EPF), as addressed in Goal 1.7, and are subject to provisions of the Interlocal Agreement between the City and the Port of Seattle for Seattle Tacoma International Airport originally signed 9/4/97 (ILA), and updated and reauthorized in 2005. These land uses are addressed under the Recommended Implementation Strategies section, and within the provisions of the Land Use Background section. The ILA specifically lists Airport Master Plan projects and Airport related uses in Attachments A-1 and A-2 respectively. The parties adopted the listed projects and uses to settle their dispute over Airport expansion, and the ILA does not determine whether the listed uses are Essential Public Facilities (EPFs) under the Growth Management Act. Because of the extensive public and environmental review of the Airport Master Plan, the City's EPF siting process is deemed to be complete for the projects listed in ILA Attachment A-1, "List of Port Master Plan Projects." The ILA reserves the City's rights under prescribed circumstances to challenge whether a proposed development at the Airport is an EPF.~~

Note:
Moved to new Airport
Land Use section
above



Date Prepared: July 20, 2010
 Source: City of SeaTac, Noise Exposure Map Update, Port of Seattle, 1996; 24th/28th Avenue So. EIS, 11/92; So. Aviation Support Area dEIS, 1992.

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~~URBAN GROWTH BOUNDARY/POTENTIAL ANNEXATION AREAS~~

~~GOAL 1.8~~

~~To annex unincorporated areas of King County within SeaTac's Urban Growth Boundary, where appropriate.~~

~~Policy 1.8A~~

~~Extend SeaTac's Urban Growth Boundary to establish Potential Annexation Areas (PAAs), where deemed appropriate and necessary by the City, so they will be specific to the City of SeaTac and will not overlap with adjacent municipalities' PAAs.~~

~~**Discussion:** It is important that SeaTac officially designate potential annexation areas, working in conjunction with King County and adjacent cities. At present, SeaTac has no potential annexation areas. If the City designates any areas for potential annexation in the future, the City and King County will need to sign an interlocal agreement, once there is consensus on SeaTac's PAAs.~~

RECOMMENDED IMPLEMENTATION STRATEGIES

This section identifies the specific steps, or implementation strategies, that achieve this Element's policies. It 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. Policy summaries are included in the table for reference.

Not all policies require an implementation strategy. In those cases those policies are not reflected in the tables that follow.

As the Primary Responsibility column indicates, many of the implementation strategies will be initially undertaken by a specified board or commission. In most cases, the City Council will analyze the specific board/commission recommendation and make the final decision about how to proceed.

The time frame categories are defined as follows:

- Immediate within one year
- Short-Term one to five years
- Medium-Term six to 10 years
- Long-Term 11 to 20 years
- Ongoing the strategy will be implemented on a continual basis

The time frames are target dates set regularly when the City Council adopts amendments to the Comprehensive Plan.

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.

~~RECOMMENDED IMPLEMENTATION STRATEGIES~~

~~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 commission. In most cases, however, it will be the City Council that analyzes the specific board/commission recommendation, and then makes the final decision about how to proceed.~~

~~The "time line" categories are defined as follows:~~

- ~~■ Immediate within one year~~
- ~~■ Short Term one to six years~~
- ~~■ Medium Term six — 10 years~~
- ~~■ Long Term 10 — 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 RESPONSIBILITY	TIME LINE
<u>Growth Management</u>			
2.1 1.1 GENERAL LAND USE <u>Focus growth to achieve a balanced mix and arrangement of land uses.</u>			
<u>Urban Center Land Uses</u>			
2.1A 1.1A- <u>Implement the subarea plans to focus growth into three communities in the Urban Center. Designate and Create an "Urban Center."</u>	<ul style="list-style-type: none"> Actively pursue the nomination of SeaTac's Urban Center through the Growth Management Planning Council (GMPC), King County Council, and City ratification process. (GMPC and King County have ratified nomination.) 	City Council	Immediate {City ratified in 10/94}
	<ul style="list-style-type: none"> Identify potential transit station areas and transit-related rights-of-way. 	City Staff, Sound Transit	Completed 12/06 for Tukwila International Blvd. Station and SeaTac/Airport Station. Pending for extension of system to S-200th St. Station.
	<ul style="list-style-type: none"> Evaluate design elements for transit service (light rail and/or bus) and station areas to enhance compatibility with other plan elements and policies, such as Community Image Policies 6.2C, D, E and F; Transportation Policy 3.3A and 3.4C, and Countywide Planning Policy LU 42. 	City Staff, Sound Transit	Short Term (1-2 years) {Design Stds. for Transit Facilities adopted 1999}

PROPOSED POLICIES	IMPLEMENTATION STRATEGIES	PRIMARY RESPONSIBILITY	TIME LINE
	<ul style="list-style-type: none"> Work with Sound Transit and the Port of Seattle on land-use strategies to attract a mixture of uses supportive of and benefited by high capacity transit to station areas. 	City Staff, Sound Transit	Immediate, Ongoing Short Term (3–5 years)
	<u>Implement the subarea plans’ action plans. Prioritize projects, track progress, and reevaluate prioritization over time.</u>	<u>Planning Commission, City Staff</u>	<u>Ongoing</u>
	<u>Prioritize infrastructure investments that would serve growth in the Urban Center.</u>	<u>City Council, City Staff</u>	<u>Ongoing</u>
2.1B 4.1B- <u>Direct moderate and high density residential development to the Urban Center</u> Encourage Growth to Occur in the Urban Center Boundary.	<u>Incentivize multi-family residential projects in the Urban Center through measures such as density bonuses, multifamily tax credits, and infrastructure improvements.</u> <ul style="list-style-type: none"> The Zoning Code and Zoning Map should be revised, where needed, to direct most of the City’s commercial growth into the Urban Center. 	<u>Planning Commission, City Council</u> Planning Commission, City Council	<u>Short-Term (1–2 years)</u> Immediate [Both revised in 7/95]
	<u>Streamline the development review process for proposed high density residential development in the Urban Center.</u> <ul style="list-style-type: none"> Evaluate and amend as necessary the Zoning Code’s density bonus section to encourage businesses to locate in SeaTac’s Urban Center. 	<u>Staff</u> Planning Commission, City Council	<u>Short-Term (1–2 years)</u> Short-Term (1–2 years)

