

## 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 dwelling units ~~(sometimes called "mother-in-law units")~~ in single family designations to provide additional housing opportunities and income sources for homeowners, and compatible non-residential uses including schools, parks and religious use facilities.**

#### 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~~ provides a transition between Residential Low Density areas ~~from and~~ 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. Some compatible non-residential uses including schools, parks and religious use facilities may be allowed.

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

## Residential High Density

### Policy 2.3E

Provide a high density living option through the Residential High Density designation. Some compatible non-residential uses may be allowed, including neighborhood oriented commercial when part of mixed use development.

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~~ with three or more stories.

## Residential High Mixed Use

### Policy 2.3F

Promote high density residential uses and opportunities for 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 primarily residenti-oriented goods, and 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~~ intensity 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~~ Encourage 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~~ intensity 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~~ high intensity 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~~ Regional Business Mix

### Policy 2.4G

Allow a mix of employment activities primarily related to high intensity commercial uses including distribution/warehouse, light assembly, R&D testing, service commercial uses, office and related retail commercial uses. Residential uses may be allowed under certain conditions.

~~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

The Regional Business Mix designation is intended to create a built environment which facilitates the compatible development of heavy commercial uses in tandem with people-intensive uses, while providing an appropriate transition between industrial areas and less intensive commercial, mixed use or residential zones.

~~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~~Warehouse/Distribution Land Uses

### GOAL 2.5

**Provide an appropriate level of manufacturing, industrial, and ~~business-park~~Warehouse/Distribution land uses within the City.**

### Policy 2.5A

**Concentrate manufacturing, industrial, and ~~business-park~~warehouse/distribution uses in specific and appropriate locations to provide services and protect existing residential and other commercial areas.**

Industrial, ~~and~~ manufacturing and warehouse/distribution 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~~warehouse/distribution 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 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

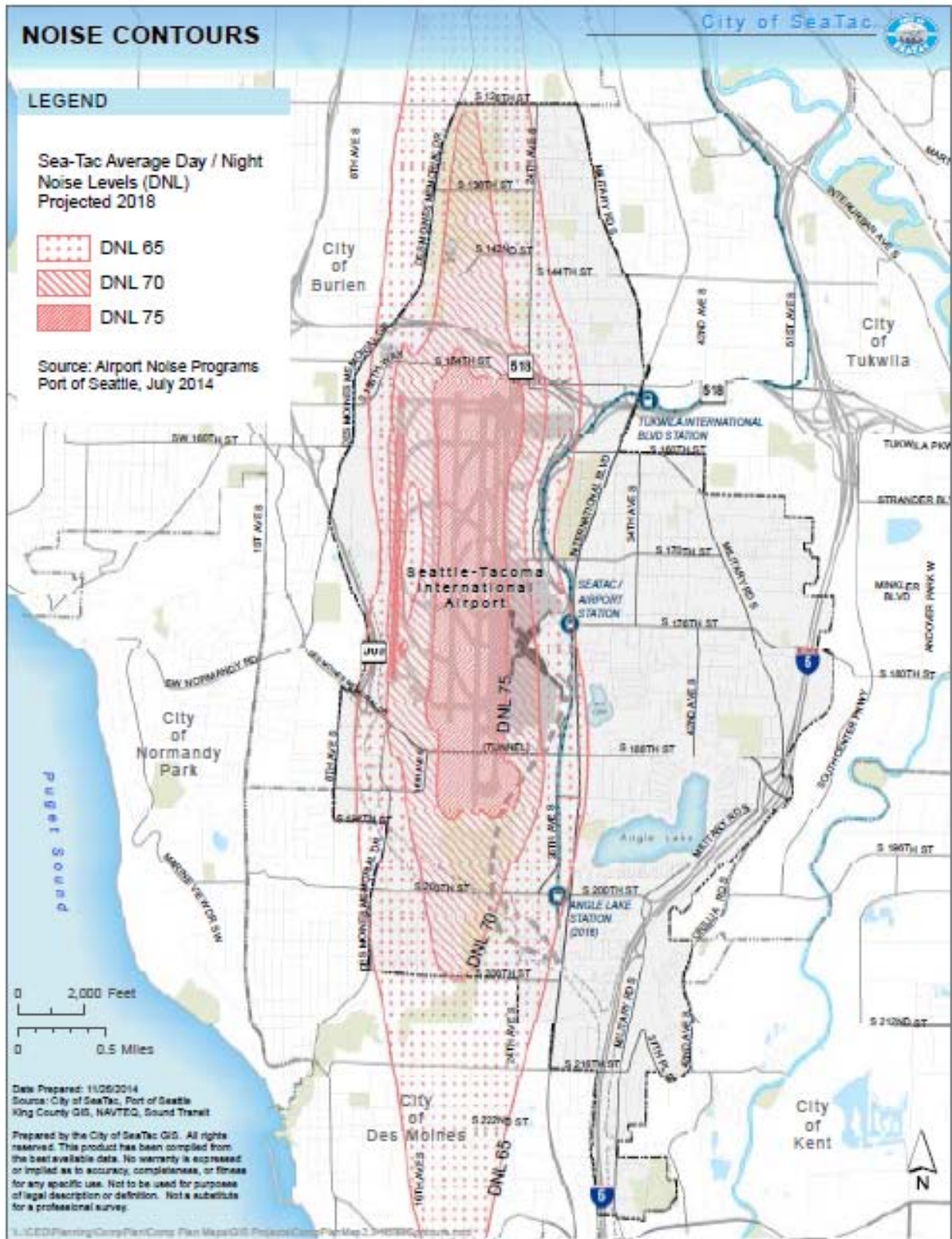
**Encourage land uses adjacent to the Airport that are compatible with Airport operations.**

