

# LAND USE ELEMENT

# CHAPTER 2



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# INTRODUCTION

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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 and Human Services; Transportation; Parks, Recreation and Open Space; Environment; 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 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 154<sup>th</sup> 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) is the 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 154<sup>th</sup> Street Station Area, and Angle Lake District 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.

##### Policy 2.1A-1

Review and potentially amend the City Center Plan in the near future.

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 154<sup>th</sup> 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.

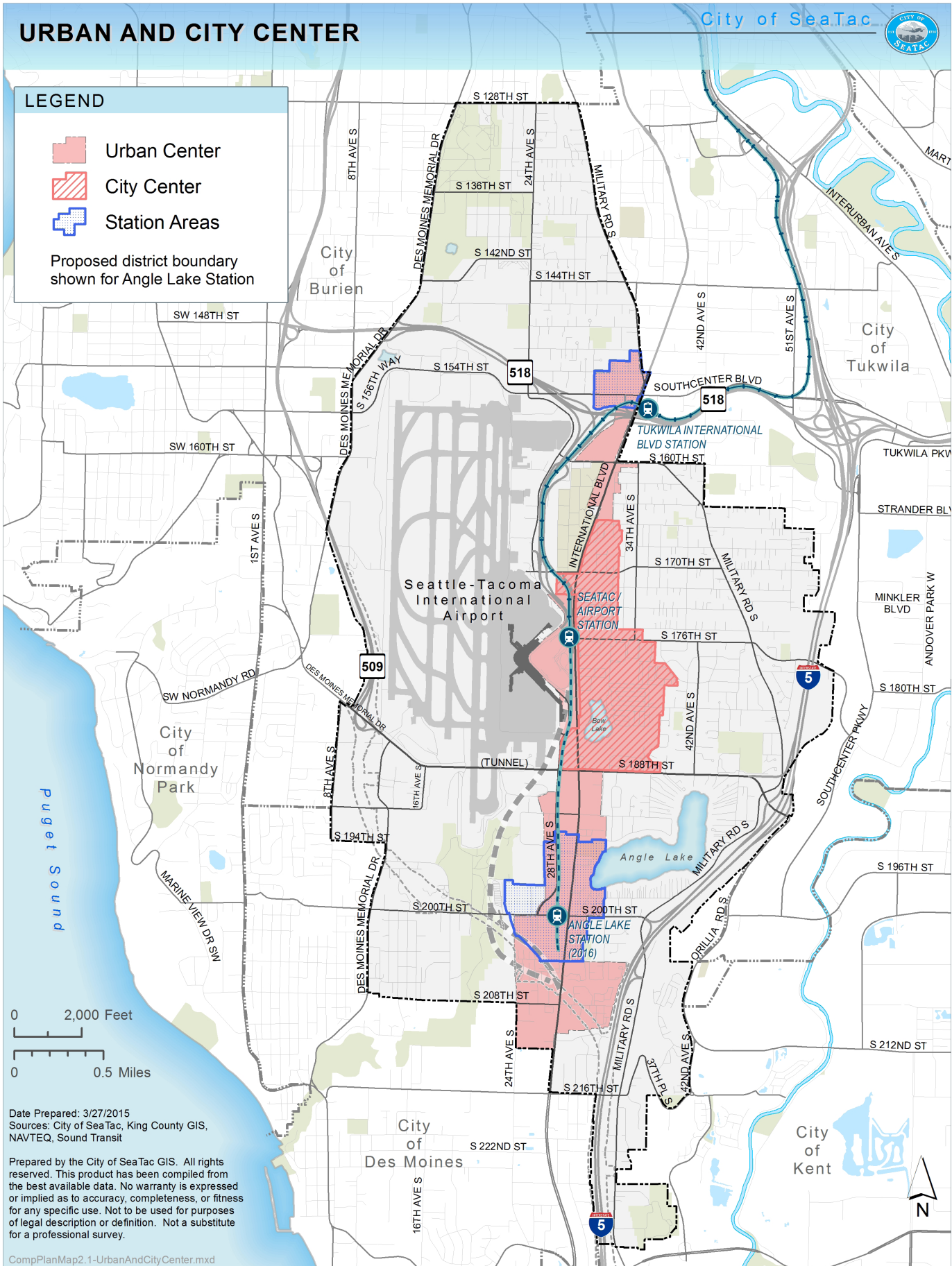
# URBAN AND CITY CENTER



**LEGEND**

- Urban Center
- City Center
- Station Areas

Proposed district boundary shown for Angle Lake Station



Date Prepared: 3/27/2015  
 Sources: City of SeaTac, King County GIS, NAVTEQ, Sound Transit

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CompPlanMap2.1-UrbanAndCityCenter.mxd

Map 2.1. 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 generates 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 outside the Airport.