PROPOSED POLICIES	IMPLEMENTATION STRATEGIES	PRIMARY RESPONSIBILITY	TIME LINE
	<p><u>Evaluate and implement options for promoting mixed-use residential development in the Urban Center.</u> • <u>Give higher priority to infrastructure investments that would serve growth in the Urban Center.</u></p>	<p><u>Planning Commission, City Council, City Staff</u> <u>City Council, City Staff</u></p>	<p><u>Immediate, Ongoing</u></p>
	<p>• <u>Complete a Planned Action.</u></p>	<p><u>Planning Commission, City Council, City Staff</u></p>	<p><u>Immediate [Adopted in 12/94]</u></p>
<p>2.1C 1.1G <u>Promote Development That Reduces Block Sizes and Provides a Network of Connected Local Streets through the Urban Center to Facilitate Pedestrian Circulation and Transit Accessibility.</u></p>	<p><u>Identify desirable linkages and secure access through purchase or easements.</u> • <u>Adopt a subarea plan for the Urban Center which will guide the location of new streets in the Center area.</u></p>	<p><u>City Staff, Planning Commission, City Council</u> <u>City Council, Planning Commission</u></p>	<p><u>Immediate Short Term (1—2 years) [City Center Plan Adopted 1998]</u></p>
	<p>• <u>Coordinate the planning of new Urban Center streets with updates to the City of SeaTac’s Comprehensive Plan Elements, including Transportation, Capital Facilities, and the Zoning Code.</u></p>	<p><u>City Council, Planning Commission</u></p>	<p><u>Short Term (1—2 years) [Included in TIP and CFP]</u></p>
<p>2.1D 1.3C <u>Focus Encourage Retail Development Within in the City Center and Station Designated Areas</u></p>	<p>• <u>The Zoning Code should require retail uses in the first or lower floors of major multi-family residential projects in designated locations within the Urban Center. Careful attention should be paid to evaluating the appropriate amount and locations of these mixed use areas, prior to their designation.</u></p>	<p><u>Planning Commission, City Council</u></p>	<p><u>Immediate [Z.C. Amended in 7/95]</u></p>

PROPOSED POLICIES	IMPLEMENTATION STRATEGIES	PRIMARY RESPONSIBILITY	TIME LINE
	<u>Evaluate and implement options for promoting retail development in the station areas.</u>	<u>Planning Commission,</u> <u>City Council,</u> <u>City Staff</u>	<u>Short-Term</u>
	<u>Streamline development review for projects including retail in the City Center and station areas.</u>	<u>Staff</u>	<u>Short-Term (1-2 years)</u>
<u>GENERAL GROWTH</u>			
<u>2.1E</u> <u>Promote efficient use of land.</u>	<u>Amend the Zoning Code to Remove “Single Detached Dwelling Unit” as an allowed use in the UM and UH zones, except as part of a Small Lot Single Family Development (see SMC 15.19.750).</u>	<u>City Staff,</u> <u>Planning Commission,</u> <u>City Council</u>	<u>Short-Term (1 – 2 years)</u>
	<u>Amend the Zoning Code to establish a minimum density for multifamily residential zones.</u>	<u>City Staff,</u> <u>Planning Commission, City Council</u>	<u>Short-Term (1 – 2 years)</u>
	<u>Amend the Zoning Code to incentivize development of residential properties to the maximum densities allowed by the zone. Incentives may include:</u> <ul style="list-style-type: none"> <u>• Reduced infrastructure requirements.</u> <u>• Building placement specifications to ensure further land division in the future.</u> <u>Regulate by density in lieu of lot size standards.</u>	<u>Planning Commission,</u> <u>City Council</u>	<u>Short-Term (3 – 5 years)</u>
	<u>Streamline the Planned Unit Development (PUD) process and requirements for</u>	<u>Planning Commission,</u>	<u>Short-Term (3 – 5 years)</u>

PROPOSED POLICIES	IMPLEMENTATION STRATEGIES	PRIMARY RESPONSIBILITY	TIME LINE
	<u>residential development on large, vacant parcels.</u>	<u>City Council</u>	
<p><u>2.1F 1.1F</u> <u>Amend zoning to achieve the vision illustrated on the City's Land Use Plan Map. Encourage Phased Zone Code Amendments.</u></p>	<p><u>Identify properties inconsistently zoned for their land use designation. Modify the Zoning Code to include criteria for phased zone code amendments</u></p>	<p><u>City Staff</u> <u>City Council, Planning Commission</u></p>	<p>Immediate</p>
<p><u>2.1G 1.1H</u> Ensure that the future uses of Highline School District's unused/unoccupied properties are compatible with adjacent neighborhoods and land uses.</p>	<ul style="list-style-type: none"> Identify specific properties of interest and present <u>potential project/uses information</u> to school district officials. 	<p>City Staff <u>City Council</u></p>	<p>Immediate</p>
	<p>Maintain regular contact with school district officials to obtain up-to-date information on abandoned facilities.</p>	<p>City Staff <u>City Council</u> <u>School District</u></p>	<p>Ongoing</p>
	<ul style="list-style-type: none"> Develop potential projects/uses for abandoned facilities; have information prepared to present to school district officials. 	<p>City Staff, City Council</p>	<p>Ongoing</p>

PROPOSED POLICIES	IMPLEMENTATION STRATEGIES	PRIMARY RESPONSIBILITY	TIME LINE
	<ul style="list-style-type: none"> Work with Highline School District (<u>HSD</u>) to develop implementation plans for District facility reuse. Implementation plans should include: <ul style="list-style-type: none"> Target types of development (e.g., residential, sports, commercial); Agreement that City-development standards will be implemented. <p><u>Review and incorporate HSD's Capital Facilities Plan into the Comprehensive Plan.</u></p>	<p><u>City Staff, City Council, School District</u></p>	<p><u>Short-Term (3-5 years)</u></p>
<p><u>Healthy, Equitable, And Connected Communities</u></p>			
<p><u>2.2 Create equitable, walkable, compact, transit-oriented communities.</u></p>			
<p><u>Access to Transportation</u></p>			
<p><u>2.2A</u> <u>Establish land use patterns that promote multi-modal transportation.</u></p>	<p><u>Implement the City Center, 154th Street, and Angle Lake Station Area Plans to ensure that a high intensity of residences and destinations (e.g., local-serving retail, community gathering places, parks, grocery stores, etc.) develop in station areas.</u></p>	<p><u>City Council, Planning Commission</u></p>	<p><u>Ongoing</u></p>
	<p><u>See implementation strategies for policies 2.1A-2.1D.</u></p>	<p><u>City Council, Planning Commission</u></p>	<p><u>Ongoing</u></p>

