



Planning Commission Agenda

August 6, 2024
5:30 pm
Hybrid Meeting

The Planning Commission consists of seven 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.

Members: Alyne Hansen (Chair), Tony Zuniga Sanchez (Vice Chair), Bandhanjit Singh, Damiana Merryweather, Dee Abasute, Karin Ellis. One vacant position.

Staff Coordinator: Jenn Kester, Planning Manager

A quorum of the Council may be present.

| ITEM | TOPIC | PROCESS | WHO | TIME |
|------|---|-----------------------------|-------------------|-------------------|
| 1 | Call to Order / Roll Call | | Chair | 5:30 (2 min) |
| 2 | Approval of the minutes of July 16 and July 30, 2024, meetings. | Review and Approve | Members | 5:32 (3 min) |
| 3 | Public Comment on items <u>not</u> on the agenda. <i>Comments on agenda items will be addressed after the staff presentation and Commission discussion on each item below.</i> <i>See Public Comment Process below.</i> | | Chair | 5:35 (5 min) |
| 4 | Envision SeaTac 2044 Work Study: A. Transportation Element B. Commissioner Comments on Housing Strategies C. Commissioner Comments on 7/30 Code Amendments D. PROS, Environment, Utilities, and Capital Facilities Elements E. Project Schedule and Activities | Presentation and Discussion | Staff and Members | 5:40 (100 min) |
| 5 | CED Staff Report | Briefing | Staff | 7:20 (3 min) |
| 6 | Planning Commission Comments (including suggestions for next meeting agenda) | Discussion | Members | 7:23 (2 min) |
| 7 | Adjourn | | | 7:25 |

This meeting will be conducted in a hybrid format with in-person and remote options for public participation. The meeting will be broadcast on SeaTV Government Access Comcast Channel 21 and live-streamed on the City's website <https://www.seatacwa.gov/seatvlive>.

Public Comment Process: The commission will hear in-person public comments and is also providing remote oral and written public comment opportunities. All comments shall be respectful in tone and content. Providing written comments and registering for oral comments must be done by 3:30 pm, the day of the meeting. Registration is required for remote comments and encouraged for in-person comments. Any requests to speak or provide written public comments which are not submitted following the instructions provided or by the deadline will not be included as part of the record.

- Instructions for providing remote oral public comments are located at the following link: [Council Committee and Citizen Advisory Committee Virtual Meetings](#).
- Submit email/text public comments to PCPublicComment@seatacwa.gov. The comment will be mentioned by name and subject and then placed in the committee handout packet posted to the website.

CITY OF SEATAC
PLANNING COMMISSION MEETING
Minutes of July 16, 2024, Meeting

Members present: *Chair Alyne Hansen, Damiana Merryweather, Dee Abasute, Karin Ellis, Vice Chair Tony Zuniga Sanchez*

Members absent: **Bandhanjit Singh**

Staff & Others

Present: *Planning Manager Jenn Kester, Principal Planner Kate Kaehny, Admin Asst 3 Barb Mailo, OTAK Consultant Mandi Roberts, Councilmember Peter Kwon*

1. Call to Order/Roll Call

- *Chair Hansen* called the meeting to order and roll call at 5:35 pm.

2. Approval of the minutes of the July 2, 2024, regular meeting.

- *Vice Chair Sanchez* motioned to approve the meeting minutes. *Commissioner Ellis* seconded.

Motion passed: 5-0

3. Public Comments on items not on the agenda.

None

4. Envision SeaTac 2044: Work Study (Informational Briefing):

Presented by *Principal Planner Kaehny*.

A. Envision 2044 Community Meetings

Chair Hansen commented on postcards and made recommendation regarding an alternative outreach material

B. Refinement to Growth Strategies

Discussion commenced with *Commissioner Merryweather, Principal Planner Kaehny, Vice Chair Sanchez, Chair Hansen, and Planning Manager Kester*.

C. Citywide Rezones

Discussion commenced with *Chair Hansen, Principal Planner Kaehny, Commissioner Merryweather, and Planning Manager Kester*

D. Housing Policy Implementation Strategies

Discussion commenced with *Chair Hansen, Principal Planner Kaehny, and Planning Manager Kester*.

In person public comment by Earl Gipson referencing Envision 2044 and King County's data comparing population increase in SeaTac and surrounding cities.

5. CED Staff Report

Presented by *Planning Manager Kester*.

- Commissioner should check out the City blog regarding flooding at City Hall
- The July 30th meeting will focus on Code Amendments related to Housing and Land Use
- In August, staff will focus on the Transportation Element and Transportation Master Plan

6. Planning Commission Comments:

None

7. Adjournment

- *Vice Chair Sanchez* motioned to adjourn the meeting. Seconded by *Commissioner Ellis*.

Motion Passed: 5-0

The meeting adjourned at 6:48 pm.

CITY OF SEATAC
***SPECIAL* PLANNING COMMISSION MEETING**
Minutes of July 30, 2024, Meeting

Members present: *Chair Alyne Hansen, Bandhanjit Singh, Damiana Merryweather, Dee Abasute, Karin Ellis, Vice Chair Tony Zuniga Sanchez*

Members absent:

Staff & Others

Present: *Deputy City Manager Gwen Voelpel, Planning Manager Jenn Kester, Principal Planner Kate Kaehny, Associate Planner Laura Stilwell, Admin Asst 3 Barb Mailo, OTAK Consultant Mandi Roberts, OTAK Senior Planner Emily Larson*

1. Call to Order/Roll Call

- *Chair Hansen* called the meeting to order and roll call at 5:43 pm. (Note: The meeting commenced after 5:30 pm due to technical issues.)

2. Public Comments on items not on the agenda.
None

In person comments:

Earl Gipson made in person public comments regarding ramifications of city population increases.

3. Envision SeaTac 2044 Work Study:

A. Code Amendment – Package 2

Presented by *OTAK Consultant Roberts*

Discussion commenced with *Chair Hansen, OTAK Consultant Roberts, Planning Manager Kester, Commissioner Merryweather, and Commissioner Singh*

B. Update on Schedule and Tasks

Presented by *Principal Planner Kaehny*

Discussion commenced with *Commissioner Merryweather, Vice Chair Sanchez, Principal Planner Kaehny, Planning Manager Kester, and Chair Hansen*

4. CED Staff Report

Presented by *Planning Manager Kester.*

- Working towards the Public Review Draft in mid-September

5. Planning Commission Comments:

Comments by *Commissioner Merryweather* appreciating everyone's efforts and encouraging community members to engage.

6. Adjournment

- *Commissioner Merryweather* motioned to adjourn the meeting. Seconded by *Vice Chair Sanchez*

Motion Passed: 6-0

The meeting adjourned at 6:52 pm.

DRAFT



MEMORANDUM COMMUNITY & ECONOMIC DEVELOPMENT

Date: 8/1/2024
To: Planning Commission
From: Jenn Kester, Planning Manager
Subject: **August 6 Envision SeaTac 2044 Work Session Overview**

SUMMARY

The main goals of the upcoming work session are to cover the following topics:

- **Review additional proposed changes to the Transportation Element and introduce the Transportation Master Plan.**
- **Discuss Commissioners' comments on proposed housing policy implementation strategies reviewed at 7/18 meeting.**
- **Discuss Commissioners' comments on proposed code amendments reviewed at 7/30 special meeting.**
- **Review proposed changes to following Comprehensive Plan Elements: Parks, Recreation & Open Space, Environment, Utilities, and Capital Facilities.**
- **Provide update on Envision project schedule and activities.**

OVERVIEW OF DISCUSSION TOPICS

1) REVIEW TRANSPORTATION ELEMENT AND INTRODUCE TRANSPORTATION MASTER PLAN

- Staff have proposed revisions to the transportation element reviewed at the 6/18 and 7/2 commission meetings. The Commission's comments from the sessions have been incorporated into the proposed element for review.
- Staff will introduce the Transportation Master Plan and provide a briefing on the background report to preface upcoming discussion at the Commission meeting on 8/20. The Commission will also have a chance to give additional comments at the 8/6 meeting.
- As part of this work, the city has revised and updated the Transportation Element, including planned goals, policies, and implementation strategies, to support the future network and the remaining elements of the comprehensive plan.

2) DISCUSS COMMISSIONER COMMENTS ON PROPOSED HOUSING POLICY IMPLEMENTATION STRATEGIES

At the 7/18 meeting, staff provided an overview of the proposed implementation strategies for housing policies in the draft Housing & Human Services Element. The Commission will have an opportunity to provide comment on those proposals at the 8/6 meeting. To assist with your review of the strategies, please see:

- Full set of proposals at the following link: [Housing policy implementation strategies](#).
- Overview of key strategies attached to this memo.

3) DISCUSS COMMISSIONER COMMENTS ON CODE AMENDMENTS PACKAGE 2

Commissioners will also be asked to provide comments on the proposed code amendments reviewed at the 7/30 special meeting.

- To see a copy of those proposals, go to the following link for 7/30 the meeting: [Code Package 2](#)

4) REVIEW PROPOSED CHANGES TO FOUR COMPREHENSIVE PLAN ELEMENTS

Staff will provide an overview of proposed changes to the following elements. These elements have fewer proposed revisions than most of the others the Commission has reviewed to date. Please note that instead of using the policy review matrix format, we are providing the proposed changes to goals, policies, and implementation strategies within drafts of the actual chapters from the Comprehensive Plan.

- Parks, Recreation & Open Space (PROS)
- Environment
- Utilities
- Capital Facilities

Most of the proposed changes to these elements are related to better supporting the updated City growth strategies (i.e., focusing housing and job growth within centers and supporting new growth throughout the city with complete neighborhood infrastructure and services) and increasing alignment with state, PSRC, or King County growth policies.

5) ENVISION SEATAC 2044 PROJECT UPDATE

Staff will provide an update of the schedule and remaining tasks for the Envision SeaTac 2044 Project. We will also provide a reminder on the upcoming Community Planning Meetings noted below.

- August 7, 6-8pm: South SeaTac Neighborhoods
Open House at Madrona Elementary (20301 32nd Ave S)
- August 14, 6-8pm: Central SeaTac Neighborhoods
Open House at McMicken Heights Elementary (3708 S 168th St)
- August 21, 6-8pm: North SeaTac Neighborhoods
Open House at SeaTac Community Center (North SeaTac Park, 13735 24th Ave S)

PROJECT RESOURCES AND INFORMATION FROM PAST MEETINGS

The following links to information are provided as resources for Commissioners who would like to refamiliarize themselves with presentations from past meetings and other background materials:

- [Envision SeaTac 2044 Project Website](#): Scroll down to the section called “Planning Commission Documents” to see materials from all Envision project briefings.
- [Transportation Master Plan Update Project Website](#)
- [SeaTac Comprehensive Plan Website](#): Includes Comprehensive Plan document (Volumes 1 and 2) and links to adopted subarea plans and materials related to the City Center Plan (existing), S 154th Station Area Plan, and Angle Lake Station Area Plan.

PACKET MATERIALS

Packet materials include the following:

- This memo
- Memo attachment listing key changes to housing policy implementation strategies
- Drafts of following Comprehensive Plan Elements:
 - Transportation (with policy review matrix)
 - Parks, Recreation & Open Space (PROS)
 - Environment
 - Utilities
 - Capital Facilities

| Existing Goal / Policy # | <h2 style="text-align: center;">Transportation Element</h2> <p style="text-align: center;">Draft 1</p> <p style="text-align: center;">Existing and Proposed Goal/Policy</p> | Key City Themes (1) | Equity Assessment Status | Complies with State, Regional, County (2) | DKS Notes | Proposed Goal / Policy # | SeaTac/Otak Comments |
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| <p>(1) AO = Access to Opportunity; UV = Urban Villages; CN = Complete Neighborhoods; MT = Multi-Modal Transportation; HA = Housing for All; EV = Economic Vitality; RE = Resilient Environment</p> | | | | | | | |
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| <p>Overall Transportation Goal</p> | | | | | | | |
| <p>Goal 2-1</p> | <p>For the-benefit of SeaTac’s residents, businesses, and visitors, promote the safe and efficient transport of people and goods by implementing and maintaining an integrated multi-modal transportation system that also supports and encourages alternative and active transportation modes. <u>Support the City’s vision for growth by providing multimodal connectivity to, from, and between the Urban Growth Center and Neighborhood Centers while addressing the needs for freight transportation to and from the Industrial Centers.</u></p> | <p>AO, MT, EV, CN, RE</p> | | | <p>TE to emphasize connection to growth vision.</p> | <p>Goal 1</p> | |
| <p>Policy 4.1A</p> | <p>Continue to plan for and implement a multi-modal transportation system that supports the safe, efficient, and reliable movement of people, vehicles, and goods while balancing transportation needs with other community values.</p> | | | <p>CPP-T-14</p> | | <p>1A</p> | |
| <p>Transportation and Land Use</p> | | | | | | | |
| <p><u>New Policy</u></p> | <p><u>Work towards addressing the multimodal transportation needs identified in sub-area plans including the City Center Plan, the Angle Lake Station Area Plan and the South 154th Street Station Area Plan.</u></p> | | | | <p>Transportation projects and programs must support sub area plans.</p> | <p>1B</p> | |
| <p><u>New Policy</u></p> | <p><u>Plan and implement transportation infrastructure to support the development of Complete Neighborhoods where the daily needs of residents are accessible within a half mile walk shed.</u></p> | | | | <p>Discussion in TE to note that daily needs means access to transit, job opportunities, goods and services, social and recreational opportunities, etc. See also policy under active transportation.</p> | <p>1C</p> | |
| <p>Transportation and the Environment</p> | | | | | | | |
| <p>Policy 4.1B</p> | <p>Develop a multi-modal transportation system that preserves and protects natural resources, reduces adverse impacts on the environment, <u>including air pollution and greenhouse gas emissions</u>, and complies with federal, state, regional, and local policies. <u>Implement green infrastructure to reduce stormwater pollution from transportation facilities wherever possible.</u></p> | | | <p>CPP-T-25 MPP-En-18</p> | <p>Explicitly state GHG reduction as a goal and reduction in stormwater pollution in response to Vision 2050 requirements.</p> | <p>1D</p> | |

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| <u>New Policy</u> | <u>Plan for a secure and resilient transportation network by assessing and addressing vulnerabilities to climate change and other hazards. Prepare an emergency evacuation study to model the performance of the transportation network under likely evacuation scenarios.</u> | | | CPP-T-26 | Vision 2050 requirement. See also policy 4.2U | 1E | |
| <u>Policy 4.2U</u> | <u>Develop coordinated prevention and recovery strategies and disaster response plans with state, regional, and local agencies to help protect the transportation system against major disruptions.</u> | | | CPP-T-26 | Policy moved from arterials and highways goal. | 1F | |
| Equity | | | | | | | |
| <u>New Policy</u> | <u>Plan and implement transportation improvements and programs in an equitable manner, considering disparities in access and mobility, historical injustices, and the transportation needs of disadvantaged communities.</u> | | | CPP-T-8 CPP-T-9 MPP-T-9 MPP-T-10 | Vision 2050 requirement/Equity | 1G | |
| Safety | | | | | | | |
| <u>New Policy</u> | <u>Build on the current Local Road Safety Plan to develop a comprehensive Safety Action Plan meeting applicable standards for grant funding.</u> | | | | Policy needed to support grant eligibility. | 1H | |
| Roadway Network and Connectivity | | | | | | | |
| <u>Goal 2</u> | <u>Serve all modes of travel with a street grid designed to support multi-modal access and connectivity throughout the city and into the region.</u> | <u>UV,</u> <u>CN,</u> <u>MT</u> | | | | 2 | |
| <u>New Policy</u> | <u>Apply best practice standards for spacing of streets, block size, and maximum distance between pedestrian or bicycle accessways to new land use developments or redevelopment projects.</u> | <u>UV,</u> <u>CN,</u> <u>MT</u> | | | | 2A | |
| <u>New Policy</u> | <u>Identify locations where mid-block crossings are needed to accommodate efficient paths of travel for pedestrians.</u> | <u>UV,</u> <u>CN,</u> <u>MT</u> | | | | 2B | |
| Arterial Streets and Highways | | | | | | | |
| Goal 4.2 | Develop and maintain an arterial street and highway system that reduces the adverse impact of regional and airport traffic on City arterials, and cost-effectively improves safety for all travel modes, manages congestion to | AO, MT, EV | | | TE to discuss how City is responsible for back of curb on state highways. Specify in TE section introduction | 3 | . |

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| | <p>reduce delays and the impacts of traffic diverting through neighborhoods, and enhances the look and feel of the City.</p> | | | | <p>which WSDOT facilities have shared responsibility with the City.</p> | | |
| Policy 4.2A | <p>Establish a level of service (LOS) standard of:</p> <ul style="list-style-type: none"> • Corridor travel speed equating to LOS E or better • Non-motorized system completeness | | | <p>MPP-DP-52 MPP-DP-53</p> | <p>Transit LOS for routes serving urban growth areas may be needed to meet updated GMA requirement Other jurisdictions have adopted more detailed LOS metrics for non-motorized facilities.</p> | <p>3A</p> | <p>Intersection LOS to be considered after City Center policies are adopted.</p> |
| Policy 4.2B | <p>Permit development that is consistent with the <u>2035-2044</u> land use/development assumptions provided that the transportation system operates within the adopted level of service standard as stated in Policy 4.2A. The developments should incorporate the noted design and improvement provisions of the adopted subarea plans.</p> | | | <p>MPP-DP-52 MPP-DP-53</p> | <p>Update to reference new horizon year.</p> | <p>3B</p> | |
| <u>New Policy or cross reference</u> | <p><u>Design and construct arterials to include safe and attractive pedestrian facilities (including crossings) on both sides of the street.</u></p> | | | <p><u>CPP- T-28</u> <u>MPP-T-17</u></p> | <p>Pedestrian mode Policy repeated from Active Transportation section.</p> | <p>3C</p> | |
| Policy 4.2J | <p>Align classification of streets and arterials to reflect their desired functional use. The functional classification system should be based on the volume of present/future traffic, design, multi-modal facilities, adjacent land uses, and consistency in connections with other agency transportation facilities.</p> | | | <p>MPP-T-16 MPP-T-21</p> | <p>Functional classification should dictate design and standards for multimodal facilities.</p> | <p>3D</p> | <p>x</p> |
| Policy 4.2L | <p>Consolidate access to properties along principal, minor, and collector arterials as opportunities present themselves to maximize the capacity of the facilities, and reduce potential safety conflicts.</p> | | | <p>CPP-T-29</p> | <p>Addresses County safety policy requirements.</p> | <p>3E</p> | <p>x</p> |
| Policy 4.2O | <p>Establish and enforce appropriate speed limits along SeaTac’s roadways that balance multi-modal mobility, traffic engineering standards, a street’s functional classification, adjacent land uses and public safety concerns.</p> | | | <p>MPP-T-4</p> | | <p>3F</p> | <p>x</p> |
| Policy 4.2P | <p>Establish appropriate transportation design standards for arterials, and local streets based on balancing the functional classification needs of the facility and the needs of the adjacent land uses. The design elements should accommodate and encourage alternative and active transportation modes such as transit, HOV, pedestrians, and bicycles for each classification. Amenities should enhance the mobility options by providing an improved environment for all users.</p> | | | <p>CPP-T-31 MPP-T-17</p> | | <p>3G</p> | <p>x</p> |