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.





## LEGEND

- 1/4 mile & 1/2 mile walkshed from light rail station
- Urban Center
- City Center
- Station Areas\*
- City Limits
- Link Light Rail
- Future South Access Expressway
- Future SR-509 Right-of-Way

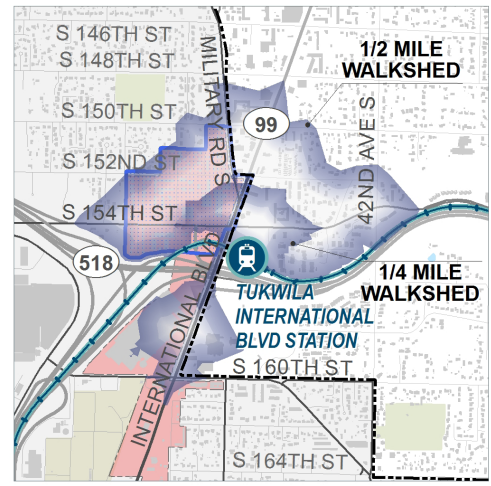
\* Proposed district boundary shown for Angle Lake Station



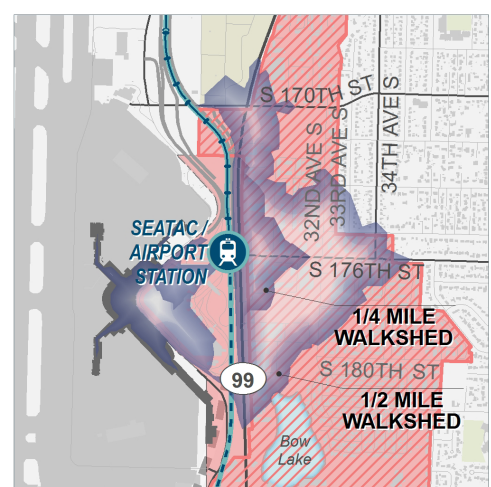
Date Prepared: 3/19/2015  
Sources: City of SeaTac, NAVTEQ, Sound Transit King County GIS

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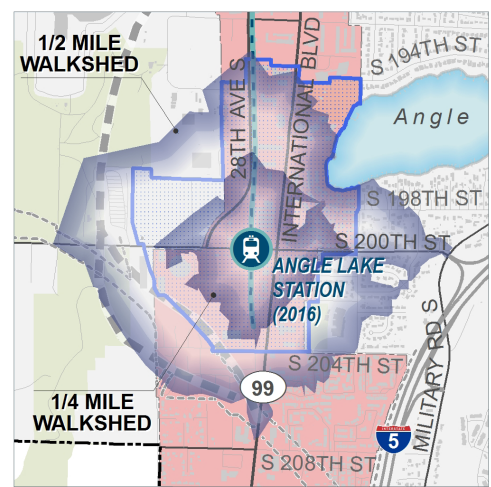
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WalkingDistancesFromLightRailStationsWalkshed.mxd



South 154th Street  
Tukwila International  
Blvd Station



South 176th Street  
SeaTac / Airport Station



South 200th Street  
Angle Lake Station

Figure 2.1. Walking distance from light rail stations walkshed

## 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 the Zoning Map 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 or help meet needs of 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.

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.



See the Housing and Human Services Element for related policies.

## 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.

#### 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.

### 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.



See the Urban Center Land Uses section for related policies.