PROPOSED POLICIES	IMPLEMENTATION STRATEGIES	PRIMARY RESPONSIBILITY	TIME LINE
	<u>Prioritize pedestrian and bicycle infrastructure improvements in transit communities in the Transportation Improvement Program and the CIP</u>	<u>City Council, Planning Commission</u>	<u>Ongoing</u>
<u>2.2B Promote dense residential and employment uses in transit communities to increase access to resources.</u>	<u>Streamline the development review process for proposed high density residential and commercial development in the transit communities.</u>	<u>Planning Commission, City Council</u>	<u>Medium-Term</u>
<u>2.2C Incorporate consideration of physical health and well being into local decision-making, especially regarding community gardens</u>	<u>Develop a neighborhood grant matching program to encourage small, neighborhood-led projects such as community gardens.</u>	<u>Staff, City Council</u>	<u>Short-Term</u>
	<u>Identify appropriate locations for community gardens.</u>	<u>Staff, Planning Commission</u>	<u>Short-Term</u>
	<u>Partner with interested land owners to encourage publicly accessible community gardens.</u>	<u>Staff, City Council</u>	<u>Medium-Term</u>
	<u>Allocate funding to support construction and maintenance of community gardens.</u>	<u>Staff, City Council</u>	<u>Short-Term</u>
	<u>Include community gardens in the Parks Plan.</u>	<u>Staff (Parks Dept.)</u>	<u>Ongoing</u>

PROPOSED POLICIES	IMPLEMENTATION STRATEGIES	PRIMARY RESPONSIBILITY	TIME LINE
	<u>Incentivize community gardens in or near multifamily developments.</u>	<u>Staff, Planning Commission, City Council</u>	<u>Short-Term</u>
<u>2.2D Support policy, systems, and environmental changes that result in increased access to healthy foods.</u>	<u>Conduct zoning code gap/barrier analysis to ensure that small-scale healthy food retail is allowed in all or most zones and has appropriate zoning definitions to allow the sale of fresh food.</u>	<u>City Staff, Planning Commission, City Council</u>	<u>Short-Term</u>
	<u>Include food access goals in development review and health impact assessments.</u>	<u>City Staff, Planning Commission, City Council</u>	<u>Short-Term and Ongoing</u>
	<u>Allow or reduce barriers for mobile produce markets and carts.</u>	<u>City Staff, Planning Commission, City Council</u>	<u>Short-Term</u>
	<u>Encourage retailers to accept federal nutrition program benefits.</u>	<u>City Council</u>	<u>Short-Term</u>
	<u>Offer density bonuses for new grocery retail.</u>	<u>Planning Commission, City Council</u>	<u>Short-Term</u>
	<u>Offer grants or culturally appropriate loans for small grocery assistance.</u>	<u>City Council</u>	<u>Short-Term</u>
	<u>Expedite permitting for grocery development in station areas.</u>	<u>Planning Commission, City Council</u>	<u>Short-Term</u>
	<u>Incentivize healthy food retail in or near multifamily housing.</u>	<u>Planning Commission, City Council</u>	<u>Short-Term</u>

PROPOSED POLICIES	IMPLEMENTATION STRATEGIES	PRIMARY RESPONSIBILITY	TIME LINE
	<u>Identify and/or assemble potential sites for new groceries.</u>	<u>City Staff, Planning Commission, City Council</u>	<u>Short-Term</u>
	<u>Improve pedestrian, bicycle, and transit connectivity to grocery stores.</u>	<u>City Staff, City Council, King County Metro</u>	<u>Short-Term</u>
<u>2.2E</u> <u>Provide opportunities for walking-distance shops, services, recreation, and healthy food sources.</u>	<u>Support business developments in the Neighborhood Commercial Districts:</u> <ul style="list-style-type: none"> • <u>Encourage a variety of housing types in redeveloping neighborhood commercial areas to provide a varied customer base.</u> <u>See implementation strategies for Policy 2.2G</u>	<u>City Council, City Staff</u>	<u>Ongoing</u>
	<u>Reduce parking requirements for retail uses located in areas with sufficient residential densities.</u>	<u>Planning Commission, City Council</u>	<u>Immediate, Short-Term (1 – 2 years)</u>
	<u>Prioritize recreation development and maintenance in station areas.</u>	<u>Staff (Parks)</u>	<u>Ongoing</u>
	<u>Develop safe connections (e.g., trails) connecting parks and station areas.</u>	<u>Staff (Transportation and Parks)</u>	<u>Short-Term</u>
	<u>Require through-block connections on large blocks to increase walkability to destinations.</u>	<u>Staff, Planning Commission, City Council</u>	<u>Immediate</u>
<u>Access to Housing</u>			

PROPOSED POLICIES	IMPLEMENTATION STRATEGIES	PRIMARY RESPONSIBILITY	TIME LINE
<u>2.2F</u> <u>Foster high quality, diverse, and affordable housing</u>	<u>Review and streamline the multifamily residential design standards.</u>	<u>Staff, Planning Commission, City Council</u>	<u>Short-Term</u>
	<u>Develop and pass an inclusionary zoning ordinance to require diverse and affordable housing.</u>	<u>Staff, Planning Commission, City Council</u>	<u>Medium-Term</u>
	<u>See the Housing Element's Implementation Strategies 3.6A through 3.6J.</u>	<u>Staff</u>	<u>Short-Term</u>
<u>Access to Neighborhood Services</u>			
<u>2.2G 1.1C</u> Encourage Neighborhood-Scale Resident Serving Commercial Development in appropriate locations outside of the Urban Center.	<ul style="list-style-type: none"> Develop a "template" for a typical SeaTac-Neighborhood-Commercial area; including optimum size, economic analysis to identify markets and likely business types that might locate in such an area, and a set of prototypical visual examples. 	<u>Planning Commission, City Council, City Staff</u>	<u>Short-Term (1 – 2 years)</u>
	<ul style="list-style-type: none"> Identify <u>and zone</u> areas appropriate for neighborhood-scale commercial <u>or</u> mixed use developments <u>within approximately a half mile of all residents.</u> 	Planning Commission, City Council, City Staff	Short-Term (1 – 2 years)
	<ul style="list-style-type: none"> Prepare development standards to assure integration into existing neighborhoods. Development standards should include provision for mini parks, or other public 	Planning Commission, City Council, City Staff	Short-Term (1 – 2 years)

PROPOSED POLICIES	IMPLEMENTATION STRATEGIES	PRIMARY RESPONSIBILITY	TIME LINE
	open spaces at appropriate scales.		
	<ul style="list-style-type: none"> • Develop implementation plan, including phasing where appropriate. 	<p style="text-align: center;">Planning Commission, City Staff</p>	<p style="text-align: center;">Short Term (1–2 years)</p>
	<ul style="list-style-type: none"> • Amend the Zoning Map in the areas identified. 	<p style="text-align: center;">City Council</p>	<p style="text-align: center;">Short Term (1–2 years)</p>
	<ul style="list-style-type: none"> • Support business developments in the Neighborhood Commercial Districts: <ul style="list-style-type: none"> — Expedite the permit process for new Neighborhood Commercial Districts (see Goal 7.2 for details); — Encourage a variety of housing types in redeveloping neighborhood-scale commercial/mixed use areas to provide a varied customer base. 	<p style="text-align: center;">City Council, City Staff</p>	<p style="text-align: center;">Ongoing</p>
	<ul style="list-style-type: none"> • Continue to implement existing design and landscaping standards in new multi-family residential developments. <p>[These strategies are also found in Housing and Neighborhood Strategies 2.7A]</p>	<p style="text-align: center;">City Council, City Staff</p>	<p style="text-align: center;">Ongoing</p>