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| Policy 4.2Q | Implementation of desired design standards may be constrained by physical or environmental issues, costs effectiveness, right-of-way, or other parameters; variances to the street standards to address these types of issues may be approved, while seeking to maintain the function of the transportation corridor. | | | | No direct connection to County or regional policies; just establishes that design standards may be flexible. | 3H | x |
| Policy 4.2R | Invest in improvements to arterials to meet current design standards including pedestrian and bicycle facilities, turn lanes, improved drainage, and enhanced traffic control and illumination. The improvements should be designed and constructed to improve safety, reduce maintenance costs, support economic development, reduce environmental impacts, and improve the quality of the transportation system for all modes. | | | | Could be connected to any of many CPPs or MPPs with last sentence. Policies 2P-2R could be combined. | 3I | x |
| Policy 4.2S | Operate, maintain, and preserve the existing arterial and street system through an ongoing Pavement Management System (PMS), comprehensive signing and markings program, and systematic operation process. These programs should prioritize essential maintenance and preservation taking into account <u>ing for</u> life-cycle costs associated with delayed maintenance. The maintenance and preservation systems system should address facilities for motorized and non-motorized travel and the impacts of the present and projected land uses. | | | CPP-T-23 MPP-T-2 | | 3J | x |
| Policy 4.2C | Support and work with WSDOT, the Port of Seattle, and other agencies to encourage the State Legislature to fund and construct the Stage 2 Phase 1 of the planned SR 509 Freeway Extension between S. 188th Street and I-5 by 2025. | | | MPP-T-7 CPP-T-1 | Coordinated this policy with Port input. | 3K | x |
| Policy 4.2D | Should the Port choose to advance this project, Continue to partner with the Port of Seattle, and regional and local agencies to construct an Interim Airport South Access by 2025 to connect with the Phase 1 SR 509 Freeway Extension using the 28 th /24 th Avenue S. arterial corridor. | | | MPP-T-7 CPP-T-1 | Revised to reflect input from Port; May need to revisit—replace with policy to engage in SAMP environmental process or something like that. | 3L | x |
| Policy 4.2E | Continue to w Work with the Port of Seattle, WSDOT, and regional and local agencies to construct the full South Airport Expressway (SAE) should the Port of Seattle choose to advance this project before 2035. | | | MPP-T-28 | Revised to reflect input from Port. Given Port input, should 4.2D and 4.2C be combined into a single policy re the SAE? | 3M | May need to revisit |
| Policy 4.2F | Following completion of Phase 1 of the SR 509 Freeway Extension, continue to support and work to advance funding and construction of Phase 2 of the SR 509 Freeway Extension project by 2040. | | | MPP-T-7 CPP-T-1 | Removed since Policy 2C updated. | 2F | |

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| Policy 4.2G | Support direct HOV ramp connections between I-5 and SR 509 and I-5 and SR 518 and I-405 to further encourage reductions in single occupant vehicle (SOV) use. | | | MPP-T-7 CPP-T-1 | Policy will be kept for now since project designs are not finalized. | 3M | x |
| Policy 4.2H | Work with WSDOT to <u>implement the short-, medium-, and long-term improvement recommendations documented in the SR-518 study.</u> Revise the SR 518 interchange with International Boulevard and S. 154th Street to support the South 154th Street Station Area Plan and SR 518 Route Development Plan (RDP). | | | MPP-T-7 CPP-T-1 | Port recommended that this policy be reworked to more broadly include the short, medium, and long-term projects identified in the SR 518 Study (WSDOT). | 3N | x |
| Policy 4.2I | Support and work with WSDOT to maintain and improve I-5 in the City of SeaTac vicinity to serve regional, north-south travel, including freight, High Occupancy Vehicles (HOV), and transit. Continue to rely on I-5 for high volume, north-south, regional travel, including freight, High Occupancy Vehicles (HOV) and transit, in the vicinity of the City of SeaTac. | | | CPP-T-1 CPP-T-14 CPP-T-18 MPP-T-8 MPP-T-24 | Edited to emphasize multi-agency cooperation | 3O | z |
| Policy 4.2K | Explore transferring Des Moines Memorial Drive adjacent to the City of Burien from the City of SeaTac to the City of Burien to better reflect the adjacent land uses that will benefit from upgrading that section of arterial. | | | MPP-T-16 | Policy deleted per direction of City staff. City of Burien not interested at this time. | | Florendo checking with Will on whether to leave this in; language was rooted in the idea that Des Moines Memorial served adjacent jurisdictions more than SeaTac. |
| Policy 4.2M | Work with the Port of Seattle, WSDOT, and regional and local agencies to address freight needs and direct trucks to designated truck routes in the City through establishing a system of wayfinding, including signing truck routes to/from the freeway system and major destinations. | | | CPP-T-18 MPP-T-11 | | 3P | x |
| Policy 4.2N | Work with WSDOT to reconnect streets and pedestrian and bicycle routes affected by the construction <u>or extension</u> of the SR-509 <u>freeways and extension state highways.</u> <u>Identify and mitigate potential disproportionate impacts on historically disadvantaged communities.</u> | | | MPP-T-16 | Now addresses historic equity issues. | 3Q | Yes still needed, make language more general - not specific to 509, something like "WSDOT impacted state routes or interstates"; 509 has addressed pedestrian connections with Lake to Sound Trail, rebuilt the overpass, new road connection in Madrona neighborhood. Still opportunities at existing state routes and state route off ramps to make connections and improve - bottom line, generalize and say affected by existing state routes and Interstate 5. |
| Policy 4.2T | Enhance traffic flow, operations and safety through implementation of Transportation Systems Management (TSM) and Intelligent Transportation System (ITS) technologies and coordination with other agencies. | | | CPP-T-33 | TE to reference recent ITS plan policies and recommendations (ITS plan is an internal document). | 3R | |

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| Policy 4.2U | Develop coordinated prevention and recovery strategies and disaster response plans with state, regional, and local agencies to help protect the transportation system against major disruptions. | | | CPP-T-26 | Policy moved to overall transportation goal. | | |
| Neighborhood Streets | | | | | | | |
| Goal 4.3 | Design and operate neighborhood streets to maximize safety of all appropriate travel modes, reduce cut-through traffic, and enhance the look and feel of the City’s transportation system in a cost-effective manner. | CN, MM, EV | | | | 4 | Move Goal above roadway goals. More emphasis on pedestrian and bicycle connectivity and complete neighborhoods. |
| Policy 4.3A | Upgrade residential neighborhood streets with pedestrian and bicycle facilities and increased and improve access to transit in alignment with pedestrian and bicycle network plans. | | | CPP-T-28 CPP-T-31 MPP-T-17 | | 4A | |
| Policy 4.3B | Address neighborhood traffic calming issues in a comprehensive fashion consistent with the plans and procedures that have been adopted to address these issues, including consisting of but not limited to: SeaTac’s Safe and Complete Streets Plan, and the Neighborhood Traffic Safety Program (NTSP). | | | | Deleted reference to Safe and Complete Streets Plan. | 4B | Safe and Complete Streets Plan never formally adopted; city did adopt an ordinance; traffic safety program is still in effect and is being rolled into citywide transportation safety program; no vision zero policy in effect but working on it; circle back on this – further tools to speak to this. |
| Active Non-Motorized Transportation | | | | | | | |
| Goal 4.4 | Plan for and develop a system of transportation facilities for all users and all modes including pedestrians, transit users and bicyclists. <u>Plan for users of all ages and abilities.</u> | | | | Added statement about all ages and abilities. | 5 | |
| <u>New Policy</u> | <u>Develop and implement a comprehensive Active Transportation Plan to support complete neighborhoods.</u> | | | | | 5A | x |
| Policy 4.4A | Promote safe pedestrian <u>and bicycle</u> movement as a basic means of transportation and assure ensure that adequate pedestrian active transportation facilities, amenities and connections are provided for in conjunction with other transportation facilities and developments. | | | CPP- T-7 CPP- T-28 MPP-T-17 | Addresses bicycle and pedestrian modes | 5B | x |
| Policy 4.4D | Serve the City’s residential areas with transit and a well-connected network of sidewalks and bicycle paths. <u>Prioritize pedestrian and bicycle improvements that provide low-stress and accessible connections to key destinations within a half mile of Urban and Neighborhood Villages as well as those providing connections between Neighborhood Villages and the Urban Center.</u> | | | CPP- T-28 MPP-T-17 <u>CPP-T-32</u> | Added connection to Complete neighborhoods. Note that previously proposed policy to provide connectivity among growth centers was removed as this policy now addresses that topic. <i>Typologies updated to match 7/16 PC presentation.</i> | 5C | x |

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| Policy 4.4E | Prioritize safety and pedestrian capacity improvements on streets that provide access to schools, parks, transit facilities, public facilities, and within <u>and between Urban and Neighborhood Villages</u> . | | | MPP-T-4 MPP-T-17 | Pedestrian mode: Updated to better support land use policy and Vision 2050 requirements. <i>Typologies revised.</i> | 5D | x |
| Policy 4.4C | Work to d Design and construct arterials to include safe and attractive pedestrian facilities (including crossings) on both sides of the street. | | | CPP- T-28 MPP-T-17 | Pedestrian mode Policy repeated under the Arterials and Highways section. | 5E | x |
| Policy 4.4F | Develop and implement criteria for installing pedestrian crossing treatments and appropriate traffic controls to improve safety and comfort throughout the City. <u>Ensure that all treatments are compliant with the latest guidance on the Americans with Disabilities Act (ADA).</u> | | | CPP- T-28 MPP-T-17 | Pedestrian mode: Emphasize ADA compliance | 5F | x |
| <u>New Policy</u> | <u>Continue to implement the City's ADA Transition Plan and ensure ADA compliance for all capital improvement projects.-</u> | | | | Pedestrian mode: Maybe this is more of an implementation strategy? <u>Revisit</u> | 5G | x |
| Policy 4.4G | Develop and implement a network of bicycle facilities providing for safe, interconnected travel within the City and providing connections to regional facilities and major local destinations, <u>including Urban Villages and Neighborhood Village centers.-as described in the Safe and Complete Streets Plan.</u> | | | CPP- T-28 MPP-T-17 | Bicycle mode | 5H | Discussing internally whether to formally adopt or update and formally adopt the Safe and Complete Streets Plan (or have it replaced by the active transportation plan, is that part of the TMP?) --Develop an active transport plan as ground zero moving forward (FC's preference) |
| Policy 4.4I | Work to i Implement directional and way-finding signage to direct bicyclists to the desired bike routes and destinations within the City. | | | CPP- T-28 MPP-T-17 | -Bicycle mode | 5I | x |
| Policy 4.4H | Prioritize e Completing a north-south bicycle route east of International Boulevard between S. 188th Street and S. 160th Street via Military Road S and/or 34th Avenue. | | | CPP- T-28 MPP-T-17 | Bicycle mode | 5J | Include Military Rd. South, as well. Policy can reference both 34th Ave A and Mil Rd S as CIPs that will provide that North-South bicycle route |
| Policy 4.4B | Coordinate with King County and other agencies to advance construction of the Lake to Sound Trail. | | | CPP- T-28 MPP-T-17 | Policies supporting specific facilities should be moved to the bottom of each goal section. | 5K | PW has no adverse position on preferred alignment; we are not sure on the phrasing whether to support; we want to know more on specifics on what the elements of the trail would look like and how it would impact the roadways and what that means; PW does not support taking away current vehicle capacity to make way for the trail as in how Segment B narrowed footprint in ROW constraining |

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| | | | | | | | ability to add capacity on Des Moines Memorial Drive. Policy as it is today is fine. |
| Transit/Multi-modal/Transportation Demand Management | | | | | | | |
| Goal 4.5 | Encourage the use of transit and other High Occupancy Vehicle (HOV)/multi-modal travel modes to more efficiently accommodate a larger proportion of existing and future travel in and adjacent to the City of SeaTac to reduce the adverse impacts of driving alone <u>and support Complete Neighborhoods.</u> | AO, UV, MT, EV, RE | | CPP-T-3 | | 6 | |
| New Policy | <u>Ensure that transit may be accessed within a half mile walk shed of Neighborhood Village centers to provide choices of travel mode and support Complete Neighborhoods.</u> | | | | | 6A | x |
| Policy 4.5A | Support the planned extension of Sound Transit’s Link Light Rail to Des Moines and then to Federal Way along a route that minimizes impacts to properties within the City limits, with sufficient parking at stations. | | | CPP-T-4 | | 6B | |
| Policy 4.5B | Work with King County Metro (Metro) to enhance transit service in SeaTac, especially east-west connections to the Urban Center and to connections with the Bus Rapid Transit (BRT) routes <u>and including consideration of on-demand service.</u> | | | MPP-T-19 | | 6C | |
| Policy 4.5C | Work with King County Metro Transit to expand the operating hours for local service between Link light rail and residential neighborhoods coordinated with schedules to enhance transfers between trains and buses <u>and including consideration of on-demand service.</u> | | | | | 6D | |
| Policy 4.5D | Continue to work with King County Metro, Sound Transit and adjacent jurisdictions to enhance and expand east-west transit service and future multi-modal transit options. | | | | | 6E | |
| Policy 4.5E | <u>Continuously review developments and trends in transportation technology and mobility patterns for appropriate implementation in the City of SeaTac, with emphasis on micromobility devices to provide first and last mile connectivity to transit.</u> Coordinate with Sound Transit, Port of Seattle, and the local development community to study, plan, and implement (if deemed | | | MPP-T-33-34 | Reworked to be broader and address Vision 2050 requirement (MPP-T-33-34). Micromobility would include e-bikes and scooters. | 6F | |

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| | feasible) a Personal Rapid Transit (PRT) or similar system serving SeaTac’s Urban Center; provided, any proposed system is primarily funded by the private sector, or other non-City sources. | | | | | | |
| Policy 4.5F | Work with Sound Transit, Metro and private developers to provide transit rider amenities to enhance the environment and safety for transit users. | | | CPP-T-20 CPP-T-28 | | 6G | |
| Policy 4.5G | Encourage and implement formal transportation demand management (TDM) programs for new and existing workplaces and higher density residential developments in the City. The programs should, at a minimum, conform to the Commute Trip Reduction (CTR) Act. Transportation Management Associations (TMA) should be encouraged in order to coordinate TDM programs between adjacent businesses to increase their potential impact on reducing future traffic volumes. | | | CPP-T-4 CPP-T-15 MPP-T-3 | | 6H | No other current programs, but open to the idea, no discussions about adding to it or evolving it beyond the CTR program. |
| Parking | | | | | | | |
| Goal 4.6 | Manage parking supply and demand to best support the City’s overall goals and objectives in balancing the desire to support alternative transportation modes, neighborhood livability and enhance economic development. | UV, CN, EV | | | County and regional policies don't really address parking, except as tool to promote alternative modes | 7 | |
| Policy 4.6A | Consider flexibility in general City parking requirements for new developments that aligns parking supply with demand while supporting multi-modal objectives promoting use of alternative modes while minimizing the potential for spillover into neighborhoods. | | | CPP-T-3 MPP-T-13 | | 7A | |
| Policy 4.6B | Monitor parking activity in neighborhoods to determine if parking demands are exceeding supply and/or if illegal or unsafe parking practices are occurring. When such activities are identified, work with the affected neighborhoods and adjacent businesses to determine the specific issues, evaluate alternative approaches, and implement solutions. | | | | | 7B | |
| <u>New Policy</u> | <u>Work with the WSDOT, the Port of Seattle, and regional and local agencies to identify truck parking needs and designate safe truck parking areas in freight and industrial areas.</u> | | | | Port recommended to list WSDOT first. | 7C | |

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| Airport | | | | | | | |
| Goal 4.7 | Coordinate with local and regional agencies to support regional air transportation needs. | MM, EV | | | | 8 | |
| Policy 4.7A | <u>Coordinate with the Port of Seattle, state, regional, and local agencies to address air transportation needs in a manner to minimize health, air quality, and noise impacts to the surrounding community, with special consideration given to historically marginalized communities.</u> Coordinate with the Port of Seattle, state, regional, and local agencies to encourage swift, collaborative resolution for evaluating air transportation needs and impacts on the City of SeaTac. | | | CPP-T-16 CPP-T-17 MPP-T-28 | Recast to better meet requirements of Vision 2050. | 8A | |
| Program Financing and Implementation | | | | | | | |
| Goal 4.8 | Establish and maintain a consistent, sustainable, adequate, and equitable funding program to maintain, operate and improve the City’s transportation system in a timely manner to support implementation of the City’s Comprehensive Plan. | MM, EV | | | | 9 | |
| Policy 4.8A | Prioritize transportation projects and programs that best improve safety and connectivity, support economic growth, preserve prior transportation investments, and increase capacity of travel modes, reflective of available revenues. | | | | | 9A | |
| Policy 4.8B | Identify stable and predictable funding sources to maintain and operate the City’s transportation system to preserve prior investments, enhance safety, and improve quality for all travel modes. | | | CPP-T-13 | | 9B | |
| Policy 4.8C | Apply for regional, state, and federal funding sources for major improvements serving Sea-Tac International Airport and regional or sub-regional through traffic. | | | CPP-T-13 | | 9C | |
| Policy 4.8D | Consider supplementing existing transportation funding sources with new revenue sources including a potential Transportation Benefit District (TBD) to help fund preservation and implementation of non-motorized transportation improvements identified in the Transportation Master Plan. | | | CPP-T-13 | | 9D | |
| Policy 4.8E | Continue to direct funds from the commercial parking tax to help fund the high priority transportation projects in the City’s arterial network. | | | CPP-T-13 | | 9E | |
| Policy 4.8F | Review and update the transportation impact fee (TIF) program to reflect the projected growth in the City and help fund the costs of growth-related transportation projects. | | | CPP-T-13 | | 9F | |