# Comprehensive Plan

City of SeaTac

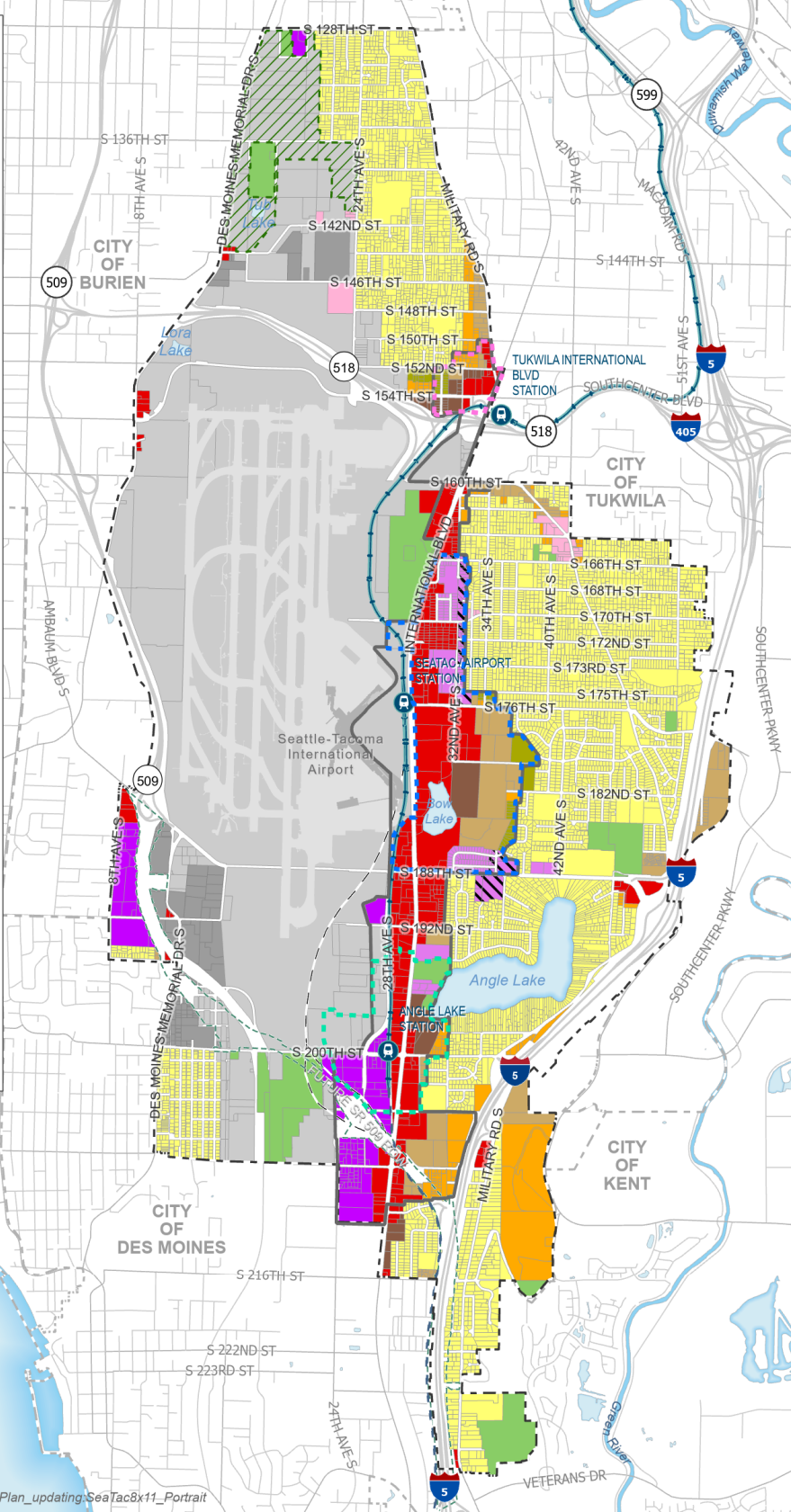


**Land Use Classification**

- Residential Low Density
- Townhouse
- Residential Medium Density
- Residential High Density
- Residential High Mixed Use
- Commercial Low Density
- Office/Commercial/Mixed Use
- Commercial Medium Density
- Commercial High Density
- Regional Business Mix
- Industrial
- Airport ▲
- Park
- North SeaTac Park ★
- Urban Center Boundary
- City Center Boundary
- S 154th St Station Area
- Angle Lake Station Area Boundary
- Future South Access Expressway
- Future SR-509 Right-of-Way
- Light Rail Station
- Complete
- Proposed
- City Boundary

▲ 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.

★ 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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Map 2.2. 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 dwelling 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 provides a transition between Residential Low Density areas and 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 Design and Parks, Recreation, and Open Space Elements for these related policies.

The Residential High Mixed Use and Commercial High 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. 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 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 apartments 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 bordering high density commercial areas 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

##### Policy 2.4A

Enhance low to medium density residential neighborhoods by locating primarily residential-oriented goods and services in designated Commercial Low areas.

Commercial Low 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 medium intensity development in the designated Office/Commercial/Mixed Use areas.

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

##### Policy 2.4C

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

##### Policy 2.4D

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

##### Policy 2.4E

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

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

#### Commercial High

##### Policy 2.4F

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



See the Transportation Element for 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 of this element.

## 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.

### 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.



## 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 Warehouse/ Distribution Land Uses

### GOAL 2.5

**Provide an appropriate level of manufacturing, industrial, and warehouse/distribution land uses within the City.**

#### Policy 2.5A

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

Industrial, 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 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.



See the Environment  
Element for related policies.