PROPOSED POLICIES	IMPLEMENTATION STRATEGIES	PRIMARY RESPONSIBILITY	TIME LINE
<p>2.2H 1.3D <u>Promote and Incentivize Developments with Retail and Service Oriented Uses to Serve Residents, Employees and Visitors</u> Encourage Mixed Use Projects</p>	<ul style="list-style-type: none"> The Zoning Code should be revised to explicitly state that mixed use projects are a desired type of development in SeaTac's Urban Center, and consider the removal of any requirements that make mixed use projects infeasible. 	<p>Planning Commission, City Council</p>	<p>Immediate [Z.C. Amended in 7/95]</p>
	<ul style="list-style-type: none"> The Planned Unit Development (PUD) process and requirements should be streamlined for mixed use projects proposed to be located within the Urban Center. 	<p>Planning Commission, City Council</p>	<p>Short Term (1—2 years)</p>
<p>2.2I <u>Allow commercial uses that serve neighborhood needs on the ground floors of residential buildings in the high density zones.</u></p>	<p><u>Ensure that zoning allows neighborhood-serving commercial uses on the ground floors of residential buildings in high density zones.</u></p>	<p><u>Planning Commission, City Council</u></p>	<p><u>Short-Term (1 – 2 years)</u></p>
<p>2.2J 1.3C Encourage <u>the development of</u> Small, “Resident-Oriented” Businesses <u>in SeaTac.</u></p>	<ul style="list-style-type: none"> Identify The types and potential locations of resident-oriented businesses and potential locations desired within the City should be identified and then actively recruited. 	<p><u>SeaTac Economic Partnership, Soundside Alliance</u></p>	<p><u>Short Term (2—4 years), Ongoing</u></p>

PROPOSED POLICIES	IMPLEMENTATION STRATEGIES	PRIMARY RESPONSIBILITY	TIME LINE
	<ul style="list-style-type: none"> The Zoning Code should explicitly list the resident-oriented types of businesses identified by the City as “permitted uses” in the Zoning Code. the resident-oriented types of businesses identified by the City in the implementation strategy listed above. 	Planning Commission, City Council	Short-Term (1 – 2 years)
2.2K 1.3G Allow Home Occupations in Residential Areas.	<ul style="list-style-type: none"> Reevaluate the Zoning Code’s home-occupation standards for consistency with GMA goals and policies. 	Planning Commission, City Council	Immediate [Z.C. Amended in 7/95]
<u>Citywide Land Uses</u>			
<u>2.3 1.2 Residential land Use Achieve a mix of housing types.</u>			
<u>Residential Low Density (Single Family)</u>			
<u>2.3A</u> <u>Stabilize and protect existing single family neighborhoods in a Residential Low Density (Single Family) area.</u>	<u>Maintain the current single family residential zone (currently zoned as UL) boundaries except where otherwise noted in this Comprehensive Plan.</u>	<u>Planning Commission, City Council</u>	<u>Ongoing</u>
	<u>Continue to exclude new multifamily residential structures as permitted uses in the UL zone through the Zoning Code.</u>	<u>Planning Commission, City Council</u>	<u>Ongoing</u>

PROPOSED POLICIES	IMPLEMENTATION STRATEGIES	PRIMARY RESPONSIBILITY	TIME LINE
	<u>Review the Zoning Code’s list of “permitted” and “conditional” uses on a regular basis to ensure that these uses continue to be appropriate within their applicable zones.</u>	<u>Planning Commission, City Council</u>	<u>Ongoing</u>
	<u>Maintain code enforcement activities to ensure protection from illegal/inappropriate land uses and activities.</u>	<u>City Staff</u>	<u>Ongoing</u>
<u>2.3C</u> <u>Maintain single family characteristics while building densities through a Townhouse designation.</u>	<u>Encourage townhouse development in the Townhouse and Residential Medium Density Zones.</u>	<u>Planning Commission</u>	<u>Ongoing</u>
	<u>Amend the Zoning Code’s Townhouse development standards to simplify and streamline.</u>	<u>City Staff, Planning Commission</u>	<u>Ongoing</u>
<u>Residential High Mixed Use</u>			
<u>2.3F</u> <u>Promote high density residential development through the Residential High Mixed Use designation</u>	<u>Amend the Zoning Code to allow non-residential uses only as part of a residential project.</u>	<u>City Staff, Planning Commission, City Council</u>	<u>Immediate</u>
	<u>Review, and amend as necessary, development standards to ensure public and private open space, compatibility with neighboring uses, and quality building-street interaction.</u>	<u>City Staff, Planning Commission, City Council</u>	<u>Short-Term</u>

PROPOSED POLICIES	IMPLEMENTATION STRATEGIES	PRIMARY RESPONSIBILITY	TIME LINE
<u>2.4 1.3</u> <u>Serve needs through appropriate</u> COMMERCIAL LAND USEs.			
<u>Commercial Low Density</u>			
<u>2.4A</u> <u>Enhance low to medium density residential neighborhoods with designated Commercial Low Density areas.</u>	<u>See strategies under Access To Neighborhood Services: 2.2G – 2.2J</u>		
<u>Office/Commercial/Mixed Use</u>			
<u>2.4C</u> <u>Prohibit single use retail and commercial.</u>	<u>Review and amend as necessary the Office/Commercial/Mixed Use zone’s development standards to ensure the proper mix of uses is required.</u>	<u>City Staff</u>	<u>Short-Term</u>
<u>Commercial Medium Density</u>			
<u>2.4E</u> <u>Encourage a mix of land uses in the Commercial Medium Density designation.</u>	<u>See Urban Center and Healthy, Equitable, and Connected Communities policies above, particularly 2.1D, 2.2A, 2.2E, 2.2H, and 2.2J.</u>		
<u>Aviation Business Center</u>			