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| <p>Intergovernmental Coordination</p> | | | | | | | |
| Goal 4.9 | <p>Actively coordinate with the Port of Seattle, WSDOT, and regional and local agencies to advance transportation projects and programs identified in this Transportation Element and in the Transportation Master Plan.</p> | MM | | MPP-T-7 | | 10 | |
| Policy 4.9A | <p>Continue to work with the Port of Seattle in updating and extending its Interlocal Agreement and coordinate on the Port's Sustainable Airport Master Plan to address transportation system impacts and solutions of mutual concern.</p> | | | CPP-T-1 MPP-T-7 | Maintenance of the shared travel demand model can be an implementation strategy. | 10A | Maybe include some language about "including continuing to partner to manage the shared travel demand model. |
| Policy 4.9B | <p>Continue to coordinate the planning, design, and implementation of the City of SeaTac's Transportation Element with WSDOT, King County, the Port of Seattle, and neighboring cities to assure that the transportation system works together to meet the multi-modal needs of the communities.</p> | | | CPP-T-1 MPP-T-7 | | 10B | |
| Policy 4.9C | <p>Coordinate the planning, design, and implementation of the transit services and transportation demand management programs with King County Metro, Sound Transit, WSDOT, the Port of Seattle, and neighboring cities to assure that transit and rideshare programs work together to meet the transportation needs of the City of SeaTac and surrounding region.</p> | | | CPP-T-1 CPP-T-7 | | 10C | |
| <p>Transportation and Land Use – Note: these policies have all been dispersed to the other Goals.</p> | | | | | | | |
| New Goal | <p>Develop a multi-modal transportation system that supports planned growth in the Urban Center and neighborhood service centers.</p> | AO, UV, CN, MM | | MPP-T-15 | | | |
| New Policy | <p>Prioritize transportation projects and programs that improve access to and connectivity among Urban Villages and Neighborhood Centers.</p> | | | MPP-T-15 MPP-T-19 | - | 5A | |
| New Policy | <p>Prioritize bicycle and pedestrian improvements that provide low-stress and accessible connections to key destinations within a half mile of Urban Villages and Neighborhood Centers.</p> | | | CPP-T-32 | -Moved to non-motorized transportation goal. | 5B | |
| New Policy | <p>Look for opportunities to enhance bicycle and pedestrian connectivity in the Urban Center as development occurs</p> | | | MPP-T-16 | - | 5C | |



CONTENTS

| | |
|---|----|
| INTRODUCTION | 0 |
| GOALS AND POLICIES | 5 |
| RECOMMENDED IMPLEMENTATION STRATEGIES | 37 |



LIST OF FIGURES

- FIGURE 1: BLOCK SIZE 8
- FIGURE 2: ROADWAY FUNCTIONAL CLASSIFICATION 10
- FIGURE 3: CONCURRENCY CORRIDORS 12
- FIGURE 4: CONCURRENCY DISTRICTS 13
- FIGURE 5: SEATAC ROADWAYS 15
- FIGURE 6: TRUCK ROUTES 21
- FIGURE 7: PEDESTRIAN NETWORK 25
- FIGURE 8: BICYCLE NETWORK 26
- FIGURE 9: ACCESS TO TRANSIT 30

INTRODUCTION

PURPOSE OF ELEMENT

The transportation system provides access and mobility to the City of SeaTac community. This multi-modal system supports land use, housing, economic vitality, recreation, and environmental sustainability within the City of SeaTac. Additionally, transportation plays a key role in shaping the overall character, livability, and quality of life of the city. The Transportation Element outlines the overarching goals and policies to guide investments in the system, covering preservation, operations, safety, and multi-modal capital improvements.

The Transportation Element also outlines the role of regional agencies in developing the City's transportation system, and how the City's investments support the regional system. The Element is a long-term blueprint that will guide the development, maintenance, and operations of the transportation system to support the overall vision of the Comprehensive Plan.

The Element is used by City staff, the Planning Commission, City Council, and the community establish priorities for the full range of planned transportation investments, working with other agencies, and evaluating development proposals. The Transportation Master Plan contains background data and analyses

The transportation system is the backbone of the City of SeaTac community. The City's multi-modal transportation system supports all aspects of the community including land use, housing, economic vitality, recreation, and the environment, and helps define the overall character, livability, and quality of life of the City. The Transportation Element establishes the broad goals and policies for directing investments in the system, investments that cover a wide range of items including preservation, operations, safety and multi-modal capital improvements.

The Transportation Element also identifies the role of regional agencies in providing transportation to the City, and how the City's investments support the regional system. The result is a long-term blueprint for guiding the development, maintenance, and operations of the transportation system to help support the overall vision for the City. It is used by City staff, the Planning Commission, City Council, and the community in establishing priorities for the full range of transportation investments, working with other agencies, and evaluating development proposals. Background for the Transportation Element can be found in the Transportation Master Plan and Safe and Complete Streets Plan.

The Transportation Element is coordinated with the Land Use; Parks, Recreation, and Open Space; Capital Facilities; and Economic Vitality Elements. The Transportation Model was developed jointly with the Port of Seattle to ensure the plans of both jurisdictions are based on the same traffic and system assumptions.

TRANSPORTATION VISION

Sea-Tac's transportation system must support the Comprehensive Plan's overall vision for the city: access to opportunity, urban villages, complete neighborhoods, multimodal transportation, housing for all, economic vitality, and resilient environment.

ROLE IN REGIONAL GROWTH MANAGEMENT FRAMEWORK

The goals and policies outlined in the Transportation Element have been refined and expanded for consistency with the transportation policies in the regional Vision 2050 plan. Future growth assumptions underlying the travel demand forecasts used in the TMP are also consistent with regional requirements.

The transportation system needs to must support the land use plan to provide transportation alternatives for meeting day-to-day activities within Complete Communities. The Urban Center, Neighborhood Villages and other higher density areas of residential and commercial land uses need to should be served with transit and good-high-quality pedestrian and bicycle facilities, as well as adequate roadways to adequately meet the transportation needs of those areas of the City. These mMulti-modal facilities and transportation services can help reduce the reliance on the automobile, avoiding the costs and potential adverse impacts of building more and wider roadways to reduce the costs and potential adverse impacts of building more and wider roadways. The transportation system also serves as an adjunct a companion to the Parks, Recreation, and Open Space Elements by providing multi-modal facilities to support walking, bicycling, and other activities, and provide connections to local parks and regional trails, leading to better health outcomes.

CONSISTENCY WITH OTHER ELEMENTS

Background data and analyses underlying the Transportation Element can be found in the Transportation Master Plan. The Transportation Element is coordinated with the Land Use; Parks, Recreation, and Open Space; Capital Facilities; and Economic Vitality Elements. In addition to meeting regional requirements, the future growth assumptions assumed in the TMP analyses are consistent with the Land Use Element.

Forecasts of future travel demand aligned with planned growth in housing and jobs were developed using the new SeaTac/Port of Seattle model. This new travel demand model was developed jointly with the Port of Seattle to ensure the plans of both jurisdictions are based on the same land use and transportation system assumptions.

MAJOR CONDITIONS MAJOR CONDITIONS

~~Major transportation conditions include:~~

~~The City has designated an Urban Center as part of the regional Vision 2040 Plan. The designated Urban Center stretches along International Boulevard from north of SR 518 to S. 208th Street near the southern city limits, a distance of over 3.5 miles. The City is forecast to grow by over 6,500 housing units and 30,000 new jobs, with much of the growth focused in the Urban Center, which will result in significantly greater transportation demands along key corridors.~~

See the ~~Urban Center and City Center~~ map in the Land Use Element ~~T-6~~ **COMPREHENSIVE PLAN CITY OF SEATAC.**

~~■ Several significant transportation improvement projects are planned and needed to serve regional travel, growth at Sea Tac International Airport, and growth in the City and surrounding communities. They include:~~

- ~~□ Sound Transit's Link Light Rail Extension from Sea Tac International Airport to S. 200th Street and eventually to Kent/Des Moines and points south.~~
- ~~□ WSDOT's extension of the SR 509 freeway between S. 188th Street and I-5 and construction of additional lanes along I-5 between SR 509 to south of SR 516~~
- ~~□ Port of Seattle's construction of the Airport South Link arterial connection between the terminal drive system and the intersection of S. 188th Street/28th Avenue S.~~
- ~~□ The Port of Seattle's construction of a new Sea Tac South Airport Expressway (SAE) as a grade-separated roadway between the airport terminal drive system and the SR 509 freeway extension.~~
- ~~□ WSDOT's conversion of the existing I-5 High Occupancy Vehicle (HOV) lanes to High Occupancy Toll (HOT) Lanes and possible additional HOT lanes using existing freeway shoulders from Pierce County line to north of SR 518.~~

~~□ Potential new or modified interchange ramps along SR 518 at International Boulevard/S. 154th Street and at Des Moines Memorial Drive.~~



~~□ The City's completion of the 28th/24th Avenue S. arterial between S. 200th Street and S. 216th Street in Des Moines~~

~~□ In 2012, the City completed the Safe and Complete Streets Plan which identified a comprehensive system of pedestrian and bicycle facilities throughout the City.~~

~~■ Sea Tac International Airport generates the most traffic in the City. Air passenger traffic is forecast to increase by 75 percent by 2035; freight traffic is forecast to increase significantly, increasing transportation demands on the highway system, arterials, transit, and non-motorized facilities.~~

- ~~Congestion continues to increase on the regional freeways serving the City resulting in regional traffic cutting through the City on key arterials which are increasingly congested. Traffic cutting through residential neighborhoods to avoid the congestion on arterials is disruptive to neighborhoods.~~
- ~~Ensuring transportation safety for all modes of travel is significant for SeaTac's citizens.~~
- ~~Pedestrian safety is a high priority.~~
- ~~Many of the City's arterials and collector roads do not meet current design standards for an urban community. Reconstruction of these roadways to current standards is expensive and impacts adjacent residents and businesses.~~
- ~~Sound Transit's Link light rail transit (LRT) system supports increased transit use to meet the community's travel needs into the future.~~
- ~~Most transit stops lack amenities, such as bus shelters, benches, and trash receptacles.~~
- ~~Ongoing implementation of the Commute Trip Reduction (CTR) program for the City's major employers will support and increase demand for alternatives to commuters driving alone.~~

The City's arterials and collectors were constructed as King County rural roadways without urban features such as curbs, gutters, sidewalks, drainage, illumination, and appropriate turn lanes. Adding these features would help improve safety for all modes, reduce maintenance costs, and enhance the look and feel of the City.

GOALS AND POLICIES

The Transportation Element goals and policies help guide implementation of the City's transportation system and supports the other Elements of the Comprehensive Plan and the overall vision for SeaTac. The goals and policies establish the general philosophy for use of City rights-of-way and transportation funds. The policies also indicate City priorities for regional transportation system programs, including freeways, arterials, non-motorized facilities, bus and rail transit service and facilities, and transportation demand management (TDM).

OVERALL TRANSPORTATION GOAL

GOAL 4.1

For the benefit of SeaTac's residents, businesses, and visitors, promote the safe and efficient transport of people and goods by implementing and maintaining an integrated multi-modal transportation system that also supports and encourages alternative and active transportation modes. Support the City's vision for growth by providing multimodal connectivity to, from, and between the Urban Growth Center and Neighborhood Centers while addressing the needs for freight transportation to and from the Industrial Centers.

~~The An integrated multi-modal transportation system is the ultimate goal for the~~ City's transportation system ~~to-should~~ provide choices and meet the mobility needs of the residents, businesses and visitors. The transportation goals and policies advocate completion of the ~~first phase-second stage~~ of the extension of the SR 509 freeway ~~before 2025-by 2028, to support development of the Airport's South Access Expressway,~~ projects and programs to upgrade arterials, collectors, and local road to improve safety and connectivity for pedestrians and bicyclists, and promotes reducing transportation demands by encouraging active transportation modes and transit as alternatives to single-occupancy vehicles.

Policy 4.1A

Continue to plan for and implement a multi-modal transportation system that supports the safe, efficient, and reliable movement of people, vehicles, and goods while balancing transportation needs with other community values.

Transportation is a is a vital component of the built environment. ~~major part of the fabric of the City of SeaTac.~~ However, the transportation system does not stand alone; it must support the other values of the community as presented in the Comprehensive Plan.

TRANSPORTATION AND LAND USE

New Policy 1B

Work towards addressing the multimodal transportation needs identified in sub-area plans including the City Center Plan, the Angle Lake Station Area Plan and the South 154th Street Station Area Plan.

New Policy 1C

Plan and implement transportation infrastructure to support the development of Complete Neighborhoods where the daily needs of residents are accessible within a half mile walk shed.

TRANSPORTATION AND THE ENVIRONMENT

Policy 1D

Develop a multi-modal transportation system that preserves and protects natural resources, reduces adverse impacts on the environment, including air pollution and greenhouse gas emissions, and complies with federal, state, regional, and local policies. Implement green infrastructure to reduce stormwater pollution from transportation facilities where possible. Implement green infrastructure to reduce stormwater pollution from transportation facilities wherever possible.

The City of SeaTac recognizes that transportation projects and programs can have negative or positive impacts on the environment. The City will continue consider the potential impacts to the environment in planning, designing, constructing, operating, and maintaining its transportation system. ~~to plan, design, construct, operate, and maintain its transportation system in a manner that considers the potential impacts on the environment.~~

New Policy 1E

Plan for a secure and resilient transportation network by assessing and addressing vulnerabilities to climate change and other hazards. Prepare an emergency evacuation study to model the performance of the transportation network under likely evacuation scenarios.

The effects of climate change are becoming increasingly apparent. At the same time, the City should prepare for natural disasters such as earthquakes to understand which transportation facilities would be affected and how the system would operate under extreme conditions.

Policy 4.2U1F (moved from Arterials and Highways Goal)

Develop coordinated prevention and recovery strategies and disaster response plans with state, regional, and local agencies to help protect the transportation system against major disruptions.

EQUITY

New Policy 1G

Plan and implement transportation improvements and programs in an equitable manner, considering disparities in access and mobility, historical injustices, and the transportation needs of disadvantaged communities.

The City should prioritize transportation improvements that increase access to opportunities for transportation-disadvantaged communities such as households without automobiles. The distribution of

transportation benefits and costs across different geographic areas and socioeconomic groups should be examined to ensure equitable outcomes.

SAFETY

New Policy 1H

Build on the current Local Road Safety Plan to develop a comprehensive Safety Action Plan meeting applicable standards for grant funding.

The LRSP provides a good foundation for improving transportation safety in Sea-Tac. Additional work will be needed to optimally position the city for grant funding.

ROADWAY NETWORK AND CONNECTIVITY

Goal 2 - Serve all modes of travel with a street grid designed to support multi-modal access and connectivity throughout the city and into the region.

New Policy 2A

Apply best practice standards for spacing of streets, block size, and maximum distance between pedestrian or bicycle accessways to new land use developments or redevelopment projects.

Large blocks with limited roadway, bicycle, and pedestrian connectivity are not conducive to non-motorized transportation and access to transit. Moreover, large blocks can result in inefficient motor vehicle travel patterns. As shown in **Figure 1**, Sea-Tac currently has many larger blocks. This land use pattern can be addressed as parcels develop or redevelop.

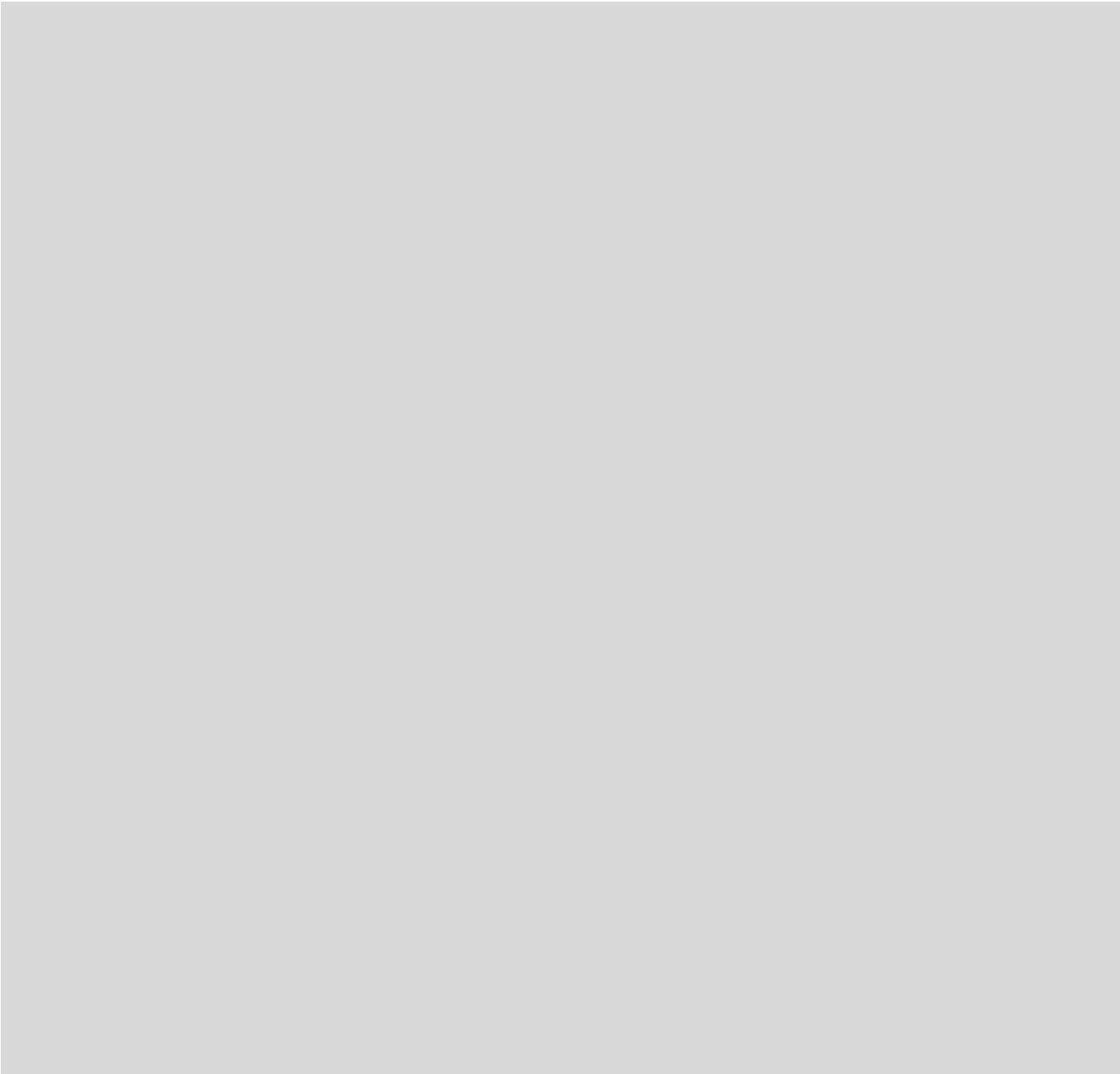


FIGURE 1: BLOCK SIZE

New Policy 2B

Identify locations where mid-block crossings are needed to accommodate efficient paths of travel for pedestrians.