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

## 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.

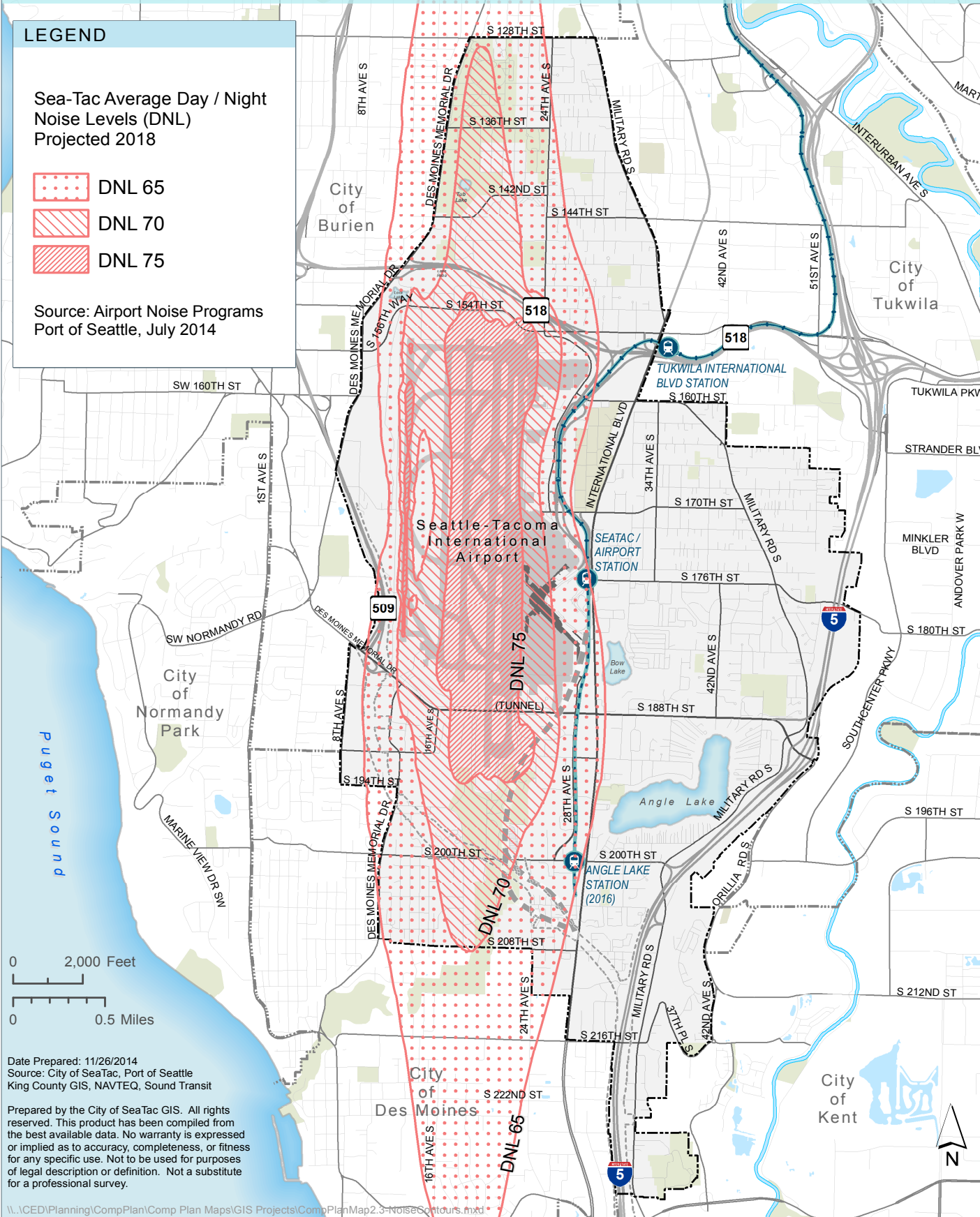
# NOISE CONTOURS

**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. Noise Contours

### **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. Also included are private open space facilities such as cemeteries.



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



**TABLE 2.1 COMPREHENSIVE PLAN LAND USE DESIGNATION CRITERIA**

DESIGNATION	IMPLEMENTING ZONES	DESIGNATION CRITERIA
<b>RESIDENTIAL LAND USE DESIGNATIONS</b>		
<b>Residential Low Density</b>	UL-15,000 UL-9,600 UL-7,200	<ul style="list-style-type: none"> <li>• <b>Existing Land Uses/Locations:</b> 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>• <b>Access:</b> Properties are generally located away from streets with high volumes of through traffic.</li> <li>• <b>Environmentally Critical Areas:</b> Areas must be capable of appropriately accommodating environmentally critical areas.</li> </ul>
<b>Townhouse</b>	T	<ul style="list-style-type: none"> <li>• <b>Existing Land Uses/Locations:</b> Areas that provide a transition between lower density residential and higher density residential and/or commercial uses.</li> <li>• <b>Access:</b> Properties are located adjacent to or have adequate access to arterial streets and are near transit.</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>Residential Medium Density</b>	UM-3,600 UM-2,400 MHP	<ul style="list-style-type: none"> <li>• <b>Existing Land Uses/Locations:</b> Areas that provide a transition between lower density residential uses and more intense uses.</li> <li>• <b>Access:</b> Properties are located adjacent to or have adequate access to arterial streets and are near transit.</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>Residential High Density</b>	UH-1,800 UH-900	<ul style="list-style-type: none"> <li>• <b>Existing Land Uses/ Locations:</b> Areas that provide a transition between low to moderate density residential uses and higher intensity mixed use or commercial areas.</li> <li>• <b>Access:</b> Areas are located adjacent 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>Residential High – Mixed Use</b>	UH-UCR	<ul style="list-style-type: none"> <li>• <b>Existing Land Uses/Locations:</b> Areas that provide a transition between moderate to high density residential uses and higher intensity commercial areas.</li> <li>• <b>Access:</b> Areas are located adjacent 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>