PROPOSED POLICIES	IMPLEMENTATION STRATEGIES	PRIMARY RESPONSIBILITY	TIME LINE
<p><u>2.4G</u> <u>Allow development that creates a pedestrian-friendly, major commercial center through the Aviation Business Center (ABC) designation.</u></p>	<p><u>As necessary, review and amend the Zoning Code’s ABC provisions to foster the desired development.</u></p>	<p><u>Planning Commission, City Council</u></p>	<p><u>Ongoing</u></p>
<p><u>2.4H</u> <u>Attract businesses oriented to and compatible with Airport operations in the southern portion of the ABC designation.</u></p>	<p><u>Identify local, regional, and national companies with Airport-oriented distribution needs, and encourage them to construct a major facility in SeaTac. [See the Economic Vitality Element for more strategies on business attraction.]</u></p>	<p><u>City Staff</u> <u>Soundside Alliance</u></p>	<p><u>Ongoing</u></p>
<p><u>2.5 1.4</u> MANUFACTURING, INDUSTRIAL, AND BUSINESS PARK LAND USE</p>			
<p>2.5A 1.4A Concentrate manufacturing, industrial, and business park uses in specific and appropriate locations to provide services and protect existing residential and other commercial areas</p>	<p>Identify regional companies with major-Airport-oriented distribution needs, and take steps to encourage them to construct a major facility in SeaTac. [See the Economic Vitality Element for more strategies on business attraction.]</p>	<p><u>City Staff</u> <u>Soundside Alliance</u> SeaTac-Economic Partnership</p>	<p>Short-Term (1 – 2 years), <u>Ongoing</u></p>
	<p>• The Zoning Code should be revised to allow and encourage “business park” uses in the areas designated on the Comprehensive Plan’s Land Use Plan Map. [See the Land Use Background Report for a proposed definition and development</p>	<p>Planning Commission, City Council</p>	<p>Immediate [Z.C. Amended in 7/95]</p>

PROPOSED POLICIES	IMPLEMENTATION STRATEGIES	PRIMARY RESPONSIBILITY	TIME LINE
	criteria for “business parks.”]		
<p><u>2.5B 1.4B</u> Discourage /prohibit inappropriate, heavy manufacturing <u>businesses from locating in SeaTac, excluding Airport-sited uses.</u></p>	Revise the Zoning Code to make the following uses subject to the conditional use review process in Zones where they are permitted: <ul style="list-style-type: none"> • Textile Mill • Chemical/Petroleum Products • Rubber/Plastic/Leather/Mineral Products Primary Metal Industry	Planning Commission, City Council	Short-Term (1 – 2 years)
<u>Airport</u>			
<p><u>2.5E 1.6A</u> Encourage <u>compatible</u> land uses adjacent to the Airport that are compatible with Airport operations.</p>	<ul style="list-style-type: none"> • Work with the City of Burien Planning Commission (<u>e.g., meet periodically</u>) on issues of compatibility between West Side land uses and adjacent Burien residential properties. 	Planning Commission	Ongoing
	<ul style="list-style-type: none"> • The Zoning Code should be revised to prohibit the new placement of mobile home units in the 65+ Ldn area. 	Planning Commission, City Council	Short-Term (2 – 4 years)
	<ul style="list-style-type: none"> • The Building Code should require that all new residential developments be designed in accordance with the appropriate and most up-to-date noise insulation standards. 	Planning Commission, City Council	Ongoing

PROPOSED POLICIES	IMPLEMENTATION STRATEGIES	PRIMARY RESPONSIBILITY	TIME LINE
	<ul style="list-style-type: none"> The Zoning Code and Zoning Map shall be revised to provide for an Aviation Operation Zone and Airport Commercial Zone for all properties shown in the ILA. The Zoning Code shall also provide a list of permitted uses that are related to Airport operations for these zoning categories, and development standards for proposed Port projects, consistent with terms of the ILA. 	<p>Planning Commission, City Council</p>	<p>Immediate [Z.C. Amended 4/98]</p>
	<ul style="list-style-type: none"> Meet annually with the City of Burien Planning Commission to work on compatibility between adjacent land uses. 	<p>Planning Commission</p>	<p>Ongoing</p>
<p>2.5F 1.6C Work with the POS-Port of Seattle to implement the ILA</p>	<ul style="list-style-type: none"> Work with the Port to develop joint standards for the temporary use of POS property south of the Airport for fill material borrow sites subject to a mutually agreeable site plan for subsequent development of these sites. 	<p>City Council</p>	<p>Immediate [In progress, 1998 to present]</p>
	<ul style="list-style-type: none"> Prepare a Subarea Plan for the Westside which provides for: <ul style="list-style-type: none"> a. The third runway, perimeter roads, and other ancillary runway support facilities; b. A detailed master plan for the property between the edge of the third 	<p>Planning Commission, City Council, Staff, POS</p>	<p>Short Term (1-2 years)</p>

PROPOSED POLICIES	IMPLEMENTATION STRATEGIES	PRIMARY RESPONSIBILITY	TIME LINE
	<p>runway fill slope and City limits; and</p> <p>e. Joint economic development opportunities.</p>		
	Amend the Zoning Code and Map as necessary to make it consistent with the ILA.	Planning Commission, City Council, Staff, Port of Seattle POS	Ongoing
2.6 1.5 PARKS AND OPEN SPACE LAND USE			
<p>2.6A 1.5A</p> <p>Maintain a Park land use designation. Provide an Adequate Number of Parks.</p>	<p><u>Coordinate Planning, Parks, and Environmental plans to ensure adequate recreation opportunities and conservation and protection of environmental resources and ecosystem services.</u></p>	<p><u>City Staff, City Council</u></p>	<p><u>Ongoing</u></p>
	<p>• Neighborhoods without “neighborhood parks” should be identified.</p>	<p>City Staff</p>	<p>Short Term (1–2 years)</p>
	<p>• The Zoning Code shall be revised to require major new residential developments to provide land, or “in lieu of” fees, for the creation of a neighborhood park, if a new demand for such a park is created by the new development.</p>	<p>Planning Commission, City Council</p>	<p>Short Term (1–2 years)</p>
<u>2.7 1.7</u> ESSENTIAL PUBLIC FACILITIES			

PROPOSED POLICIES	IMPLEMENTATION STRATEGIES	PRIMARY RESPONSIBILITY	TIME LINE
<p><u>2.7A</u> <u>Partner with Sound Transit to implement light rail transit facilities consistent with the City's preferred route/alignment</u></p>	<p><u>Engage in Sound Transit's Federal Way Link Extension planning and environmental review process to ensure SeaTac's preferred Highway 99 alignment is understood.</u></p>	<p><u>City Staff, Planning Commission, City Council</u></p>	<p><u>Immediate</u></p>
<p>1.7A Process for Siting Essential Public Facilities.</p>	<p>• A siting process shall be developed and used by the City for the following types of "essential public facilities":</p> <ul style="list-style-type: none"> — Airport; — 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), and substance abuse facilities. 	<p>City Council</p>	<p>Short-Term (1—2 years); As Needed [Z.C. Amended 1998: Ord. 98-1037]</p>