ARTERIAL STREETS AND HIGHWAYS

Goal 3 - Develop and maintain an arterial street and highway system that reduces the adverse impact of regional and airport traffic on City arterials, and cost-effectively improves safety for all travel modes, manages congestion to reduce delays and the impacts of traffic diverting through neighborhoods, and enhances the look and feel of the City.

~~Development of the street and highway system focuses on reducing the adverse impacts of regional traffic and airport-related traffic passing through the community. In addition, the Transportation Element focuses on street system projects and programs that will improve the safety of all modes, reduce the impacts of congestion along the arterial system, support economic growth and development of the Urban Center, and improve the overall look and feel of the City's street system to enhance livability. The Growth Management Act (GMA) requires that transportation system improvements must be concurrent with growth, which requires that the key multi-modal improvements are funded and implemented in a timely manner or that strategies must be in place to provide these improvements within six years of development.~~

The Growth Management Act (GMA) requires that transportation system improvements must be concurrent with growth, which requires that the key multi-modal improvements are funded and implemented in a timely manner or that strategies must be in place to provide these improvements within six years of development. Improvements to the street and highway system should aim to reduce the adverse impacts of regional traffic and airport-related traffic passing through the community. Street system projects and programs should also improve the safety of all modes, reduce the impacts of congestion along the arterial system, support economic growth and development of the Urban and Neighborhood Centers, and improve the overall look and feel of the City's roadway system to enhance livability.

Responsibility for maintaining and enhancing arterial facilities that are state highways is shared with WSDOT. For these facilities, the City is responsible for infrastructure that is "back of curb" while WSDOT oversees the travel lanes. Continued close coordination with WSDOT will be necessary to achieve the City's goals for these facilities.

Figure 2 identifies the key arterials, highways, and freeways within the City.

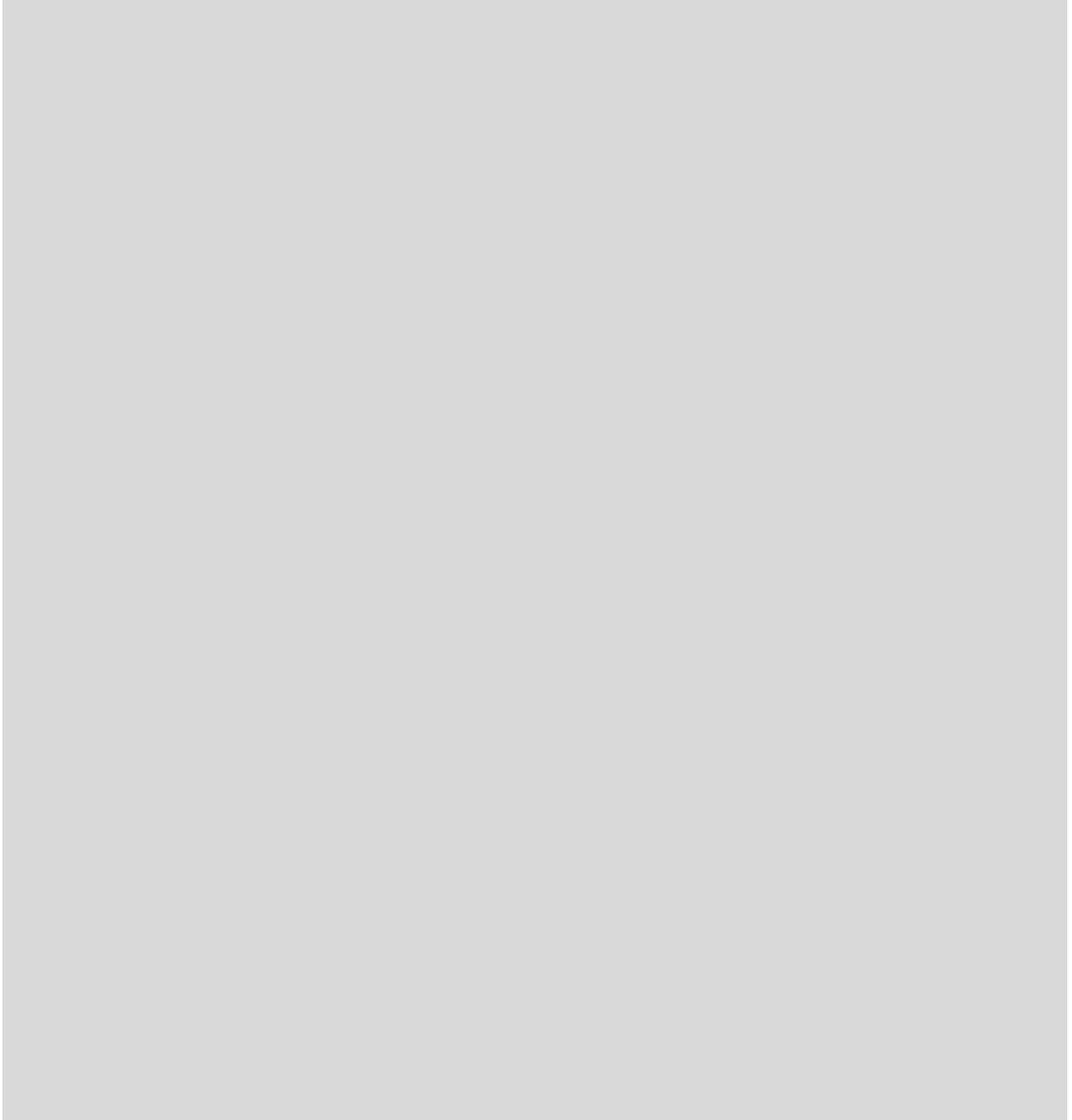


FIGURE 2: ROADWAY FUNCTIONAL CLASSIFICATION

Policy 4.3A

Establish a level of service (LOS) standard of:

- Corridor travel speed equating to LOS E or better
- Non-motorized system completeness

Two components are important to defining the adequacy of the City's transportation system and evaluating concurrency:

1. The ability to maintain reasonable vehicle travel speeds along major corridors serving traffic within the City.
2. The provision of adequate multimodal facilities as measured by degree of completeness of the City's planned pedestrian and bicycle networks, which are defined in the City's Transportation Master Plan.

To measure these two objectives, the City has a level of service standard based on "vehicle trips available" (VTA). This standard assesses the adequacy of the transportation system for new development by calculating "vehicle trips available by corridor." This calculation is based on a minimum allowed travel speed and augmented with trip credits associated with non-motorized network completeness. These two concepts are explained in greater detail below:

Corridor Travel Speed: The City has identified weekday afternoon PM peak period (4-6 pm) travel speeds along key corridor segments as a critical measure of the adequacy of its transportation system. Corridor level of service is based on the average travel speed through a corridor, which reflects both the total corridor travel time and delays at the intersections within and at the ends of each corridor. The minimum average travel speed for each corridor equates to Level of Service (LOS) E. The ability to add additional PM peak period vehicle trips to these corridors is dependent upon those trips not decreasing the average travel speed of these corridors below LOS E. **Figure 3** shows the defined concurrency corridor segments.

Non-motorized System Completeness: The City has three non-motorized districts as shown in **Figure 4**. The "percent complete" metric is calculated from an inventory of completed bicycle and pedestrian facilities divided by the planned bicycle and pedestrian networks adopted in the Transportation Master Plan. This metric is calculated separately for each district. As the non-motorized network becomes more complete, a small portion of trips will shift from vehicle modes to non-vehicle modes. This reduces the background vehicle trips on the corridor, and for the purposes of concurrency standards, appears as a vehicle trip credit within each of the concurrency corridors.

Concurrency LOS Standard: The Level of service standard is met if all designated concurrency corridors have remaining trip capacity during the PM-afternoon peak period; meaning additional vehicle trips could be added to those corridors without lowering the average travel speed below the established level of service threshold.

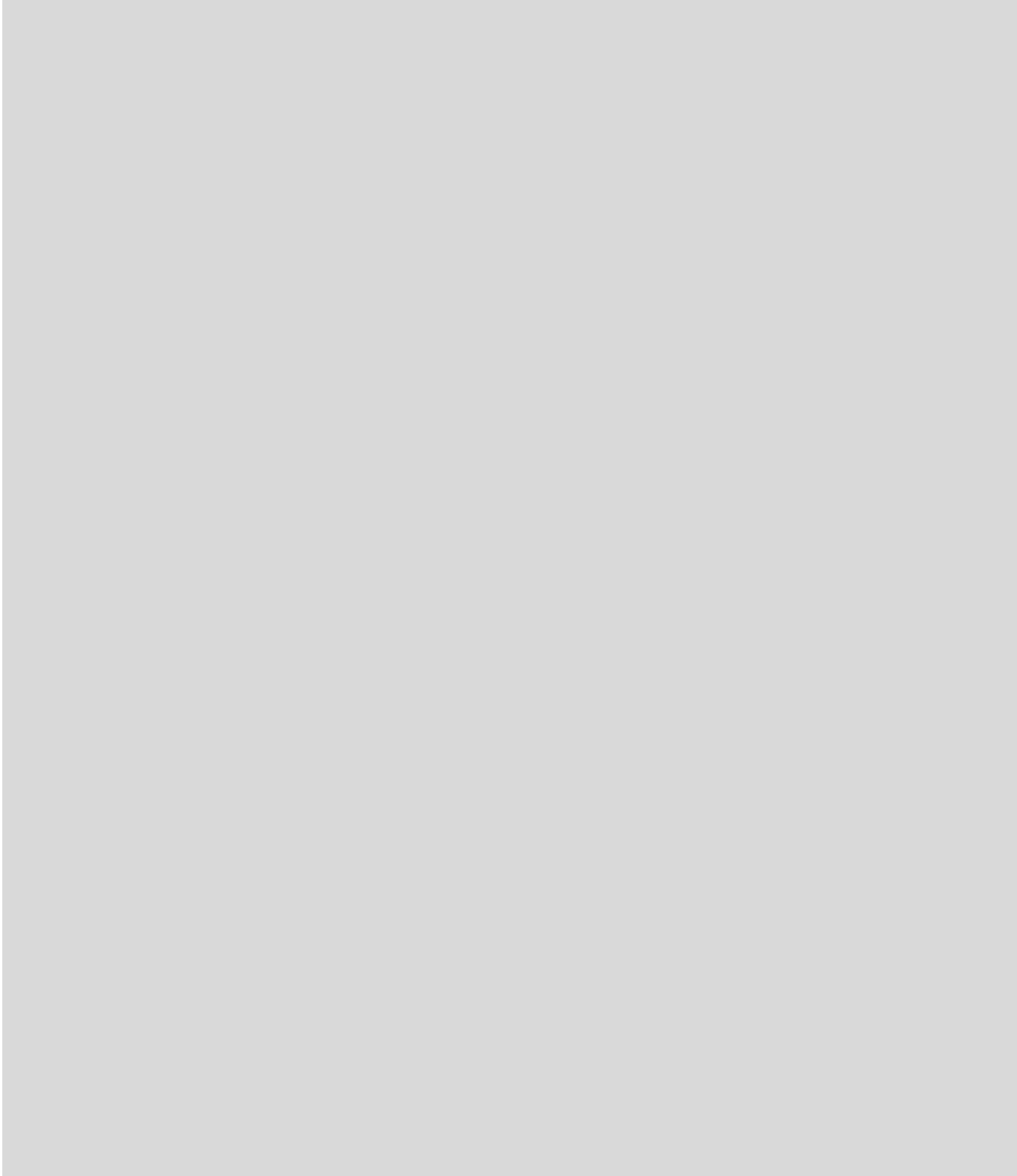


FIGURE 3: CONCURRENCY CORRIDORS

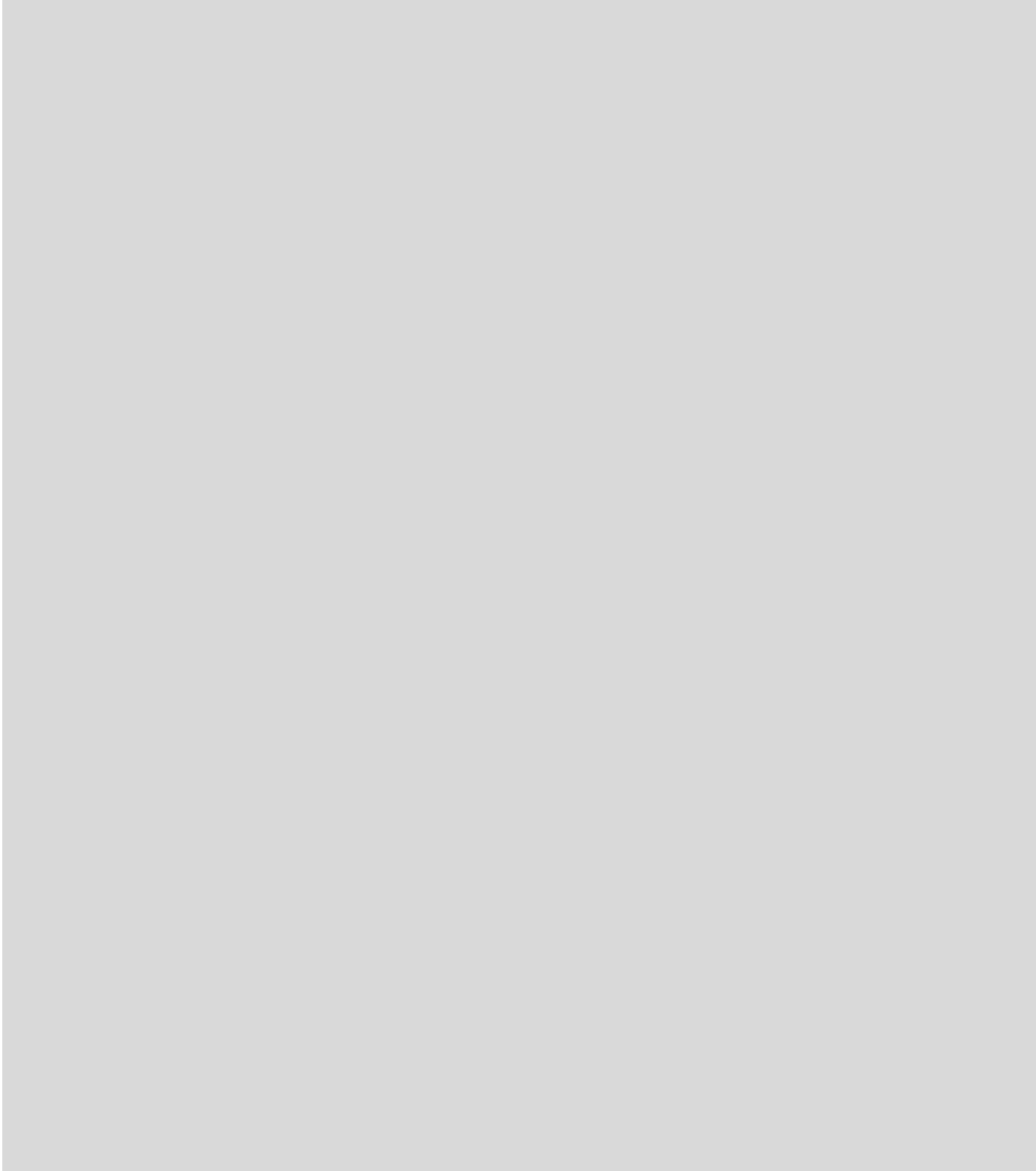


FIGURE 4: CONCURRENCY DISTRICTS

Policy 4.3B

Permit development that is consistent with the 204435 land use/development assumptions provided that the transportation system operates within the adopted level of service standard as stated in Policy 4.2A. The developments should incorporate the noted design and improvement provisions of the adopted subarea plans.

New Policy 3C (See Also Policy under Active Transportation)

Design and construct arterials to include safe and attractive pedestrian facilities (including crossings) on both sides of the street.

Policy 4.2J3D

Align classification of streets and arterials to reflect their desired functional use. The functional classification system should be based on the volume of present/future traffic, ~~design, multi-modal facilities,~~ adjacent land uses, and consistency in connections with other agency transportation facilities.