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 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.

**Policy 2.5F****Work with the Port of Seattle to implement the ILA and coordinate on Airport masterplanning projects.**

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 masterplanning projects (such as the Airport Master Plan, the Comprehensive Development Plan, the Sustainable Airport Master Plan and future efforts of this nature.) Mitigation should address all impacts to the city, the station areas and the Urban Center including local access for airport-dependent businesses. 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 publicly 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, and also includes private open space facilities such as cemeteries.

Table 2.1: Comprehensive Plan Land Use Designation Criteria

<u>DESIGNATION</u>	<u>IMPLEMENTING ZONES</u>	<b>DESIGNATION CRITERIA</b>
<b>RESIDENTIAL LAND USE DESIGNATIONS</b>		
<u>Residential Low Density</u>	<u>UL-15,000 UL-9,600</u> <u>UL-7,200</u>  <u>UL-5,000 Overlay Zone</u>	<p><u>Designation Criteria:</u></p> <ul style="list-style-type: none"> <li>• <u>Existing Land Uses/Locations:</u> Areas are characterized by existing pattern of low density single family development. Very low density residential uses are appropriate in locations that lack sewer facilities and other urban levels of service.</li> <li>• <u>Access:</u> Properties are generally located away from streets with high volumes of through traffic.</li> <li>• <u>Environmentally Critical Areas:</u> Areas must be capable of appropriately accommodating environmentally critical areas.</li> </ul>
<u>Townhouse</u>	<u>I</u>	<p><u>Designation Criteria:</u></p> <ul style="list-style-type: none"> <li>• <u>Existing Land Uses/Locations:</u> Areas that provide a transition between lower density residential and higher density residential and/or commercial uses.</li> <li>• <u>Access:</u> Properties are located adjacent to or have adequate access to arterial streets, and are near transit.</li> <li>• <u>Environmentally Critical Areas:</u> Areas should be free of or must be capable of appropriately accommodating environmentally critical areas.</li> </ul>