PROPOSED POLICIES	IMPLEMENTATION STRATEGIES	PRIMARY RESPONSIBILITY	TIME LINE
	<p>Criteria shall be established and used, along with administrative procedures, for the siting review process, including:</p> <ul style="list-style-type: none"> — Evaluation of any viable alternatives; — Interjurisdictional analysis; — Financial and infrastructural analysis; and — Physical analysis. <p>• Details of this process are contained in the Land Use Background Report.</p>		
<p>1.1D Create a Central Business District within the Urban Center.</p>	<ul style="list-style-type: none"> • The Transit Supportive Land Use Master Plan, which includes a focus on development of a central business district (CBD) for the Urban Center, should be completed. • See the Economic Vitality Element's Implementation Strategies for more strategies related to Policy 1.1D. 	<p>Planning Commission, City Council, City Staff</p>	<p>Immediate {Completed in 10/94}</p>
<p>1.1E Provide for Adequate Buffers between Land Uses.</p>	<ul style="list-style-type: none"> • The Zoning Code's landscaping standards should be reviewed and revised using CPTED principles, as needed, to accommodate the need for increased or more appropriate landscaping between different land use types. 	<p>Planning Commission, City Council</p>	<p>Short-Term (1—2 years)</p>

1.1D is addressed by new or amended policies in the new Urban Center Land Uses section

1.1E will be addressed in the Community Design element

PROPOSED POLICIES	IMPLEMENTATION STRATEGIES	PRIMARY RESPONSIBILITY	TIME LINE
	<ul style="list-style-type: none"> The Zoning Code should be revised using CPTED principles to include requirements for fencing, berming and other screening types, in order to provide for effective buffers between different land use types. 	<p>Planning Commission, City Council</p>	<p>Short-Term (1-2 years)</p>
1.2 RESIDENTIAL LAND USE			
<p>1.2A- Preserve Residential Character:</p>	<ul style="list-style-type: none"> The current single family residential zone (currently zoned as UL) boundaries should be maintained, except where otherwise noted in this Comprehensive Plan. 	<p>Planning Commission, City Council</p>	<p>Ongoing</p>
<div style="border: 1px solid black; padding: 5px; width: fit-content;">Addressed under 2.3A</div>	<ul style="list-style-type: none"> The Zoning Code shall continue to exclude new multi-family residential structures as permitted uses in the UL zone. 	<p>Planning Commission, City Council</p>	<p>Ongoing</p>
	<ul style="list-style-type: none"> The Zoning Code shall be revised to strongly encourage any commercial land uses currently permitted in residential zones, other than hotels/motels, to be part of a mixed use development scheme. 	<p>Planning Commission, City Council</p>	<p>Immediate [Z.C. Amended in 7/95]</p>
	<ul style="list-style-type: none"> The Zoning Code's list of "permitted" and "conditional" uses shall be reviewed on a regular basis to ensure that these uses continue to be appropriate within their applicable zones. 	<p>Planning Commission, City Council</p>	<p>Ongoing</p>

PROPOSED POLICIES	IMPLEMENTATION STRATEGIES	PRIMARY RESPONSIBILITY	TIME LINE
	<ul style="list-style-type: none"> An appropriate level of code enforcement activities shall continue to be maintained to ensure protection from illegal/inappropriate land uses and activities. 	City Staff	Ongoing
<p>1.2B- Encourage Moderate and High Density Residential Development in Urban Centers.</p>	<ul style="list-style-type: none"> The Zoning Code should provide a range of incentives, such as density bonuses, to multi family residential projects that are located within the Urban Center. 	Planning Commission; City Council <div style="border: 1px solid black; padding: 5px; width: fit-content; margin: 0 auto;">Addressed under 2.1B</div>	Short Term (1—2 years)
<p>1.2B (Cont'd)</p>	<ul style="list-style-type: none"> The Zoning Code and Zoning Map shall be revised to create a new high density multi family zone for the locations designated on the “Future Land Use” Map; this zone would require first floor retail uses and reference the FAA height restrictions. 	Planning Commission; City Council	Immediate {Z.C. Amended in 7/95}
	<ul style="list-style-type: none"> The lower density, residentially zoned properties should be renamed to more accurately reflect their medium density residential character. 	Planning Commission; City Council	Immediate {Z.C. Amended in 7/95}
	<ul style="list-style-type: none"> A streamlined development review process, which would involve use of the Comprehensive Plan’s EIS, should be created for proposed high density residential development in SeaTac’s Urban Center. 	Planning Commission; City Council	Short Term (1—2 years)

PROPOSED POLICIES	IMPLEMENTATION STRATEGIES	PRIMARY RESPONSIBILITY	TIME LINE
	<ul style="list-style-type: none"> Evaluate options for promoting mixed-use residential development in the Urban Center. 	Planning Commission, City Council, City Staff	Immediate, Ongoing
	<ul style="list-style-type: none"> Public infrastructure improvements, such as sidewalks and pocket parks, should be directed toward both existing and future multi-family zones. 	City Council, City Staff	Ongoing
	<ul style="list-style-type: none"> The Building Code should require that all new multi-family residential construction within 65+ Ldn areas meet or surpass the applicable noise standards. 	Planning Commission, City Council	Immediate [Sound-Transmission Code (Chapter 13.240 SMC) adopted 1993]
1.2C Design Multi-Family Residential Development to be Compatible with Surrounding Single-Family Housing.	<ul style="list-style-type: none"> The Zoning Code should be revised to ensure that the scale of multiple family residential development is compatible with abutting single-family neighborhoods, which would include such requirements as: <ol style="list-style-type: none"> The design, scale and massing of the multi-family development will be compatible or complementary to abutting single-family residences. See the implementation strategies for Policies 2.1D, 6.4C and 6.4D for more details. 	Planning Commission, City Council <div style="border: 1px solid black; padding: 5px; width: fit-content; margin: auto;"> Will be addressed in Community Design Element </div>	Short Term (1—2 years)