DESIGNATION	IMPLEMENTING ZONES	DESIGNATION CRITERIA
<b>COMMERCIAL LAND USE DESIGNATIONS</b>		
<b>Commercial Low</b>	NB	<ul style="list-style-type: none"> <li>• <b>Existing Land Uses/Locations:</b> 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>• <b>Access:</b> Properties are generally located on or adjacent to arterial street intersections.</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>Office/ Commercial/ Mixed Use</b>	O/C/MU	<ul style="list-style-type: none"> <li>• <b>Existing Land Uses/Locations:</b> Areas that establish or provide a transition between medium 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 Medium</b>	O/CM	<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>	CB CB-C	<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>	RBX	<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>

DESIGNATION	IMPLEMENTING ZONES	DESIGNATION CRITERIA
<b>INDUSTRIAL &amp; AIRPORT LAND USE DESIGNATIONS</b>		
<b>Industrial</b>	I	<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>	AVC AVO	Not Applicable
<b>PARK AND OPEN SPACE LAND USE DESIGNATIONS</b>		
<b>Park</b>	P	Applicable to public and private parks and open space.

# 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

##### **Actively engage with Sound Transit and neighboring cities on the planning, design and construction of the extension of light rail service south of S. 200th Street to the southern city limits and beyond.**

Sound Transit is currently planning to extend light rail service south to the vicinity of Highline College by 2023, and will be proceeding to Federal Way as funds become available. Work with Sound Transit to define an exit route through the city that minimizes disruptions to private and public property owners, businesses and residents, and that causes minimal adverse aesthetic, economic and environmental impacts.

#### Policy 2.7C

##### **Actively engage with The Port of Seattle and neighboring cities on updates to airport master plans and the implementation/construction of, and mitigation for related projects consistent with the terms of the ILA.**

The Port periodically updates its master plans to prepare for future service needs.

#### Policy 2.7D

##### **Actively engage with WSDOT and neighboring cities on the planning, design and construction of, and mitigation for highway or other major roadway facilities.**

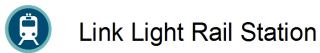
The City's land use plan depends on the completion of the SR 509 extension. WSDOT received a Record of Decision in 2003 for the completion of the route to I-5. However, the project has been unfunded by the State Legislature. The City should participate in the 509 Executive and Technical Committees to ensure 509 accommodates the city's planned growth.