Streets within and adjacent to the City of SeaTac serve many functions ranging from regional traffic routes to local property access. A hierarchy of streets defining the desired function should be maintained. To provide for system continuity, the functional classification system should be consistent with State and regional definitions.

Policy 4.2L3E

Consolidate access to properties along principal, minor, and collector arterials as opportunities present themselves to maximize the capacity of the facilities, ~~and~~ reduce potential safety conflicts.

Policy 4.2O3E

Establish and enforce appropriate speed limits along SeaTac's roadways that balance multi-modal mobility, traffic engineering standards, a street's functional classification, adjacent land uses and public safety concerns.

~~The classifications and function of streets are established in the SeaTac Transportation Master Plan, which provides the background for the Transportation Element. Establishment of speed limits should take into account existing conditions of the roadway, including design parameters, any public health and safety concerns, the type and density of land uses and access.~~

Street classification and function has been established in the SeaTac Transportation Master Plan, a background report for the Transportation Element. Establishment of speed limits should consider existing conditions of the roadway, including design parameters, any public health and safety concerns, and the type and density of land uses and access. The functional classifications of SeaTac's roadways are shown in Error! Reference source not found.

Policy 4.2P3G

Establish appropriate transportation design standards for arterials, and local streets based on balancing the functional classification needs of the facility and the needs of the adjacent land uses. The design elements should accommodate and encourage alternative and active transportation modes such as transit, HOV, pedestrians, and bicycles for each classification. Amenities should enhance the mobility options by providing an improved environment for all users.



FIGURE 5: SEATAC ROADWAYS

Policy 4.2Q3H

Implementation of desired design standards may be constrained by physical or environmental issues, costs effectiveness, right-of-way, or other parameters; variances to the street standards to address these types of issues may be approved, while seeking to maintain the function of the transportation corridor.

Policy 4.2R3I

Invest in improvements to arterials to meet current design standards including pedestrian and bicycle facilities, turn lanes, improved drainage, and enhanced traffic control and illumination. The improvements should be designed and constructed to improve safety, reduce maintenance costs, support economic development, reduce environmental impacts, and improve the quality of the transportation system for all modes.

Policy 4.2S3J

Operate, maintain, and preserve the existing arterial and street system through an ongoing Pavement Management System (PMS), comprehensive signing and markings program, and systematic operation process. These programs should prioritize essential maintenance and preservation, accounting for life-cycle costs associated with delayed maintenance. The maintenance and preservation systems system should address facilities for motorized and non-motorized travel and the impacts of the present and projected land uses.

Policy 4.2G3K

Support and work with WSDOT, the Port of Seattle, and other agencies to encourage the State Legislature to fund and construct ~~the Stage 2 Phase 1~~ of the planned SR 509 Freeway Extension between S. 188th Street and I-5 by 2025~~8~~.

The extension of the SR 509 freeway between its current terminus at S. 188th Street and I-5 ~~would~~ will increase the City of SeaTac's accessibility to the regional transportation system. ~~The extension and~~ is a key element of the City's long-range transportation system. ~~The analyses used in developing the Transportation Element shows that significant congestion will result along the principal arterial system by 2025 if Phase 1 of the SR 509 Extension is not completed by then. If the SR 590 Freeway is not extended.~~ Increased severe congestion could result in transportation safety issues and will adversely affect implementation of the ~~planned~~ growth ~~planned~~ in ~~its the~~ Urban Center and other parts of the City. The SR 509 Extension is also an important transportation corridor to support the projected growth at Sea-Tac International Airport. The City ~~also~~ will work with WSDOT to reconnect neighborhood streets and pedestrian and bicycle routes affected by the construction of the SR 509 freeway extension.

Policy 4.2D3L

Should the Port choose to advance this project, pPartner with the Port of Seattle, and regional and local agencies to construct an Interim Airport South Access ~~by 2025~~ to connect with the Phase 1 SR 509 Freeway Extension using the 28th/24th Avenue S. arterial corridor.

While the Airport South Access project is not currently a priority for the Port, the SR 509 extension project should be constructed to remain compatible with the South Access project. The South Access project has the potential to reduce airport traffic on International Boulevard, S. 188th Street and S. 200th Street that does not have an origin or destination within the City of Sea-Tac. This improvement would reduce arterial congestion and improve safety for all travel modes using these principal arterials. The improvements would also reduce travel time and distance for traffic connecting to/from Sea-Tac International Airport from areas south of I-405. The Airport South Access project was assumed in the travel forecasts prepared for the Transportation Master Plan.

Policy 4.2E3M

~~*Continue to work with the Port of Seattle, WSDOT, and regional and local agencies to construct the full South Airport Expressway (SAE) before 2035 should the Port of Seattle choose to advance this project.*~~

~~Without additional improvements, the Interim Airport South Access using 28th/24th Avenue S. and the new Port South Link connection (north of S. 188th Street) will be overly congested prior to 2035 based on projected growth at Sea-Tac International Airport and within the Urban Center. Shifting the airport traffic to the SAE will provide direct access to/from I-5 and the Airport's terminal drive system and parking garage. This will open up capacity of 28th/24th Avenue S., International Boulevard, and other City arterials to better serve local traffic needs including the Urban Center.~~

~~The shift in traffic also will help to minimize the impacts of traffic on City neighborhoods. Studies led by WSDOT in 2011 identified use of 28th/24th Avenue S. arterial for use as an Interim Airport South Access roadway. The Port of Seattle would construct its South Link project with new connections from its terminal drive system to connect to the City of SeaTac's five lane 28th Avenue S. arterial south of S. 188th Street. The 28th/24th Avenue S. arterial will connect to the Phase 1 SR 509 Freeway Extension south of S. 200th Street. These improvements will greatly reduce airport traffic on International Boulevard, S. 188th Street and S. 200th Street that does not have an origin or destination within the City. This will reduce arterial congestion and improve safety for all travel modes using these principal arterials. The improvements also will reduce travel time and miles of travel for traffic connecting to/from Sea-Tac International Airport from areas south of I-405. The traffic forecasts and congestion analyses indicate that the Interim Airport South Access and Phase 1 of SR 509 will be needed no later than 2025.~~

Policy 4.2F

~~*Following completion of Phase 1 of the SR 509 Freeway Extension, continue to support and work to advance funding and construction of Phase 2 of the SR 509 Freeway Extension project by 2040.*~~

~~Phase 2 of the SR 509 project would complete the widening of the freeway and provides the other half diamond interchange to/from the west at S. 200th Street. The Transportation Element supports the full completion of the SR 509 Freeway Extension between S. 188th Street and I-5. The added regional capacity and completion of the interchange to/from the west at S. 200th Street will further reduce traffic on principal arterials serving the Urban Center areas south of the Airport.~~

Policy 4.2G3N

Support direct HOV ramp connections between I-5 and SR 509 and I-5 and SR 518 and I-405 to further encourage reductions in single occupant vehicle (SOV) use.

Policy 4.2H3O

Work with WSDOT to implement the short-, medium-, and long-term improvement recommendations documented in the SR-518 study. ~~Revise the SR 518 interchange with International Boulevard and S. 154th Street to support the South 154th Street Station Area Plan and SR 518 Route Development Plan (RDP).~~

~~The South 154th Street Station Area Plan recommends that the existing westbound off-ramp to S. 154th Street and International Boulevard be modified. One part of the improvement would include construction of a new off-ramp directly connecting westbound SR 518 to northbound International Boulevard near the Sound Transit Light Rail Station. This change would reduce traffic delays and improve levels of service at the major intersection of S. 154th Street/International Boulevard by reducing the volume of east to north left turns at the intersection.~~

~~Moving the SR 518 westbound off-ramp and signaling its intersection with S. 154th Street/32nd Avenue S. would improve operational and safety issues by providing more distance between the off-ramp and International Boulevard; aligning directly with 32nd Avenue with a signalized intersection to improve pedestrian safety; and resolve the poor intersection LOS at the existing off-ramp location.~~

~~The South 154th Street Station Area Plan also recommends relocating the existing ramp that connects westbound SR 518 to S. 154th Street west to align with 32nd Avenue S. The SR 518 study outlines short-, medium-, and long-packages of improvements which would affect circulation in SeaTac, including proposed changes to ramps at International Boulevard, 152nd Street, 154th Street, and Air Cargo Road. Consistent with analysis completed for the TMP, the SR 518 study identifies the ramp terminal intersections at Des Moines Memorial Drive as locations that will not operate acceptably in the future and proposes signalization or conversion to roundabouts.~~

Policy 4.2I3P

Support and work with WSDOT to maintain and improve I-5 in the City of SeaTac vicinity to serve regional, north-south travel, including freight, High Occupancy Vehicles (HOV), and transit. Continue to rely on I-5 for high volume, north-south, regional travel, including freight, High Occupancy Vehicles (HOV) and transit, in the vicinity of the City of SeaTac.

I-5 is the region's primary north-south freeway, intended to provide for the movement of a high volume of people and goods. To increase I-5's people-carrying capacity, the City supports regional and State plans to expand HOV facilities along I-5, as well as other operational improvements to enhance its function as a regional transportation facility.

Policy 4.2K

~~Explore transferring Des Moines Memorial Drive adjacent to the City of Burien from the City of SeaTac to the City of Burien to better reflect the adjacent land uses that will benefit from upgrading that section of arterial.~~

~~Des Moines Memorial Drive is adjacent to Burien between S. 128th Street and SR 509. There is little existing development or developable land on the east side of the arterial within the City of SeaTac. Existing and future developments within the City of Burien would directly benefit from improvements to the arterial, with less benefit to residents or businesses within the City of SeaTac.~~

Policy 34.2MQ

~~Minimize impacts to residential streets by working Work with the Port of Seattle, WSDOT, and regional and local agencies to address freight needs and direct trucks to designated truck routes in the City through establishing a system of way-finding, including signing truck routes to/from the freeway system and major destinations.~~

Sea-Tac International Airport is a major truck destination serving many air cargo operators. In addition, the Port owns several properties that can be developed for industrial or other trucking related land uses. Other industrial lands and commercial developments in the City also rely on trucks for deliveries. The City has designated existing and future truck routes that best accommodate trucks while reducing the potential impacts on residential and commercial areas (see **Figure 6.**)

Policy 4.2N3R

~~Work with WSDOT to reconnect streets and pedestrian and bicycle routes affected by the construction or extension of the SR 509 freeways and extension state highways. Identify and mitigate potential disproportionate impacts on historically disadvantaged communities.~~

Policy 4.2T3S

~~Enhance traffic flow, operations and safety through implementation of Transportation Systems Management (TSM) and Intelligent Transportation System (ITS) technologies and coordination with other agencies.~~

~~Building more Adding roadway capacity to serve automobiles, transit, and freight is very expensive and disruptive. can adversely impact pedestrian and bicycle travel can be disrupted; result in relocation of and existing residents or businesses may need to be relocated; and may also result in along with other environmental issues.~~

~~Getting more out of Making better use of the existing transportation roadway infrastructure is an important component principle of the for arterials and highways plan. Improved signal timing and operations, better signage and way-finding, increased enhanced driver information systems, consolidation of accesses/driveways, and restricting turns at some locations s can improve the capacity,~~

help maintain consistent travel speeds, reduce out of the way travel, and reduce transportation safety issues. The City will evaluate and implement these techniques, ~~as applicable,~~ where appropriate to cost-effectively address transportation issues. Other transportation agencies have Intelligent Transportation Systems (ITS) in place and. ~~The~~ City will coordinate with ~~the other agencies~~ them to seek partnership opportunities.

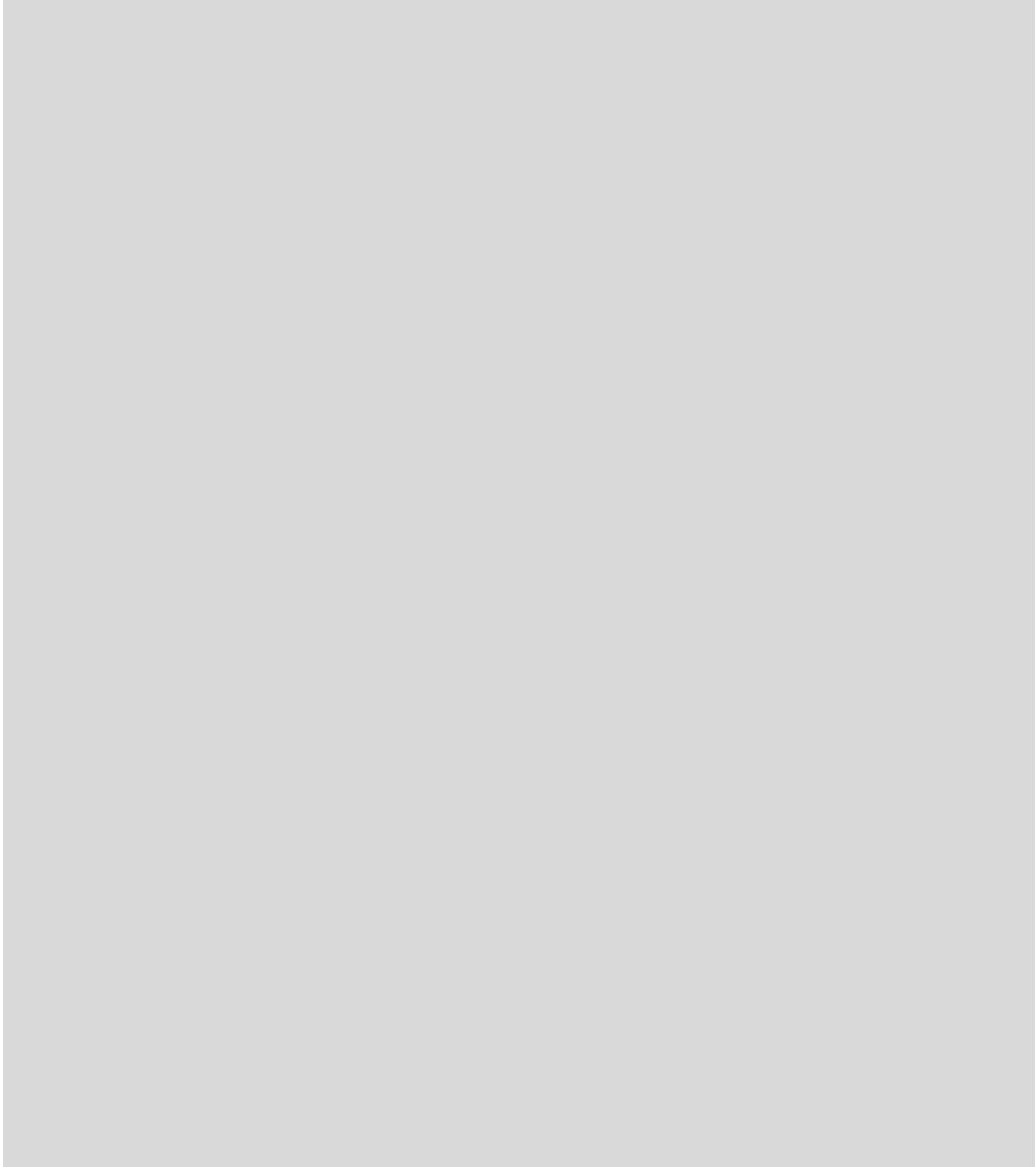


FIGURE 6: TRUCK ROUTES

Policy 4.2U

~~Develop coordinated prevention and recovery strategies and disaster response plans with state, regional, and local agencies to help protect the transportation system against major disruptions.~~

NEIGHBORHOOD STREETS

Goal 4 - Design and operate neighborhood streets to maximize safety of all appropriate travel modes, reduce cut-through traffic, and enhance the look and feel of the City's transportation system in a cost-effective manner.

The local streets serving the City's neighborhood perform several functions. Local streets connect individual residences and businesses with the collector and arterial streets, and are used for auto trips as well as non-motorized travel to schools, parks, commercial areas and transit stops. The City supports expansion of the regional highway and transit systems and has identified multi-modal improvements for its arterials that will help reduce the amount of traffic cutting through neighborhoods. ~~In addition,~~ the City will work to reduce travel speeds and upgrade local streets to reduce cut-through traffic while enhancing the safety and quality of life within its neighborhoods.

Policy 4.4A

~~The Safe and Complete Streets Plan identified the need for improved conditions for walking on local streets to are needed to help encourage walking, biking, and connectivity to transit within the City. This requires n~~ **Neighborhood streets to must be supportive of these other travel modes in order to provide safe and convenient access to schools, parks, community facilities, neighborhood commercial areas, churches, and transit stops.**

Upgrade residential neighborhood streets with pedestrian and bicycle facilities ~~and increased and improve~~ access to transit in alignment with pedestrian and bicycle network plans.

Pedestrian, bicycle, and transit access needs have been identified in station area plans, the Local Road Safety Plan, the International Boulevard Safety Study and the Transportation Master Plan.

Policy 4.4B

Address neighborhood traffic calming issues in a comprehensive fashion consistent with the plans and

procedures that have been adopted to address these issues, ~~including consisting of but not limited to: SeaTac's Safe and Complete Streets Plan, and the Neighborhood Traffic Safety Program (NTSP).~~

~~An evaluation of transportation issues throughout the City was conducted as part of developing the Transportation Element.~~ Systematic implementation of these plans and programs through the annual Transportation Improvement Program (TIP) and long-range Capital Facilities Plan (CFP) will continue to provide for an integrated, cost-effective program of solutions such as traffic-calming alternatives, signage, pedestrian facilities, and other improvements. The NTSP is an important element ~~to of~~ the plan strategy. Because LOS E or worse is tolerated on some principal arterials, the adjacent neighborhood streets must remain less desirable for cut-through traffic. This program should address neighborhood streets in areas adjacent to the most congested arterials that are most likely to be

impacted by traffic diversion. These plans and programs are intended to help minimize the intrusion of non-local automobile traffic into residential areas, as well as provide for sidewalks to connect to schools, parks, trails or other public transportation facilities.

ACTIVE TRANSPORTATION

Goal 5.4 - Plan for and develop a system of active transportation facilities for all users and all modes including pedestrians, transit users and bicyclists. Plan for users of all ages and abilities.