PROPOSED POLICIES	IMPLEMENTATION STRATEGIES	PRIMARY RESPONSIBILITY	TIME LINE
	<ul style="list-style-type: none"> The Zoning Map should be revised, in accordance with the Land Use Plan Map, to accommodate a “tiering down” effect that will ensure that the Urban Center’s residential growth will be compatible with abutting single family neighborhoods. 	<p>Planning Commission; City Council</p>	<p>Immediate {Citywide Rezoning in 7/95}</p>
<p>1.2D Major Vacant Land to be Developed Efficiently.</p>	<ul style="list-style-type: none"> The Zoning Code should be revised to provide incentives for developing residential properties to the maximum densities allowed by the zone. Incentives may include: <ul style="list-style-type: none"> a. Reduced infrastructure requirements. b. Building placement specifications to ensure further land division in the future. 	<p>Planning Commission; City Council</p>	<p>Short Term (3—5 years)</p>
	<ul style="list-style-type: none"> The Planned Unit Development (PUD) process and requirements should be streamlined for residential development on large, vacant parcels. 	<p>Planning Commission; City Council</p>	<p>Short Term (3—5 years)</p>
<p>1.3 COMMERCIAL LAND USE</p>			
<p>1.3A Concentrate Commercial Uses in Specific Locations.</p>	<ul style="list-style-type: none"> A streamlined development review process, which would involve use of the Comprehensive Plan’s EIS, should be created for proposed high density commercial development in SeaTac’s Urban Center and “business park” development in the West SeaTac subarea. 	<p>Planning Commission; City Council</p>	<p>Short Term (1—2 years)</p>

Addressed under 2.1E

PROPOSED POLICIES	IMPLEMENTATION STRATEGIES	PRIMARY RESPONSIBILITY	TIME LINE
	<ul style="list-style-type: none"> Internal and external funding sources should be identified, and obtained when appropriate and possible, to help reduce the cost of new high density development in SeaTac's Urban Center. 	City Staff, Chamber of Commerce	Short-Term (1-2 years)
	<ul style="list-style-type: none"> Explore the feasibility of reducing parking requirements for retail uses located in areas with "sufficient" residential densities. 	Planning Commission, City Council	Immediate, Short-Term (1-2 years)
	<ul style="list-style-type: none"> The types of retail establishments desired within the City should be identified and then actively recruited. 	SeaTac Economic Partnership	Short-Term (2-4 years), Ongoing
<p>1.3E- Encourage Well-Designed Buildings in Urban Center.</p>	<ul style="list-style-type: none"> Design review guidelines for new development and redevelopment projects within the Urban Center should be developed and incorporated into the Zoning Code. The IBC Subarea Plan's "Urban Design Guideline Principles" chapter and the Transit Supportive Land Use Study's "Proposed Urban Design Guidelines" section should form the basis for the City of SeaTac's design review guidelines. 	Planning Commission, City Council	Short-Term (1-2 years)
	<ul style="list-style-type: none"> An administrative process for applying design review standards to projects within the Urban Center should be incorporated into the Zoning 	Planning Commission, City Council	Short-Term (1-2 years)

PROPOSED POLICIES	IMPLEMENTATION STRATEGIES	PRIMARY RESPONSIBILITY	TIME LINE
	Code:		
<p>1.3F Design Commercial Development that is Compatible with Surrounding Neighborhoods.</p>	<ul style="list-style-type: none"> • For new commercial development or major redevelopment that is adjacent to a single family zone (currently categorized as UL), the Zoning Code should require: <ul style="list-style-type: none"> a. Type I landscaping along any property line that is adjacent to a single family zone; b. Minimum side and rear yard setbacks of 20 feet, if the side or rear property boundaries are adjacent to a single family zone; and c. That a business use or structure cannot have a front yard along a road that separates said business from a single family zone. This standard will not apply to a business use or structure located in a “neighborhood business” zone (currently categorized as NB) or a mixed use structure in which residential is the primary use. 	<p>Planning Commission, City Council</p>	<p>Short Term (1–2 years) [Z.C. Amended re: a. & b.]</p>

PROPOSED POLICIES	IMPLEMENTATION STRATEGIES	PRIMARY RESPONSIBILITY	TIME LINE
	<p>• For new commercial development or major redevelopment that is adjacent to a multiple family zone (currently categorized as UM and UH), the Zoning Code should require the same standards listed above, except for the following substitution:</p> <p>Type I landscaping shall be provided along any property line that is adjacent to a multiple family zone.</p>	<p>Planning Commission, City Council</p>	<p>Short-Term (1-2 years)</p>

PROPOSED POLICIES	IMPLEMENTATION STRATEGIES	PRIMARY RESPONSIBILITY	TIME LINE
<p>1.3H- Protect Designated- Land Uses from Adult Entertainment Establishments.</p>	<p>• The Zoning Code shall be revised to include specific standards that shall be applied to adult entertainment establishments, including requirements that such businesses maintain a minimum distance of 1,000 feet from the following land use types:-</p> <ul style="list-style-type: none"> — Public and private schools; — Public parks; — Public libraries; — State certified day care facilities; — Community/teen centers; — Churches, cemeteries or other religious facilities or institutions; — Residential and lodging uses, and property zoned for residential uses; — Other adult entertainment uses; and — Property used for organizations, associations, facilities and businesses which provide, as a substantial portion of their activities, functions or business, the provision of services to children and/or youth, so that their premises would have children in attendance or at the location during a predominant portion of- 	<p>Planning Commission, City Council</p>	<p>Immediate [Z.C. Amended- in 7/95]</p>

PROPOSED POLICIES	IMPLEMENTATION STRATEGIES	PRIMARY RESPONSIBILITY	TIME LINE
	<p>the operational hours of the organization, association, facility or business.</p>		
	<p>• The Zoning Code shall be revised to include administrative design review standards for all adult entertainment.</p>	<p>Planning Commission; City Council</p>	<p>Immediate [Z.C. Amended in 12/94]</p>

PROPOSED POLICIES	IMPLEMENTATION STRATEGIES	PRIMARY RESPONSIBILITY	TIME LINE
	establishments.		
1.4 MANUFACTURING, INDUSTRIAL, AND BUSINESS PARK LAND USE			
1.4A- Concentrate Industrial/Manufacturing/Business Park Uses in Specific Locations.	<ul style="list-style-type: none"> ◆ Identify regional companies with major Airport-oriented distribution needs, and take steps to encourage them to construct a major facility in SeaTac. [See the Economic Vitality Element for more strategies on business attraction.] 	SeaTac Economic Partnership	Short Term (1–2 years); Ongoing
	<ul style="list-style-type: none"> ◆ The Zoning Code should be revised to allow and encourage “business park” uses in the areas designated on the Comprehensive Plan’s Land Use Plan Map. [See the Land Use Background Report for a proposed definition and development criteria for “business parks.”] 	Planning Commission; City Council	Immediate [Z.C. Amended in 7/95]
1.4B- Discourage/Prohibit Heavy Manufacturing.	<ul style="list-style-type: none"> ◆ Revise the Zoning Code’s “Zone Classification Use Charts” to make the following uses subject to the conditional use review process: <ul style="list-style-type: none"> — Textile Mill — Chemical/Petroleum Products — Rubber/Plastic/Leather/Mineral Products — Primary Metal Industry 	Planning Commission; City Council	Short Term (1–2 years)