# 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

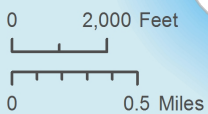
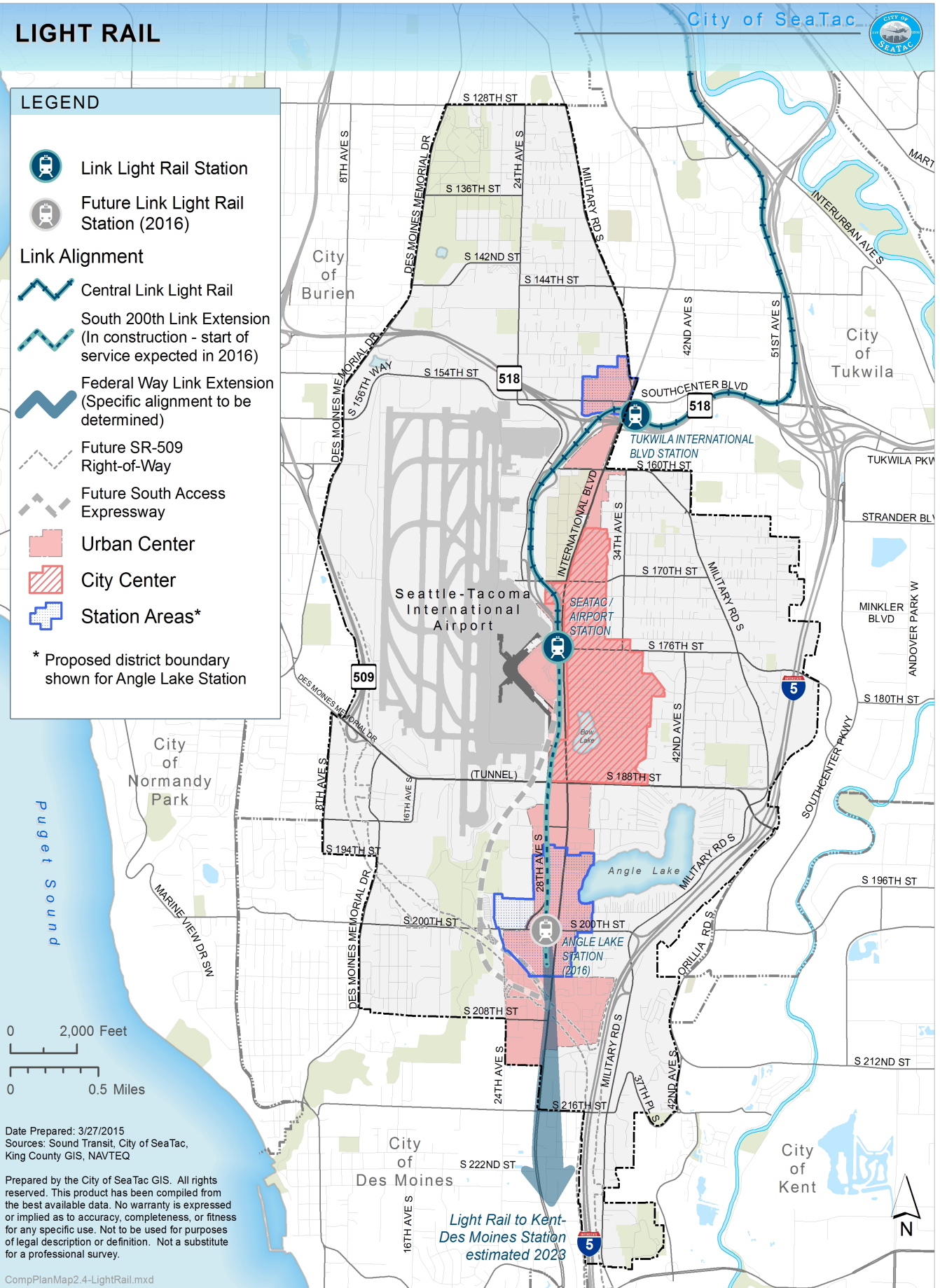


City Center



Station Areas\*

\* Proposed district boundary shown for Angle Lake Station



Date Prepared: 3/27/2015  
Sources: Sound Transit, City of SeaTac, King County GIS, NAVTEQ

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CompPlanMap2.4-LightRail.mxd

Light Rail to Kent-Des Moines Station estimated 2023

Map 2.4. 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:

- 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 proposed 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
<b>GROWTH MANAGEMENT</b>			
<b>2.1 FOCUS GROWTH TO ACHIEVE A BALANCED MIX AND ARRANGEMENT OF LAND USES.</b>			
<b>URBAN CENTER LAND USES</b>			
<b>2.1A</b> 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, Staff	Ongoing
	Work with the Port of Seattle to attract a mixture of uses supportive of and benefited by high capacity transit.	Staff,	Ongoing
	Prioritize infrastructure investments that would serve growth in the Urban Center.	City Council, Staff	Ongoing
<b>2.1A-1</b> Review and potentially amend the City Center Plan in the near future.	Complete review in 2019	Staff, Planning Commission, City Council	Ongoing
<b>2.1B</b> 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
	Streamline the development review process for proposed high density residential development in the Urban Center.	Staff	Short-Term
	Evaluate and implement options for promoting mixed-use residential development in the Urban Center.	Planning Commission, City Council, Staff	Ongoing
<b>2.1C</b> Promote development that reduces block sizes in the Urban Center.	Identify desirable linkages and secure access through purchase or easements.	Staff, Planning Commission, City Council	Short-Term

POLICIES	IMPLEMENTATION STRATEGIES	PRIMARY RESPONSIBILITY	TIME FRAME
<p><b>2.1D</b> 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>Staff, Planning Commission, City Council</p>	<p>Short-Term</p>
	<p>Evaluate and implement options for promoting retail development in the station areas.</p>	<p>Planning Commission, City Council, 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</p>