~~Facilities for bicycles and pedestrians are very important transportation features for the City of SeaTac, especially along higher-volume, higher-speed arterials. They also are an important consideration in neighborhoods, providing access to schools, parks, community facilities, and transit. These active transportation features, when well developed and fully connected, promote a healthy choice for active lifestyles. (See Pedestrian Network Map and Bicycle Network Map).~~

Bicycle and pedestrian facilities are a very important component of the SeaTac transportation system, especially along higher-volume, higher-speed arterials. These non-motorized facilities support connected neighborhoods, providing access to schools, parks, community facilities, and transit. When well developed and fully connected, these facilities can promote a healthy choice for active lifestyles. Existing bicycle and pedestrian facilities and planned projects are shown in **Figure 7** and **Figure 8**.

New Policy 5A

Develop and implement a comprehensive Active Transportation Plan to support complete neighborhoods.

While the TMP identifies the recommended bicycle and pedestrian systems, more detailed work on project definitions and prioritization is needed.

Policy 5.4AB

~~Promote safe pedestrian and bicycle movement as a basic means of transportation and ensure assure that adequate pedestrian-active transportation facilities, amenities and connections are provided for in conjunction with other transportation facilities and developments (see **Figure 7**Pedestrian Network Map).~~

The City requires the provision of adequate pedestrian facilities and accompanying amenities in all public capital projects and in future private developments.

Policy 5.4DC

Serve the City's residential areas with transit and a well-connected network of sidewalks and bicycle paths. Prioritize pedestrian and bicycle improvements that provide low-stress and accessible connections to key destinations within a half mile of Urban and Neighborhood Villages as well as those providing connections between Neighborhood Villages and the Urban Center.

Policy 5.4ED

Prioritize safety and pedestrian capacity improvements on streets that provide access to schools, parks, transit facilities, public facilities, and within and between Urban Villages and Neighborhood Centers~~the Urban Center~~.

Policy 5.4CE

~~Work to d~~Design and construct arterials to include safe and attractive pedestrian facilities (including crossings) on both sides of the street.

~~High traffic volumes and speeds along arterial routes makes non-motorized travel uncomfortable and potentially unsafe, especially where there are gaps in facilities. The high traffic volumes and higher speeds along arterial routes make it difficult and create potential safety hazards for non-motorized travel.~~Therefore, sidewalks, paved shoulders, or other adequate facilities (as identified in the City's Street Standards ~~and Safe and Complete Streets Plan~~) ~~need to~~ should be provided to ~~promote support~~ non-motorized travel ~~in the City~~. ~~The d~~Designs should also include lighting, improved visibility, and appropriate signage. Crosswalks, signing, and pedestrian-activated signals should conform to the Manual on Uniform Traffic Control Devices (MUTCD). The City will coordinate with WSDOT on options to improve pedestrian facilities on the overcrossings of I-5 at Military Road S., AS 178th Street and other corridors.

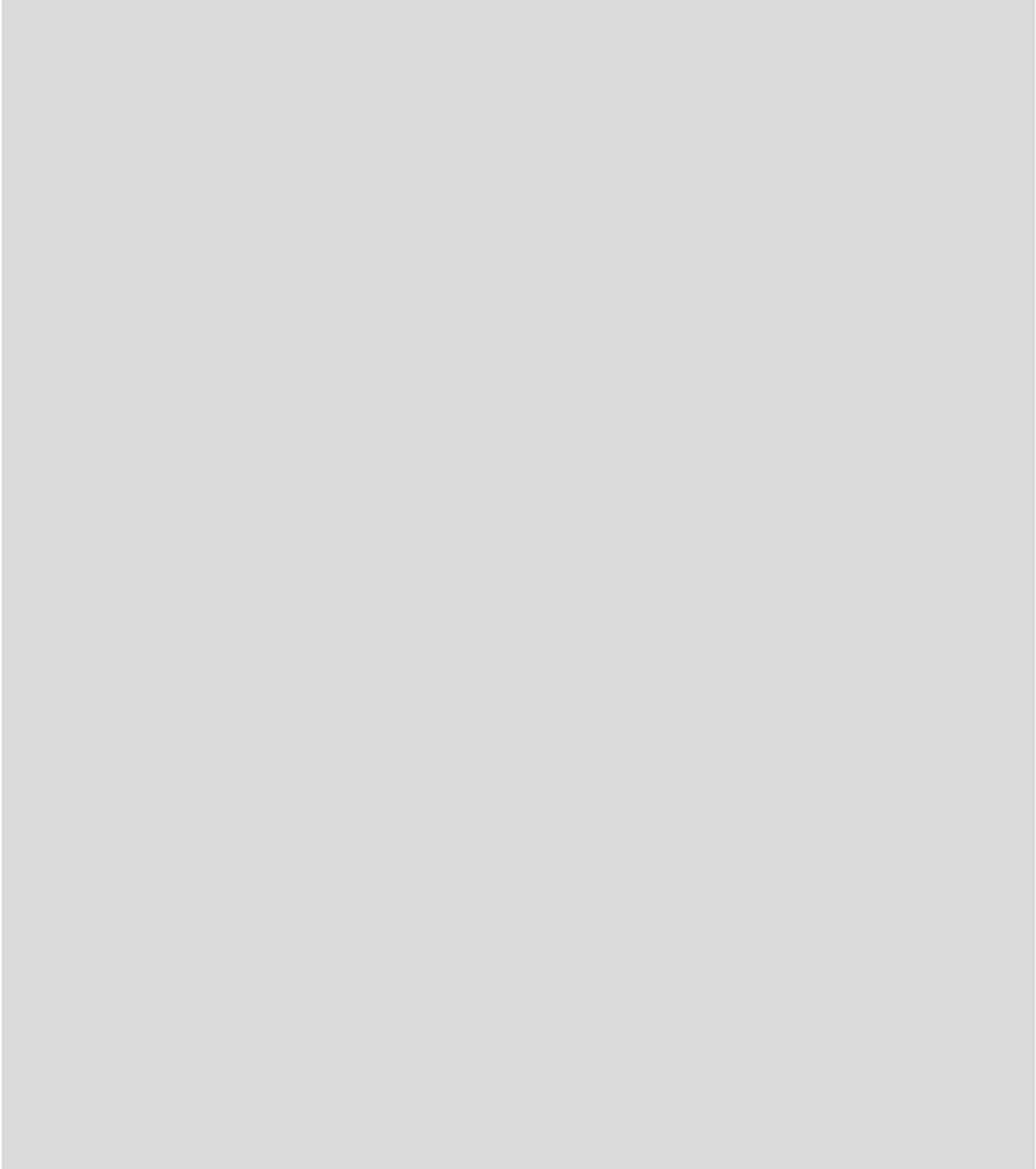


FIGURE 7: PEDESTRIAN NETWORK

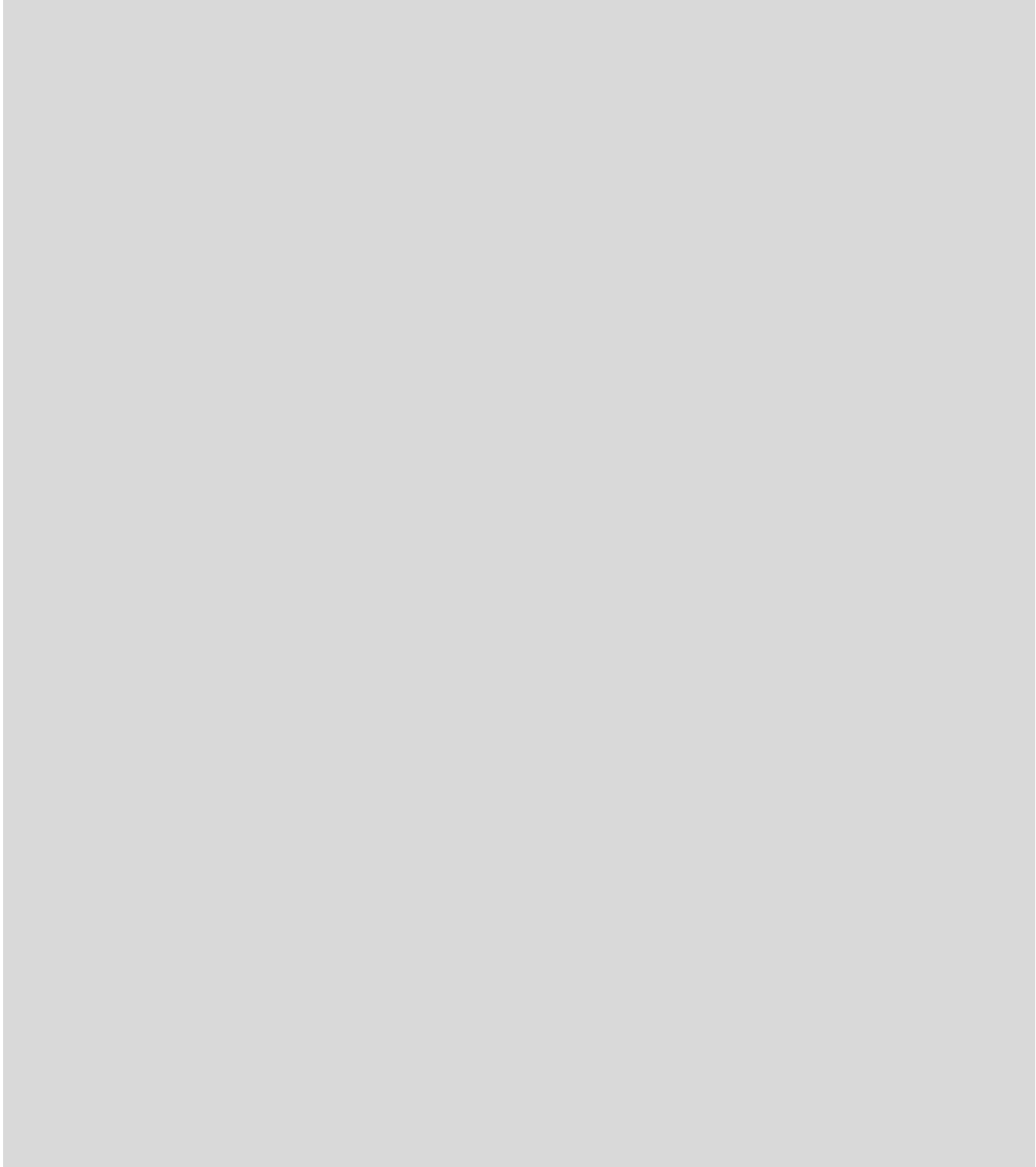


FIGURE 8: BICYCLE NETWORK

Policy 5F

Develop and implement criteria for installing ADA-compliant pedestrian crossing treatments and appropriate traffic controls to improve safety and comfort throughout the City. Ensure that all treatments are compliant with the latest guidance on the Americans with Disabilities Act (ADA).

The criteria should be based on traffic engineering and planning principles to ensure compliance with national and local requirements and consistent application of crossing treatments.

New Policy 5G

Continue to implement the City's ADA Transition Plan and ensure ADA compliance for all capital improvement projects.-

Policy 4G5H

Develop and implement a network of bicycle facilities providing for safe, interconnected travel within the City and providing connections to regional facilities and major local destinations, including Urban Villages and Neighborhood Village centers, as described in the Safe and Complete Streets Plan.

Bicyclists should be directed to use the most convenient, yet safe, low-stress bicycle facilities within the City of SeaTac. Coordinate planning, designing, and constructing these facilities with adjacent jurisdictions to create a connected bicycle facility network consistent with regional plans. The system of routes should provide access to regional destinations as well as to major local employment centers. The design and type of bicycle facilities should be based on the most current local and national design standards and guidelines.

Policy 5I

Implement directional and way-finding signage to direct bicyclists to the desired bike routes and destinations within the City.

Policy 5.4HJ

Prioritize ~~e~~Completing a north-south bicycle route east of International Boulevard between S. 188th Street and S. 160th Street via Military Road S and/or 34th Avenue.

Currently, Bbicyclists ~~must now~~ use International Boulevard between S. 188th Street and S. 160th Street or must travel significantly farther to traverse the areas around Sea-Tac International Airport. This section of International Boulevard has a very high volume of traffic, U-turn movements, transit stops, and numerous access drives eways, all of which can make bicycle travel difficult and less safe. A new bicycle route east of International Boulevard was defined in the Safe and Complete Streets Plan using a combination of lower volume streets and new shared use paths. Completion of the new bicycle route will require systematic investments in various parts of the corridor over a number of several years.

Policy 4J

~~Continue to implement the City's ADA Transition Plan and ensure ADA compliance for all capital improvement projects.~~

Policy 4K

~~Identify opportunities for providing enhanced pedestrian and bicycle connectivity that will support the most direct paths to the Urban Center, neighborhood villages, corner stores, and light rail station areas.~~

Policy 5.4BK

Coordinate with King County and other agencies to advance construction of Segment F of the Lake to Sound Trail.

In 2009, King County, in cooperation with other agencies, completed a feasibility study for the Lake to Sound Trail connecting lake Washington in Renton to Puget Sound in Des Moines. This regional trail will provide City of SeaTac residents, businesses, and visitors with an excellent multi-modal trail serving a wide range of transportation functions. WSDOT included a portion of the trail in their SR 509 project as mitigation for park impacts.

**TRANSIT, MULTI-MODAL TRANSPORTATION, AND
TRANSPORTATION DEMAND MANAGEMENT**

Goal 6 - Encourage the use of transit and other High Occupancy Vehicle (HOV)/multi-modal travel modes to more efficiently accommodate a larger proportion of existing and future travel in and adjacent to the City of SeaTac to reduce the adverse impacts of driving alone and support Complete Neighborhoods.

The City of SeaTac community ~~continues to support~~ increased ~~use of~~ transit use and transportation management programs to ~~help to~~ provide a wider range of transportation alternatives to its residents, businesses, and visitors. Increased ~~in-use of~~ transit and rideshare programs also support the ~~increased-ongoing~~ growth of Sea-Tac International Airport. Increased transit use and rideshare programs ~~will be~~ are needed to ~~curb-limit the~~ growth in drive-alone vehicles and reduce the need for costly widening of roadways or construction of new arterials. Alternative transportation modes and transit can ~~it~~ also ~~will~~ reduce the growth in vehicle miles of travel, green-house gasees, and other adverse environmental impacts. The success of these programs is an important consideration in establishing the acceptable level of service standard for principal and minor arterials at LOS E or better (see Policy 4.2A). The following policies are identified to implement this goal.

The Urban Center, Sea-Tac International Airport, and ~~its~~ airport associated facilities generate high traffic volumes ~~of traffic~~ and users daily. The City has planned higher land use densities ~~developed land use plans adjacent around to~~ the light rail stations that provide higher densities that can be best served with quality transit. Extension of the light rail system will provide additional capacity for people coming from areas south of the City to use light rail to access employment and businesses in SeaTac-the Urban Center as well as Sea-Tac International Airport.

New Policy 6A

Ensure that transit may be accessed within a half mile walk shed of Neighborhood Village centers to provide choices of travel mode and support Complete Neighborhoods.

Access to transit service is a key component of Complete Neighborhoods. As shown in

Figure 9, much of the City falls within a half mile of a transit stop. However, the frequency and quality of transit service provided at these stops is also important.



FIGURE 9: ACCESS TO TRANSIT

Policy ~~4.5A~~6B

Support the planned extension of Sound Transit's Link Light Rail to Des Moines and then to Federal Way along a route that minimizes impacts to properties within the City limits, with sufficient parking at stations.

Policy 64.BC

Work with King County Metro (Metro) to enhance transit service in SeaTac, especially east-west connections to the Urban Center and to connections with the Bus Rapid Transit (BRT) routes.

Local transit service, which is primarily north-south in orientation, should also be routed to serve the City's Urban Center and light rail station areas. Expanding local feeder service between the City's residential neighborhoods will enhance the ability for residents to use transit ~~for a higher proportion of their travel.~~more often.

Policy 64.CD

Work with King County Metro Transit to expand the operating hours for local service between Link light rail and residential neighborhoods coordinated with schedules to enhance transfers between trains and buses.

Policy 64.DE

Continue to work with King County Metro, Sound Transit and adjacent jurisdictions to enhance and expand east-west transit service and future multi-modal transit options.

Policy 64.EF

Continuously review developments and trends in transportation technology and mobility patterns for appropriate implementation in the City of SeaTac, with emphasis on micromobility devices to provide first and last mile connectivity to transit.

~~*Coordinate with Sound Transit, Port of Seattle, and the local development community to study, plan, and implement (if deemed feasible) a Personal Rapid Transit (PRT) or similar system serving SeaTac's Urban Center; provided, any proposed system is primarily funded by the private sector, or other non-City sources.*~~

~~*A Personal Rapid Transit System could enhance mobility in and around the higher density development areas and the Airport. The system could help reduce the need for using automobiles for shorter trips within the core of the City, thereby reducing congestion and safety problems in the area. Sound Transit has completed a feasibility study to connect the Tukwila commuter rail station with the Airport. PRT was one of the technologies considered. The study concluded that the necessary technology is not feasible at this time. In addition, the study recommends PRT (or similar system providing a similar function) as a viable option only if a project elsewhere has successfully utilized the technology.*~~

Transportation technology and trends can shift rapidly, often in unexpected directions. The City must remain flexible and ready to respond to new developments in transportation technology.

Policy 6G

Work with Sound Transit, Metro and private developers to provide transit rider amenities to enhance the environment and safety for transit users.

Transit rider amenities enhance the travel experience for transit customers and can help encourage transit use. ~~and provide a more hospitable atmosphere for transit users. These a~~ amenities such as can include bus shelters, benches, additional lighting, trash receptacles, ~~way-finding~~wayfinding, and safety items such as lighting and improved visibility ~~and provide a more hospitable atmosphere for transit users.~~

Policy 6H

Encourage and implement formal transportation demand management (TDM) programs for new and existing workplaces and higher density residential developments in the City. The programs should, at a minimum, conform to the Commute Trip Reduction (CTR) Act. Transportation Management Associations (TMA) should be encouraged in order to coordinate TDM programs between adjacent businesses to increase their potential impact on reducing future traffic volumes.