PROPOSED POLICIES	IMPLEMENTATION STRATEGIES	PRIMARY RESPONSIBILITY	TIME LINE
1.5 PARKS AND OPEN SPACE LAND USE			
1.5A- Provide an Adequate Number of Parks.	<ul style="list-style-type: none"> • Neighborhoods without “neighborhood parks” should be identified. 	City Staff	Short Term (1—2 years)
	<ul style="list-style-type: none"> • The Zoning Code shall be revised to require major new residential developments to provide land, or “in lieu of” fees, for the creation of a neighborhood park, if a new demand for such a park is created by the new development. 	Planning Commission, City Council	Short Term (1—2 years)
1.5B- Develop Pedestrian/Jogging/Bicycle/Horse Trail System.	<ul style="list-style-type: none"> • Major new developments (for example, greater than one/two/three acres in size) shall be required to incorporate an open space/pedestrian pathway element into their site plan. It should be designed to link together existing or future open space/pedestrian paths from adjacent properties to the greatest extent possible (for example, a boardwalk along Bow Lake), or provide “in lieu of” fees. The provision of land or monies should be done in concert with an overall plan for open space/pedestrian trails. [See the Parks, Recreation and Open Space Element’s Implementation Strategies for more information.] 	Planning Commission, City Council	Short Term (1—2 years)

PROPOSED POLICIES	IMPLEMENTATION STRATEGIES	PRIMARY RESPONSIBILITY	TIME LINE
	<ul style="list-style-type: none"> Internal and external funding sources to help pay for open space/pedestrian pathways should be identified, and obtained when appropriate and possible. 	City Staff	Ongoing
	<ul style="list-style-type: none"> Designated regional open space/pedestrian trail connections should be created or expanded, in a coordinated manner with adjacent cities and other relevant jurisdictions. 	City Staff	Short Term (2-4 years)
1.6 AIRPORT-RELATED ISSUES			
1.6A Encourage Land Use Adjacent to the Airport's Property to be Compatible with Airport Operations.	<ul style="list-style-type: none"> The Zoning Code should be revised to prohibit the new placement of mobile home units in the 65+ Ldn area. 	Planning Commission, City Council	Short Term (2-4 years)
	<ul style="list-style-type: none"> The Building Code should require that all new residential developments be designed in accordance with the appropriate and most up-to-date noise insulation standards. 	Planning Commission, City Council	Ongoing
	<ul style="list-style-type: none"> The Zoning Code and Zoning Map shall be revised to provide for an Aviation Operation Zone and Airport Commercial Zone for all properties shown in the ILA. The Zoning Code shall also provide a list of permitted uses that are related to Airport operations for these zoning categories, and development standards for proposed Port projects. 	Planning Commission, City Council	Immediate [Z.C. Amended 4/98]

PROPOSED POLICIES	IMPLEMENTATION STRATEGIES	PRIMARY RESPONSIBILITY	TIME LINE
	consistent with terms of the ILA.		
	<ul style="list-style-type: none"> Work with the City of Burien Planning Commission on issues of compatibility between West Side land uses and adjacent Burien residential properties. 	<p>Planning Commission</p>	<p>Ongoing</p>
	<ul style="list-style-type: none"> Meet annually with the City of Burien Planning Commission to work on compatibility between adjacent land uses. 	<p>Planning Commission</p>	<p>Ongoing</p>
<p>1.6B Encourage the Development of Airport Related Activities in the ABC Area.</p>	<ul style="list-style-type: none"> The Zoning Code's ABC provisions shall be maintained or revised to be consistent with GMA requirements. 	<p>Planning Commission, City Council</p>	<p>Ongoing</p>
<p>1.6C Work with the POS to Implement the ILA.</p>	<ul style="list-style-type: none"> Work with the Port to develop joint standards for the temporary use of POS property south of the Airport for fill material borrow sites subject to a mutually agreeable site plan for subsequent development of these sites. 	<p>City Council</p>	<p>Immediate {In progress, 1998 to present}</p>

PROPOSED POLICIES	IMPLEMENTATION STRATEGIES	PRIMARY RESPONSIBILITY	TIME LINE
	<ul style="list-style-type: none"> • Prepare a Subarea Plan for the Westside which provides for: <ul style="list-style-type: none"> a. The third runway, perimeter roads, and other ancillary runway support facilities; b. A detailed master plan for the property between the edge of the third runway fill slope and City limits; and c. Joint economic development opportunities. 	<p style="text-align: center;">Planning Commission, City Council, Staff, POS</p>	<p style="text-align: center;">Short-Term (1-2 years)</p>
	<ul style="list-style-type: none"> • Amend the Zoning Code and Map as necessary in order to make it consistent with the ILA. 	<p style="text-align: center;">Planning Commission, City Council, Staff, POS</p>	<p style="text-align: center;">Ongoing</p>
<p style="text-align: center;">1.7 ESSENTIAL PUBLIC FACILITIES</p>			

PROPOSED POLICIES	IMPLEMENTATION STRATEGIES	PRIMARY RESPONSIBILITY	TIME LINE
<p>1.7A Process for Siting Essential Public Facilities.</p>	<ul style="list-style-type: none"> • A siting process shall be developed and used by the City for the following types of “essential public facilities”: <ul style="list-style-type: none"> — Airport; — 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), and substance abuse facilities. 	<p>City Council</p>	<p>Short Term (1—2 years); As Needed {Z.C. Amended 1998: Ord. 98-1037}</p>

PROPOSED POLICIES	IMPLEMENTATION STRATEGIES	PRIMARY RESPONSIBILITY	TIME LINE
	<ul style="list-style-type: none"> ● Criteria shall be established and used, along with administrative procedures, for the siting review process, including: <ul style="list-style-type: none"> — Evaluation of any viable alternatives; — Interjurisdictional analysis; — Financial and infrastructural analysis; and — Physical analysis. ● Details of this process are contained in the Land Use Background Report. 	City Council	Short Term (1—2 years); As Needed
1.8 POTENTIAL ANNEXATION AREAS			
1.8A Establish Potential Annexation Areas Where Appropriate.	<ul style="list-style-type: none"> ● Plan for the City’s Potential Annexation Areas, in consultation with King County, adjacent cities, affected residential groups and other parties. 	City Council, Planning Commission, City Staff	Short Term (1—2 years) [Potential Annexation Areas removed 2002]
	<ul style="list-style-type: none"> ● Create and execute interlocal agreements with King County and other agencies (if any) identifying the City’s Potential Annexation Areas. 	City Council	Short Term (1—2 years) [Potential Annexation Areas removed 2002]