POLICIES	IMPLEMENTATION STRATEGIES	PRIMARY RESPONSIBILITY	TIME FRAME
<b>GENERAL GROWTH</b>			
<b>2.1E</b> Promote efficient use of land.	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).	Staff, Planning Commission, City Council	Short-Term
	Amend the Zoning Code to establish a minimum density for multifamily residential zones.	Staff, Planning Commission, City Council	Short-Term
	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"> <li>• Reduced infrastructure requirements.</li> <li>• Building placement specifications to ensure further land division in the future.</li> <li>• Regulate by density in lieu of lot size standards.</li> </ul>	Planning Commission, City Council	Short-Term
	Streamline the Planned Unit Development (PUD) process and requirements for residential development on large, vacant parcels.	Planning Commission, City Council	Short-Term
<b>2.1F</b> Amend zoning to achieve the vision illustrated on the City’s Land Use Plan Map.	Identify properties inconsistently zoned for their land use designation.	Staff	Short-Term
	Develop a strategy for rezoning those properties consistent with the Comprehensive Plan.	Planning Commission, Staff	Short Term
	For the identified properties, inform property owners and developers of long-term City goals and associated zoning amendment options and processes.	Staff	Ongoing
	Prioritize infrastructure improvements on properties with development proposals that align with long-term City goals.	City Council	Ongoing

POLICIES	IMPLEMENTATION STRATEGIES	PRIMARY RESPONSIBILITY	TIME FRAME
<p><b>2.1G</b> 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.	Staff, City Council	Ongoing
	Identify specific properties of interest and present potential project/uses to school district officials.	Staff, City Council	Short-Term
	Work with Highline School District (HSD) to develop implementation plans for District facility reuse. Implementation plans should include: <ul style="list-style-type: none"> <li>• Target types of development (e.g., residential, sports, commercial);</li> <li>• Review and incorporate HSD's Capital Facilities Plan into the Comprehensive Plan.</li> </ul>	Staff, City Council	Short-Term
<b>HEALTHY, EQUITABLE, AND CONNECTED COMMUNITIES</b>			
<b>2.2 CREATE EQUITABLE, WALKABLE, COMPACT, TRANSIT-ORIENTED COMMUNITIES.</b>			
<b>ACCESS TO TRANSPORTATION</b>			
<p><b>2.2A</b> Establish land use patterns that promote multi-modal transportation.</p>	Implement the City Center, 154 <sup>th</sup> 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
<p><b>2.2B</b> Promote dense residential and employment uses in transit communities to increase access to resources.</p>	Streamline the development review process for proposed high density residential and commercial development in the transit communities.	Planning Commission, City Council	Medium-Term

POLICIES	IMPLEMENTATION STRATEGIES	PRIMARY RESPONSIBILITY	TIME FRAME
<b>ACCESS TO HEALTHY FOOD</b>			
<p><b>2.2C</b>            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
	Identify appropriate locations for community gardens.	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.	Staff, City Council	Short-Term
	Incentivize community gardens in or near multifamily developments.	Staff, Planning Commission, City Council	Short-Term

POLICIES	IMPLEMENTATION STRATEGIES	PRIMARY RESPONSIBILITY	TIME FRAME
<p><b>2.2D</b> 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 the sale of fresh food.	Staff, Planning Commission, City Council	Short-Term
	Include food access goals in development review and health impact assessments.	Staff, Planning Commission, City Council	Short-Term and Ongoing
	Allow or reduce barriers for mobile produce markets and carts.	Staff, Planning Commission, City Council	Short-Term
	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
	Offer grants or culturally appropriate loans for small grocery assistance.	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.	Staff, Planning Commission, City Council	Short-Term
	Improve pedestrian, bicycle, and transit connectivity to grocery stores.	Staff, City Council	Short-Term

POLICIES	IMPLEMENTATION STRATEGIES	PRIMARY RESPONSIBILITY	TIME FRAME
<p><b>2.2E</b> 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"> <li>• Encourage a variety of housing types in redeveloping neighborhood commercial areas to provide a varied customer base.</li> <li>• See implementation strategies for Policy 2.2G</li> </ul>	City Council, Staff	Ongoing
	Reduce parking requirements for retail uses located in areas with sufficient residential densities.	Planning Commission, City Council	Short-Term
	Prioritize recreation development and maintenance in station areas.	Staff	Ongoing
	Develop safe connections (e.g., trails) connecting parks and station areas.	Staff	Short-Term
	Require through-block connections on large blocks to increase walkability to destinations.	Staff, Planning Commission, City Council	Short-Term
<b>ACCESS TO HOUSING</b>			
<p><b>2.2F</b> Foster high quality, diverse, and affordable housing.</p>	Review and streamline the multifamily residential design standards.	Staff, Planning Commission, City Council	Short-Term
	Develop and pass an inclusionary zoning ordinance to require diverse and affordable housing.	Staff, Planning Commission, City Council	Medium-Term
	See the Housing Element's Implementation Strategies 3.6A through 3.6J.	Staff	Short-Term