<u>DESIGNATION</u>	<u>IMPLEMENTING ZONES</u>	<u>DESIGNATION CRITERIA</u>
<b>RESIDENTIAL LAND USE DESIGNATIONS (continued)</b>		
<u>Residential Medium Density</u>	<u>UM-3,600</u> <u>UM-2,400</u> <u>MHP</u>	<p><u>Designation Criteria:</u></p> <ul style="list-style-type: none"> <li>• <u>Existing Land Uses/Locations:</u> Areas that provide a transition between lower density residential uses and more intense uses.</li> <li>• <u>Access:</u> Properties are located adjacent to or have adequate access to arterial streets, and are near transit.</li> <li>• <u>Environmentally Critical Areas:</u> Areas should be free of or must be capable of appropriately accommodating environmentally critical areas.</li> </ul>
<u>Residential High Density</u>	<u>UH-1,800</u> <u>UH-900</u>	<p><u>Designation Criteria:</u></p> <ul style="list-style-type: none"> <li>• <u>Existing Land Uses/ Locations:</u> Areas that provide a transition between low to moderate density residential uses and higher intensity mixed use or commercial areas.</li> <li>• <u>Access:</u> Areas are located adjacent to arterial streets and are near transit and employment and/or commercial areas.</li> <li>• <u>Environmentally Critical Areas:</u> Areas should be free of or must be capable of appropriately accommodating environmentally critical areas.</li> </ul>
<u>Residential High – Mixed Use</u>	<u>UH-UCR</u>	<p><u>Designation Criteria:</u></p> <ul style="list-style-type: none"> <li>• <u>Existing Land Uses/Locations:</u> Areas that provide a transition between moderate to high density residential uses and higher intensity commercial areas.</li> <li>• <u>Access:</u> Areas are located adjacent to arterial streets and are near transit and employment and/or commercial areas.</li> <li>• <u>Environmentally Critical Areas:</u> Areas should be free of or must be capable of appropriately accommodating environmentally critical areas.</li> </ul>
<b>COMMERCIAL LAND USE DESIGNATIONS</b>		
<u>Commercial Low</u>	<u>NB (</u>	<p><u>Designation Criteria:</u></p> <ul style="list-style-type: none"> <li>• <u>Existing Land Uses/Locations:</u> Areas that are generally located adjacent to previously developed low intensity commercial uses which provide goods and services to existing low or medium density residential neighborhoods. Areas are primarily located outside of the urban center boundary. Any newly established Commercial Low area, which is not immediately adjacent to existing Commercial Low properties, should be at least two acres in size.</li> <li>• <u>Access:</u> Properties are generally located on or adjacent to arterial street intersections.</li> <li>• <u>Environmentally Critical Areas:</u> Areas should be free of or must be capable of appropriately accommodating environmentally critical areas.</li> </ul>
<u>Office/ Commercial/ Mixed Use</u>	<u>O/C/MU</u>	<p><u>Designation Criteria:</u></p> <ul style="list-style-type: none"> <li>• <u>Existing Land Uses/Locations:</u> Areas that establish or provide a transition between medium intensity uses and public facilities or lower density residential uses.</li> <li>• <u>Access:</u> Properties are located adjacent to or have adequate access to arterial streets, and are near transit and employment and/or commercial areas.</li> </ul>



		<ul style="list-style-type: none"> <li><b>Environmentally Critical Areas:</b> Areas should be free of or must be capable of appropriately accommodating environmentally critical areas.</li> </ul>
<b>COMMERCIAL LAND USE DESIGNATIONS</b>		
<b>Commercial Medium</b>	<u>O/CM</u>	<p><b>Designation Criteria:</b></p> <ul style="list-style-type: none"> <li><b>Existing Land Uses/Locations:</b> Areas that provide a transition between higher intensity uses and public facilities or lower density residential uses.</li> <li><b>Access:</b> Properties are located adjacent to or have adequate access to arterial streets, and are near transit and employment and/or commercial areas.</li> <li><b>Environmentally Critical Areas:</b> Areas should be free of or must be capable of appropriately accommodating environmentally critical areas.</li> </ul>
<b>Commercial High</b>	<u>CB</u> <u>CB-C</u>	<p><b>Designation Criteria:</b></p> <ul style="list-style-type: none"> <li><b>Existing Land Uses/Locations:</b> Areas are generally characterized by previously developed high intensity commercial or industrial uses and are in locations that provide a transition between industrial or high intensity commercial areas and less intensive commercial, mixed use or residential zones.</li> <li><b>Access:</b> Properties are located along principal or minor arterial streets.</li> <li><b>Environmentally Critical Areas:</b> Areas should be free of or must be capable of appropriately accommodating environmentally critical areas.</li> </ul>
<b>Regional Business Mix</b>	<u>Regional Business Mix (RBX)</u>	<p><b>Designation Criteria:</b></p> <ul style="list-style-type: none"> <li><b>Existing Land Uses/Locations:</b> Areas are generally characterized by previously developed high intensity commercial or industrial uses and are in locations that provide a transition between industrial or high intensity commercial areas and less intensive commercial, mixed use or residential zones.</li> <li><b>Access:</b> Properties are located along principal or minor arterial streets.</li> <li><b>Environmentally Critical Areas:</b> Areas should be free of or must be capable of appropriately accommodating environmentally critical areas.</li> </ul>
<b>Industrial</b>	<u>I</u>	<p><b>Designation Criteria:</b></p> <ul style="list-style-type: none"> <li><b>Existing Land Uses/Locations:</b> Areas are generally characterized by previously developed industrial uses and are immediately adjacent to industrial areas or the airport. Should be separated from existing and potential residential or pedestrian-oriented commercial neighborhoods.</li> <li><b>Access:</b> Properties are accessed by arterial streets.</li> <li><b>Environmentally Critical Areas:</b> Areas should be free of or must be capable of appropriately accommodating environmentally critical areas.</li> </ul>
<b>Airport</b>	<u>AVC</u> <u>AVO</u>	Not Applicable
<b>PARK AND OPEN SPACE LAND USE DESIGNATIONS</b>		
<b>Park</b>		<p><b>Designation Criteria:</b></p> <p>Applicable to public and private parks and open space.</p>