TDM programs are intended to reduce the amount of traffic from new and existing employment and residential areas. Some of the most effective programs include a combination of transit subsidies, parking management (including possible parking charges), ride-match services, a guaranteed ride home program, and flexible work schedules.

PARKING

Goal 4.7 - Manage parking supply and demand to best support the City's overall goals and objectives in balancing the desire to support alternative transportation modes, neighborhood livability and enhance economic development.

Parking ~~is a key needs to be~~ considered ~~for part of~~ the multi-modal transportation system ~~and plays an important role given since that~~ all auto trips begin and end with parking. Managing both the supply and demand of parking will be ~~vital-critical~~ in supporting the City's overall goals and objectives. ~~An oversupply of Providing too much~~ parking can lead to inefficient land use, ~~and sprawl, and as well as deter the reduced~~ use of alternative modes. A lack of parking can negatively impact the economic vitality of commercial areas and result in spillover that affects the livability of neighborhoods. The following policies are intended to find a balance that would support neighborhood livability ~~and,~~ economic development, ~~and while~~ supporting ing alternative modes.

Policy 4.7A

Consider flexibility in general City parking requirements for new developments that aligns parking supply with demand while supporting multi-modal objectives promoting use of alternative modes while minimizing the potential for spillover into neighborhoods.

~~The City should encourage the use of a~~Additional parking strategies should be encouraged, including shared parking, such as joint-use parking, reduced parking requirements in ~~conjunction with given levels of transit-rich areas service,~~ and the transitioning of long-term parking from surface lots into structures that include non-parking uses in the Urban Center area.

Policy 4.7B

Monitor parking activity in neighborhoods to determine if parking demands are exceeding supply and/or if illegal or unsafe parking practices are occurring. When such activities are identified, work with the affected neighborhoods and adjacent businesses to determine the specific issues, evaluate alternative approaches, and implement solutions.

~~Depending on the specific cause and effect, p~~Possible solutions to adverse parking impacts could range from education (including sign~~ing~~age), increased enforcement, adding to expansion of the parking supply (such as angled parking or use of an off-street lot), time restrictions, residential parking zones, or ~~possibly charging for parking charges. One size does not fit all situations and t~~The City should work closely with the affected neighborhood to assure-ensure that the solution is tailored to local conditions acceptable. ~~Potential phasing of solutions and or p~~Phased implementation of parking strategies may be appropriate in some cases.

New Policy 7C

Work with the WSDOT, the Port of Seattle, and regional and local agencies to identify truck parking needs and designate safe truck parking areas in freight and industrial areas.

AIRPORT

Goal 4.8 - Coordinate with local and regional agencies to support regional air transportation needs.

The City surrounds the Sea-Tac International Airport and recognizes that development from either entity will impact the other and coordination is important for local and regional issues. The future anticipated growth in air passenger traffic and air cargo will affect the City, and the City's future transportation network should consider and coordinate with needs to be considered and be able to adapt to future Airport development.

Policy 4.8A

Coordinate with the Port of Seattle, state, regional, and local agencies to address air transportation needs in a manner to minimize health, air quality, and noise impacts to the surrounding community,

~~with special consideration given to historically marginalized communities. Coordinate with the Port of Seattle, state, regional, and local agencies to address air transportation needs in a manner to minimize health, air quality, and noise impacts to the surrounding community, with special consideration given to historically marginalized communities.~~

The City recognizes that air transportation is necessary from a regional perspective and there is a need for ~~the siting of a public resolution for~~ future regional air facilities ~~siting~~. Sea-Tac International Airport ~~is currently has completed a developing a~~ Sustainable Airport Master Plan that defines the ~~long range~~~~long-range~~ growth projections and potential changes to its facilities and/or operations. The Airport is a major generator of vehicle and air trips within the City's boundaries ~~and so ongoing~~ coordination ~~for on~~ ground and air transportation issues is important. The City, its residents and businesses, should encourage and participate in the public process to ensure that growth in air passenger and air cargo travel can be accommodated in the most efficient manner possible and minimize adverse impacts on the community.

PROGRAM FINANCING AND IMPLEMENTATION

Goal 4.9 - Establish and maintain a consistent, sustainable, adequate, and equitable funding program to maintain, operate and improve the City's transportation system in a timely manner to support implementation of the City's Comprehensive Plan.

~~The City requires a~~ Adequate funding ~~is needed for to implement~~ the transportation plan ~~to be implemented~~ in an efficient and cost-effective manner. ~~Furthermore, u~~ Uncertainties in ~~the~~ funding and construction of transportation projects can result in safety and operations ~~sal~~ issues, ~~and~~ potentially restricting development under the City's concurrency program and level of service standards. The funding strategy should recognize the users that benefit from the investments and who will be asked to help pay for them. Because the cost of desired transportation improvement projects and programs ~~will likely to will likely~~ continue to exceed available revenues, the City ~~needs to will need to~~ prioritize ~~use of its~~ transportation funding in a systematic manner to best implement the Transportation Element.

Policy 4.9A

Prioritize transportation projects and programs that best improve safety and connectivity, support economic growth, preserves prior transportation investments, and increases capacity of travel modes, reflective of available revenues.

A diverse range of transportation system needs have been identified to improve safety, better connect neighborhoods, and promote the use of non-motorized modes and transit. The prioritization process must reflect these values and lower-priority projects will need to be deferred given anticipated funding constraints.

~~that support economic growth and improve the quality of existing neighborhoods. Improving the livability of the City for existing and future members of the community is a basic tenant of the Comprehensive Plan and transportation investments are a key part of those investments. Safety of the transportation system for all modes of travel is a pillar of improving the quality of the~~

~~transportation system. Transportation projects and programs that look at the benefits for all travel modes will help the City meet its objectives for alternative and active transportation while reducing potential adverse impacts within the community. To meet revenue constraints, defer lower priority projects.~~

Policy 4.9B

Identify stable and predictable funding sources to maintain and operate the City's transportation system to preserve prior investments, enhance safety, and improve quality for all travel modes.

The City ~~has incurs~~ ongoing costs for ~~street overlays and~~ day-to-day maintenance and operations of the transportation system. These costs include street overlays; maintenance and operations of traffic signals, signing and marking, illumination; street cleaning; and other elements.

Policy 4.9C

Apply for regional, state, and federal funding sources for major improvements serving Sea-Tac International Airport and regional or sub-regional through traffic.

~~The City will continue to pursue R~~ regional, state, and federal funding sources ~~will continue to be pursued~~ for improvements to principal and minor arterials, expressways, and state highway improvements that serve regional traffic, the City's economic development areas, and or provide access to the Airport.

Policy 4.9D

Consider supplementing existing transportation funding sources with new revenue sources including a potential Transportation Benefit District (TBD) to help fund preservation and implementation of non-motorized transportation improvements identified in the Transportation Master Plan.

Existing gas tax and other funding sources will not be sufficient to fully ~~meet the financial needs of fund~~ the projects and programs identified in the Transportation Master Plan. ~~Other Additional~~ funding sources should be developed that are equitable and consistent with the benefits derived from the improvements.

Policy 4.9E

Continue to direct funds from the commercial parking tax to help fund the high priority transportation projects in the City's arterial network.

Existing gas tax and motor vehicle registration fees will not be sufficient to ~~meet the financial needs of fund~~ the projects identified in the transportation Master plan. The commercial parking tax is the largest component of the City's transportation funding and will likely ~~continue to be the largest component during remain so~~ through 203544. The City should continue to reserve ~~maintain the use of revenues from the~~ parking tax revenues for transportation projects.

Policy 4.9F

Review and update the transportation impact fee (TIF) program to reflect the projected growth in the City and help fund the costs of growth-related transportation projects.

The City's transportation impact fee was established in 1995 and most recently updated in 2021. ~~At those times, the City did not have a designated Urban Center and light-rail was not in place. Current forecasts of residential and employment growth are much higher than prior forecasts and historical trends. In addition, the City's TIF rate per new PM peak hour trip generated by developments is well below most other cities in South King County. The City should regularly review and update the TIF program to account for revised growth projections or new transportation project needs.~~

INTERGOVERNMENTAL COORDINATION

Goal 10 - Actively coordinate with the Port of Seattle, WSDOT, and regional and local agencies to advance transportation projects and programs identified in this Transportation Element and in the Transportation Master Plan.

The City of SeaTac and its transportation system are connected to the larger region. Transportation system users simply wish to travel safely, pleasantly, and efficiently from one location to another in support of their daily needs. Travelers typically do not notice which public agency owns and operates the various roadway facilities they use, whether these be state highways, city or county arterials, or local streets. Most users also do not consider the specific agency that owns and operates transit systems or non-motorized facilities. ~~do not exist in a vacuum. Users of the various parts of the transportation system do not typically note that they are on a state highway, city or county arterial or local street. Most users also do not consider the specific agency that owns and operates transit systems or non-motorized facilities. They simply want to be able to travel from one location to meet their needs in a pleasant, safe and efficient manner.~~ The City recognizes and supports the need to ~~continue to~~ work with state, regional, and local partners to achieve the desired transportation system in a systematic and cost-effective manner.

Policy 10A

Continue to work with the Port of Seattle in updating and extending its Interlocal Agreement and coordinate on the Port's Sustainable Airport Master Plan to address transportation system impacts and solutions of mutual concern.

The City of SeaTac and Port of Seattle have partnered in developing a single travel demand forecasting model, transportation data, improvement plans, and other related materials used in preparing the City's Transportation Element and Transportation Master Plan. The City has shared technical analyses and coordinated with the Port on the need for and the timing of the SR 509 Freeway Extension ~~and Airport South Access roadways~~. In addition, the City provided input on the Port's of Seattle is in the process of developing its Sustainable Airport Master Plan (SAMP) to that will help accommodate increases in air passenger and air cargo traffic. The City ~~is continuing will continue to work with the Port as it implements the short-range projects and refines the long range vision contained in to monitor the~~

SAMP, ~~identifying and addressing potential impacts of~~ and is coordinate with the Port to address the ~~potential impacts of~~ the SAMP on the City's transportation system.

Policy 10B

Continue to coordinate the planning, design, and implementation of the City of SeaTac's Transportation Element with WSDOT, King County, the Port of Seattle, and neighboring cities to assure that the transportation system works together to meet the multi-modal needs of the communities.

Arterials such as International Boulevard, Military Road and Des Moines Memorial Drive serve as important corridors that cross several city boundaries. The 28th/24th Avenue S. corridor is planned to serve as Interim South Access for Sea-Tac International Airport and the connection to Phase 1 of the SR 509 Freeway Extension. In addition, the corridor is intended to serve significant planned developments in the cities of SeaTac and Des Moines. Lack of coordinated planning, design, and construction of the arterial corridor could result in inconsistent designs that do not adequately serve the desired function of the corridor for automobiles, transit access, pedestrians, bicyclists, or freight trucks. The City's Transportation Element supports continued coordination with its agency partners to help assure the combined roadways, non-motorized, and transit systems function as an integrated multi-modal transportation system.

Policy 10C

Coordinate the planning, design, and implementation of the transit services and transportation demand management programs with King County Metro, Sound Transit, WSDOT, the Port of Seattle, and neighboring cities to assure that transit and rideshare programs work together to meet the transportation needs of the City of SeaTac and surrounding region.

The Puget Sound Region has invested in a range of transportation facilities and services to help reduce drive-alone automobile trips. These include an extensive system of High Occupancy Lanes, light-rail transit, bus rapid transit, and local transit. There are also regional programs to assist communities, businesses, and residents to reduce transportation demands through carpools, vanpools, flexible work programs, parking management and other strategies. The City of SeaTac will continue to build from and support these regional strategies for reducing automobile trips in the City and surrounding region.

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 frames are defined as follows:

Short-Term - one to five years

Medium-Term - six to 10 years

Long-Term - 11 to 20 years

Ongoing - no set time frame, since 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.

TABLE 1: IMPLEMENTATION STRATEGIES

| POLICY | IMPLEMENTATION STRATEGIES | RESPONSIBILITY | TIMELINE |
|---|---|--|------------|
| Goal 1 | | | |
| | Regularly monitor and report on the status of implementation of transportation improvement projects and programs, mode splits, safety, and other metrics to track the success of implementing the policies of the Transportation Element. | Staff | Ongoing |
| 4.1A <u>Continue to Pplan</u> for and implement a multi-modal transportation system while balancing transportation needs with other community values | Develop and implement surveys to check in with SeaTac residents, businesses, and visitors on assessing the status and priorities of the City's multi-modal transportation system. | Staff | Short Term |
| | Amend the Capital Facilities Plan and Transportation Improvement Program (TIP) and Capital Improvement Plan (CIP) as needed to implement policies reflecting growth and transportation funding. | City Council, Planning Commission, Staff | Ongoing |
| | Review and refine the Transportation Element and Transportation Master Plan as part of the annual Comprehensive Plan amendment docket process. | City Council, Planning Commission, Staff | Ongoing |

| POLICY | IMPLEMENTATION STRATEGIES | RESPONSIBILITY | TIMELINE |
|---|--|---|----------------|
| <p><u>1B. Work towards addressing the multimodal transportation needs identified in sub-area plans including the City Center Plan, the Angle Lake Station Area Plan and the South 154th Street Station Area Plan.</u></p> | | | |
| <p><u>1C. Plan and implement transportation infrastructure to support the development of Complete Neighborhoods where the daily needs of residents are accessible within a half mile walk shed.</u></p> | | | |
| <p><u>4-1BD. Develop a multi-modal transportation system that reduces adverse environmental impacts of the transportation system.</u></p> | <p>Review and implement multi-modal transportation design standards to meet federal, state, regional, and local policies related to the environment.</p> | <p>City Council, Planning Commission, Staff</p> | <p>Ongoing</p> |
| | <p>Where feasible, low impact development should be the commonly used approach to minimize impervious surfaces and storm water runoff pursuant to the Surface Water Design Manual.</p> | <p>City Council, Planning Commission, Staff</p> | <p>Ongoing</p> |
| <p><u>1E. Plan for a secure and resilient transportation network by assessing and addressing vulnerabilities to climate change and other hazards. Prepare an emergency evacuation study to model the performance of the transportation network under likely evacuation scenarios.</u></p> | | | |

| POLICY | IMPLEMENTATION STRATEGIES | RESPONSIBILITY | TIMELINE |
|---|---|--|---|
| <p><u>4.2U-1F. Develop coordinated prevention and recovery strategies and disaster response plans with state, regional, and local agencies to help protect the transportation system against major disruptions.</u></p> | <p><u>Coordinate with various agencies to develop plans and strategies for disaster response for the transportation system.</u></p> | <p><u>Staff, Planning Commission, City Council</u></p> | <p><u>Short-Term</u></p> |
| <p><u>1G. Plan and implement transportation improvements and programs in an equitable manner, considering disparities in access and mobility, historical injustices, and the transportation needs of disadvantaged communities.</u></p> | | | |
| <p><u>1H. Build on the current Local Road Safety Plan to develop a comprehensive Safety Action Plan meeting applicable standards for grant funding.</u></p> | <p><u>Update the Local Road Safety Plan to include all the components of a federal Safe Streets for All Action Plan.</u></p> | <p><u>Staff</u></p> | <p><u>Short-term</u></p> |
| <p><u>Goal 2 - Connectivity</u></p> | | | |
| <p><u>2A</u> <u>Apply best practice standards for spacing of streets, block size, and maximum distance between pedestrian or bicycle accessways to new land use developments or redevelopment projects.</u></p> | <p><u>Identify best practice guidelines for block size</u></p> <hr/> <p><u>Update Road Design and Construction Standards and Municipal Code as necessary to implement</u></p> | <p><u>Staff</u></p> <hr/> <p><u>City Council, Planning Commission, Staff</u></p> | <p><u>Short Term</u></p> <hr/> <p><u>Short Term</u></p> |

| POLICY | IMPLEMENTATION STRATEGIES | RESPONSIBILITY | TIMELINE |
|---|---|--|------------|
| 2.B <u>Identify locations where mid-block crossings are needed to accommodate efficient paths of travel for pedestrians.</u> | TBD | | |
| Goal 3 - Arterials | | | |
| 4.3A Establish an LOS standard of corridor travel speed (LOS E or better) and non-motorized system completeness | Regularly monitor traffic volumes on local streets to maintain the adopted LOS. | Staff | Ongoing |
| | Regularly map and update the pedestrian and bicycle systems. | Staff | Ongoing |
| 4.3B Permit development that is consistent with the 2035 Land Use Element and Comprehensive Plan development assumptions; provided, that the transportation system operates within the adopted level of service (LOS). | Regularly monitor traffic volumes and operations to maintain the adopted LOS. | Staff | Short-Term |
| 3C. <u>Design and construct arterials to include safe and attractive pedestrian facilities (including crossings) on both sides of the street.</u> | Amend the Transportation Improvement Program (TIP) and Capital Improvement Program (CIP) as needed to implement policies. | Staff, City Council, Planning Commission | Ongoing |
| 3D <u>Classify streets and arterials to reflect their desired function.</u> | <u>Submit revisions to the City's functional classification system to PSRC and other agencies as needed to match the Transportation Element and maximize grant funding eligibility.</u> | Staff | Immediate |
| 4.3LE Consolidate access to properties along principal, minor, and collector arterials whenever possible. | Review and update street design <u>Road Design and Construction</u> standards, if necessary. | Staff, Planning Commission, City Council | Short-Term |