POLICIES	IMPLEMENTATION STRATEGIES	PRIMARY RESPONSIBILITY	TIME FRAME
<b>ACCESS TO NEIGHBORHOOD SERVICES</b>			
<b>2.2 G</b> Encourage neighborhood scale resident-serving commercial development in appropriate locations outside of the Urban Center.	Identify and Zone areas appropriate for neighborhood-scale commercial or mixed-use developments within approximately a half mile of all residents.	Planning Commission, City Council, Staff	Short-Term
	Prepare development standards to assure integration into existing neighborhoods.	Planning Commission, City Council, Staff	Short-Term
<b>2.2I</b> Allow commercial uses that serve neighborhood needs on the ground floors of residential buildings in the high density zones.	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
<b>2.2J</b> Encourage the development of small, "resident-oriented" businesses in SeaTac.	Identify types of resident-oriented businesses and potential locations and actively recruit them, working with other agencies (e.g., Soundside Alliance, Chamber.)	Staff	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
	Explore and then implement economic development strategies such as small business incubators to encourage resident-oriented businesses working with other agencies (e.g., Soundside Alliance, Chamber).	Staff	Ongoing
	Investigate program to offer grants or culturally appropriate loans to small businesses serving neighborhoods.	City Council	Medium-Term

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

POLICIES	IMPLEMENTATION STRATEGIES	PRIMARY RESPONSIBILITY	TIME FRAME
<b>RESIDENTIAL HIGH MIXED USE</b>			
<b>2.3F</b> 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.	Staff, Planning Commission, City Council	Short-Term
	Review, and amend as necessary, development standards to ensure public and private open space, compatibility with neighboring uses, and quality building-street interaction.	Staff, Planning Commission, City Council	Short-Term
<b>2.4 SERVE NEEDS THROUGH APPROPRIATE COMMERCIAL LAND USES.</b>			
<b>COMMERCIAL LOW</b>			
<b>2.4A</b> Enhance low to medium density residential neighborhoods with designated Commercial Low areas.	See strategies under Access To Neighborhood Services: 2.2G – 2.2J		
<b>OFFICE/COMMERCIAL/MIXED USE</b>			
<b>2.4C</b> 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.	Staff	Short-Term
<b>COMMERCIAL MEDIUM</b>			
<b>2.4E</b> Encourage a mix of land uses in the Commercial Medium designation.	See Urban Center and Healthy, Equitable, and Connected Communities policies above, particularly 2.1D, 2.2A, 2.2E, 2.2H, and 2.2J.		
<b>REGIONAL BUSINESS MIX</b>			
<b>2.4G</b> 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.	Review uses and development standards for “RBX” zone outside of the Urban Center boundary, to ensure: <ul style="list-style-type: none"> <li>• Appropriate building heights are established, and</li> <li>• Compatible manufacturing, assembly and other business service uses are allowed.</li> </ul>	Staff, Planning Commission, City Council	Short-Term

POLICIES	IMPLEMENTATION STRATEGIES	PRIMARY RESPONSIBILITY	TIME FRAME
<p><b>2.4H</b> 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.</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>Staff</p>	<p>Ongoing</p>
<p><b>2.5 MANUFACTURING, INDUSTRIAL, AND BUSINESS PARK LAND USE</b></p>			
<p><b>2.5A</b> 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>Staff</p>	<p>Ongoing</p>
<p><b>2.5B</b> 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"> <li>• Textile Mill</li> <li>• Chemical/Petroleum Products</li> <li>• Rubber/Plastic/Leather/Mineral Products</li> <li>• Primary Metal Industry</li> </ul>	<p>Planning Commission, City Council</p>	<p>Short-Term</p>
<p><b>AIRPORT</b></p>			
<p><b>2.5E</b> 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><b>2.5F</b> 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</p>	<p>Ongoing</p>

POLICIES	IMPLEMENTATION STRATEGIES	PRIMARY RESPONSIBILITY	TIME FRAME
<b>2.6 PARKS AND OPEN SPACE LAND USE</b>			
<b>2.6A</b> 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.	Staff, City Council	Ongoing
<b>2.7 ESSENTIAL PUBLIC FACILITIES</b>			
<b>2.7B</b> Actively engage with Sound Transit and neighboring cities on the planning and construction of the extension of light rail service south of S. 200th Street.	Work with Sound Transit to define an exit route through the city that minimizes disruptions to private and public property owners, businesses and residents, and that causes minimal adverse aesthetic, economic and environmental impacts.	Staff, Planning Commission, City Council	Short-Term
<b>2.7C</b> Actively engage with The Port of Seattle and neighboring cities on updates to airport master plans.	Work with the Port of Seattle on master plan updates to identify and minimize impacts to the city, its residents and businesses.	Staff	Short-Term
<b>2.7D</b> Actively engage with WSDOT on the planning and construction of, and identifying mitigation for major highway projects.	Actively engage with WSDOT at the earliest point in the process of developing plans for highway projects in or adjacent to the City.	Staff	Ongoing