| POLICY | IMPLEMENTATION STRATEGIES | RESPONSIBILITY | TIMELINE |
|---|---|--|------------|
| 4.3OE Establish and enforce speed limits that reflect the functional classification of the roadway, adjacent land uses, and safety issues. | Review and update street design standards and processes for evaluating and modifying speed limits consistent with traffic engineering practices. | Staff, Planning Commission, City Council | Short-Term |
| 4.3PG and 4.3QH Establish appropriate transportation design standards for arterials and local streets based on the functional classification of the facility and the land use plan; Allow for possible variances to the standards while maintaining the function of the transportation system. | Monitor implementation of policy as part of development review processes and capital projects. | Staff, Planning Commission, City Council | Ongoing |
| | Evaluate and document potential variances from the standards as part of design and construction of improvements defined in the Transportation Element or as part of development projects. | Staff, City Council | Ongoing |
| 4.3IR Invest in improvements to arterials to meet current multi-modal design standards. | Amend the Transportation Improvement Program (TIP) and Capital Improvement Program (CIP) as needed to implement policies. | Staff, Planning Commission, City Council | Ongoing |
| 3J Operate, maintain, and preserve the existing arterial and street system through an ongoing Pavement Management System (PMS) and comprehensive signing and markings program. | Amend the City Budget, CIP, Capital Facilities Plan, and TIP as needed to implement policies. | Staff, City Council | Ongoing |
| | Regularly review the street signing, markings, pavement ratings and operations processes to assure desired standards are met. | Staff | Ongoing |
| 4.3EK Encourage funding and construction of Phase 1 <u>Stage 2</u> of the SR 509 Freeway Extension by 2025 8 . | Ongoing coordination and lobbying. | City Council, Planning Commission, Staff | Ongoing |

| POLICY | IMPLEMENTATION STRATEGIES | RESPONSIBILITY | TIMELINE |
|---|---|--|-------------------------------|
| <p>4.3DL <u>Should the Port choose to advance this project, partner with the Port of Seattle, WSDOT, and other agencies to fund and construct Interim Airport South Access by 2025.</u></p> | <p>Ongoing coordination and lobbying.</p> | <p>City Council, Planning Commission, Staff</p> | <p>Ongoing</p> |
| <p>4.3EM <u>Continue to work with the Port of Seattle, WSDOT, and regional and local agencies to construct the full South Airport Expressway (SAE) should the Port of Seattle choose to advance this project.</u></p> | <p>Ongoing coordination with WSDOT and other agencies to prepare necessary studies and funding strategy.</p> | <p>City Council, Planning Commission, Staff</p> | <p>Medium-Term</p> |
| <p>4.2F <u>Support funding and construction of Phase 2 of the SR 509 Freeway Extension by 2040.</u></p> | <p>Ongoing coordination with WSDOT and other agencies to prepare necessary studies and funding strategy.</p> | <p>Staff, Planning Commission, City Council</p> | <p>Medium-Term</p> |
| <p>4.3NG <u>Support direct HOV ramp connections between I-5 and SR 509 and I-5 and SR 518 and I-405.</u></p> | <p>Ongoing coordination with WSDOT and other agencies to prepare necessary studies and funding strategy.</p> | <p>Staff, Planning Commission, City Council</p> | <p>Medium-Term</p> |

| POLICY | IMPLEMENTATION STRATEGIES | RESPONSIBILITY | TIMELINE |
|--|---|---|--------------------|
| <p>4.3QH Work with WSDOT to <u>implement the short-, medium-, and long-term improvement recommendations documented in the SR-518 study. revise-Revise</u> the SR 518 interchange with International Boulevard and S. 154th Street to support the South 154th Street Station Area Plan and SR-518 Route Development Plan (RDP).</p> | <p>Ongoing coordination with WSDOT and other agencies to prepare necessary studies and funding strategy.</p> | <p>Staff</p> | <p>Medium-Term</p> |
| <p>4.3IP <u>Support and work with WSDOT to maintain and improve I-5 in the City of SeaTac vicinity to serve regional, north-south travel, including freight, High Occupancy Vehicles (HOV), and transit.</u> Continue to have I-5 provide for the HIGH VOLUME north-south regional travel patterns in the vicinity of the City of SeaTac.</p> | <p>Monitor and support regional and state transportation planning and funding to maintain and expand the people-carrying capacity of I-5.</p> | <p>Staff, Planning Commission, City Council</p> | <p>Medium-Term</p> |
| | <p>Submit revisions to the City's functional classification system to PSRC and other agencies as needed to match the Transportation Element.</p> | <p>Staff</p> | <p>Immediate</p> |
| <p>4.2K Explore the potential for transferring a portion of Des Moines Memorial Drive to the City of Burien.</p> | <p>Coordinate with City of Burien on interest, processes, and timing on changing City boundaries.</p> | <p>Staff, City Council</p> | <p>Short-Term</p> |

| POLICY | IMPLEMENTATION STRATEGIES | RESPONSIBILITY | TIMELINE |
|---|---|---|-------------------|
| <p>4.3QM Minimize impacts to residential streets by directing trucks to designated routes including signing truck routes to/from the freeway system and major destinations.</p> | <p>Coordinate with the Port of Seattle and WSDOT to review and update truck signing in the City and consistent with truck route plan and traffic engineering standards.</p> | <p>Staff</p> | <p>Short-Term</p> |
| | <p>Regularly monitor traffic volumes on local streets and implement arterial improvements and possible neighborhood traffic control programs to reduce impacts of traffic diversion into neighborhoods.</p> | <p>Staff</p> | <p>Ongoing</p> |
| <p>4.3NR Work with WSDOT to reconnect streets and pedestrian and bicycle routes affected by the construction <u>or extension of the SR-509 freeways and state highways. extension.</u></p> | <p>Ongoing coordination with WSDOT on project studies and designs.</p> | <p>Staff</p> | <p>Ongoing</p> |
| <p>3S Enhance traffic flow, operations, and safety of the transportation system through implementation of Transportation Systems Management (TSM) and Intelligent Transportation Systems (ITS) technologies.</p> | <p>Amend the Transportation Improvement Program (TIP) and Capital Improvement Program (CIP) as needed to implement policies.</p> | <p>Staff, City Council, Planning Commission</p> | <p>Ongoing</p> |
| | <p>Review and update street design standards and processes to incorporate TSM, as needed.</p> | <p>Staff, Planning Commission, City Council</p> | <p>Short-Term</p> |
| | <p>Prepare an ITS strategy and architecture that is compatible with WSDOT, Port of Seattle, and other adjacent jurisdictions.</p> | <p>Staff, Planning Commission, City Council</p> | <p>Short-Term</p> |
| <p><u>Goal 4 - Neighborhood Streets</u></p> | | | |

| POLICY | IMPLEMENTATION STRATEGIES | RESPONSIBILITY | TIMELINE |
|---|--|--|-------------|
| 4.4A Upgrade residential neighborhood streets with pedestrian and bicycle facilities and <u>improve</u> access to transit in alignment with pedestrian and bicycle network plans. | Amend the Transportation Improvement Program (TIP) and Capital Improvement Program (CIP) as needed to implement policies. | Staff, City Council, Planning Commission | Ongoing |
| 4.4B Address neighborhood traffic calming issues in a comprehensive fashion consistent with the plans and procedures that have been adopted to address these issues, including the Neighborhood Traffic Safety Program (NTSP). | Systematically evaluate traffic volumes, speeds, and safety in residential neighborhoods and develop and implement traffic calming strategies with affected residents. | Staff | Ongoing |
| | Amend the Transportation Improvement Program (TIP) and Capital Improvement Program (CIP) as needed to implement policies. | Staff, City Council, Planning Commission | Ongoing |
| Goal 5 - Active Transportation | | | |
| 5A Develop and implement a comprehensive Active Transportation Plan to support complete neighborhoods. | Develop and adopt Active Transportation Plan | Staff, City Council, Planning Commission | Medium-Term |
| 4.5A <u>B</u> Promote safe pedestrian movements as a basic means of transportation and assure adequate facilities are provided in conjunction with other transportation facilities and developments. | Revise the appropriate development code(s) as needed to implement policies. | Staff, City Council, Planning Commission | Ongoing |
| | Review and update street design standards and processes to ensure adequate pedestrian facilities are provided for. | Staff, Planning Commission, City Council | Short-Term |
| 4.5 <u>D</u> <u>C</u> Serve the City's residential areas with transit and a well-connected network of sidewalks and bicycle paths.. | Revise the appropriate development code(s) as needed to implement policies. | City Council, Planning Commission | Ongoing |

| POLICY | IMPLEMENTATION STRATEGIES | RESPONSIBILITY | TIMELINE |
|---|---|--|----------------|
| <p>4-5D-4E Prioritize safety and non-motorized capacity improvements on streets that provide access to schools, parks, transit facilities, public facilities, and within <u>and between Urban and Neighborhood Villages, the Urban Center.</u></p> | Revise the appropriate development code(s) as needed to implement policies. | Staff, City Council, Planning Commission | Ongoing |
| | Amend the Transportation Improvement Program (TIP) and Capital Improvement Program (CIP) as needed to implement policies. | City Council, Planning Commission | Ongoing |
| <p>4-5EE Design and construct arterials to include safe and attractive pedestrian facilities (and crossings) on both sides of the street.</p> | Amend the Transportation Improvement Program (TIP) and Capital Improvement Program (CIP) as needed to implement policies. | Staff, City Council, Planning Commission | Ongoing |
| <p>4-5F Develop and implement criteria for installing pedestrian treatments and appropriate traffic controls to improve safety and comfort of pedestrians. <u>Ensure that all treatments are compliant with the latest guidance on the Americans with Disabilities Act (ADA).</u></p> | Revise the appropriate development code(s) as needed to implement policies. | City Council, Planning Commission | Ongoing |
| | Amend the Transportation Improvement Program (TIP) and Capital Improvement Program (CIP) as needed to implement policies. | Staff, City Council, Planning Commission | Ongoing |
| <p>5G <u>Continue to implement the City's ADA Transition Plan and ensure ADA compliance for all capital improvement projects.</u></p> | <u>Incorporate ADA review into the process for all capital improvement projects</u> | <u>Staff</u> | <u>Ongoing</u> |
| <p>4-5HG Develop and implement a network of bicycle facilities providing for</p> | Amend the Transportation Improvement Program (TIP) and Capital Improvement Program (CIP) as needed to implement policies. | Staff, City Council, Planning Commission | Ongoing |

| POLICY | IMPLEMENTATION STRATEGIES | RESPONSIBILITY | TIMELINE |
|---|--|--|----------------|
| safe, interconnected bicycle travel within the City with connections to regional facilities and major local destinations, <u>including Urban Villages and Neighborhood Village centers.</u> | Coordinate bicycle route planning with CIP and TIP development to ensure that appropriate bicycle facilities are or will be provided on designated routes | Staff, Planning Commission, City Council | Ongoing |
| 4.5I Implement directional and wayfinding signing for bicycle travel in SeaTac. | Develop plan for bicycle system way-finding signs and systematically implement the program as part of transportation operations and capital improvement programs. | Staff | Short-Term |
| 4.5HJ Prioritize e-Completing a north-south bicycle route east of International Boulevard between S.188th and S. 160th Streets. | Develop preliminary designs and cost estimates for segments of the bicycle route identified in the Safe and Complete Streets Plan and Transportation Master Plan. | Staff | Ongoing |
| | Amend the Transportation Improvement Program (TIP) and Capital Improvement Program (CIP) as needed to implement policies. | Staff, City Council, Planning Commission | Ongoing |
| | Develop regulation coordination program with agencies involved with the Lake to Sound Trail to prioritize regional funding. | Staff, City Council | Ongoing |
| 4.5BK Coordinate with King County and other agencies to advance the construction of the Lake to Sound Trail. | Develop preliminary designs and cost estimates for the Lake to Sound Trail sections within the City of SeaTac. | Staff | Short-Term |
| | Amend the Transportation Improvement Program (TIP) and Capital Improvement Program (CIP) as needed to implement policies. | Staff, Planning Commission, City Council | Ongoing |
| Goal 6. Transit/Multi-Modal/TDM | | | |
| 6A Ensure that transit may be accessed within a half mile walk shed of | <u>Work with Metro Transit and adjacent jurisdictions on defining and prioritizing expanded transit service for SeaTac.</u> | <u>Staff, City Council</u> | <u>Ongoing</u> |

| POLICY | IMPLEMENTATION STRATEGIES | RESPONSIBILITY | TIMELINE |
|--|---|--|----------------|
| Neighborhood Village centers to provide choices of travel mode and support Complete Neighborhoods. | <u>Continue to monitor residents transit improvement priorities through surveys and other public outreach measures</u> | <u>Staff, City Council</u> | <u>Ongoing</u> |
| 6B Support the planned extension of Link Light Rail to communities south of SeaTac that minimizes the impacts in SeaTac with sufficient parking at stations. | Monitor and participate in regional discussions on the planning, design, funding, and construction of future extensions of Link Light Rail. | Staff, City Council, Planning Commission | Ongoing |
| 4.5B-6C Work with King County Metro to enhance transit service in SeaTac, especially east-west connections to the Urban Center and to connections with BRT routes <u>and including consideration of on-demand service.</u> | Work with Metro Transit and adjacent jurisdictions on defining and prioritizing expanded transit service for SeaTac. | Staff, City Council | Ongoing |
| | Continue to monitor residents transit improvement priorities through surveys and other public outreach measures | Staff, City Council | Ongoing |
| 4.6CD Work with King County Metro to expand the operating hours for transit service in SeaTac <u>and including consideration of on-demand service.</u> | Work with Metro Transit and adjacent jurisdictions. | Staff, City Council | Ongoing |
| 4.6ED Continue to work with King County Metro, Sound Transit and adjacent jurisdictions to enhance and expand east-west transit service and future multi-modal transit options. | Work with Metro Transit and adjacent jurisdictions. | Staff, City Council | Ongoing |
| 4.6EE <u>Continuously review developments and trends in transportation</u> | Coordinate with Sound Transit, Port of Seattle, and other regional and local agencies <u>as well as micromobility providers.</u> | Staff, City Council | Ongoing |

| POLICY | IMPLEMENTATION STRATEGIES | RESPONSIBILITY | TIMELINE |
|---|--|--|------------|
| <u>technology and mobility patterns for appropriate implementation in the City of SeaTac, with emphasis on micromobility devices to provide first and last mile connectivity to transit.</u> Plan for and implement PRT Systems to serve the City of SeaTac's Urban Center and Airport. | Revise the appropriate development code(s), as needed, to implement policies. | Planning Commission, City Council | Ongoing |
| 4-6GF Provide transit rider amenities to enhance the environment and safety for transit users. | Work with transit agencies to provide transit amenities on existing roadways that are not scheduled for reconstruction. | Staff | Ongoing |
| | Track areas of high transit activity and ensure that proper transit amenities are provided. | Staff | Ongoing |
| | Revise the Zoning Code, as needed, to support and encourage developers to provide transit amenities as part of their TDM programs. | Staff, Planning Commission, City Council | Short-term |
| 4-6HG Implement formal Transportation Demand Management (TDM) Programs for higher density residential areas and employment areas in the City. | Revise the Zoning Code as needed to keep TDM requirements up-to-date and reflective of current practices. | Staff, City Council, Planning Commission | Ongoing |
| | Review and update City's Commute Trip Reduction (CTR) program as needed to meet state and regional requirements and policies. | Staff, City Council, Planning Commission | Ongoing |

Goal 7 Parking

| POLICY | IMPLEMENTATION STRATEGIES | RESPONSIBILITY | TIMELINE |
|---|--|---|-------------------|
| <p>4-7A Consider flexibility in general parking requirements of the City that aligns parking supply and demand to support multi-modal transportation objectives while minimizing the potential spillover into neighborhoods.</p> | <p>Revise the Zoning Code as needed to align parking supply and management to help support reduction<u>the reduction</u> of drive-alone trips.</p> | <p>Staff, Planning Commission, City Council</p> | <p>Ongoing</p> |
| <p>4-7B Monitor parking in neighborhoods and work with affected neighborhoods and adjacent businesses to define and implement appropriate solutions.</p> | <p>Revise the Zoning Code as needed to align parking supply and management in the City's neighborhoods.</p> | <p>Staff, Planning Commission, City Council</p> | <p>Ongoing</p> |
| | <p>Establish process for working with neighborhoods to define parking issues, evaluate solutions, and implement appropriate solutions.</p> | <p>Staff, Planning Commission, City Council</p> | <p>Short-Term</p> |
| <p>7C <u>Identify truck parking needs and designate safe truck parking areas in freight and industrial areas.</u></p> | | | |
| <p>Goal 8 - Airport</p> | | | |
| <p>4-8A <u>Coordinate with the Port of Seattle, state, regional, and local agencies to address air transportation needs in a manner to minimize health, air quality, and noise impacts to the surrounding community, with special consideration given to historically marginalized communities. Encourage swift, collaborative resolution of air transportation needs and impacts on the City.</u></p> | <p>Coordinate with Port of Seattle, PSRC, federal, state, and local agencies to define issues, develop and evaluate solutions, and implement recommendations in a timely manner.</p> | <p>Staff, Planning Commission, City Council</p> | <p>Ongoing</p> |

| POLICY | IMPLEMENTATION STRATEGIES | RESPONSIBILITY | TIMELINE |
|--|--|---|-------------------|
| Goal 9 – Financing and Implementation | | | |
| <p>4.9A Prioritize transportation projects and programs that best improve safety and connectivity, support economic growth, preserves transportation investments, and increases the capacity of travel modes, reflective of available revenues.</p> | <p>Amend the Transportation Improvement Program (TIP) and Capital Improvement Program (CIP) as needed to implement policies reflecting project priorities.</p> | <p>Staff, Planning Commission, City Council</p> | <p>Ongoing</p> |
| <p>4.9B Identify stable and predictable funding sources to maintain and operate the City’s transportation system for all travel modes.</p> | <p>Amend the Transportation Improvement Program (TIP) and Capital Improvement Program (CIP) as needed to implement policies reflecting project priorities.</p> | <p>Staff, Planning Commission, City Council</p> | <p>Ongoing</p> |
| <p>4.9C Use regional, state, and federal funding for major improvements serving Sea-Tac International Airport and regional or sub-regional traffic.</p> | <p>Coordinate with federal, state, regional, and local agencies to identify and obtain grants and other sources of transportation funding for high priority projects serving SeaTac and surrounding communities.</p> | <p>Staff, City Council</p> | <p>Ongoing</p> |
| <p>4.9D Consider creation of a Transportation Benefit District (TBD) to supplement existing transportation funding sources to help fund preservation of the transportation system and implementation of non-motorized improvements identified in the Transportation Master Plan.</p> | <p>Evaluate potential support for a TBD for specific transportation funding purposes.</p> | <p>Staff, Planning Commission, City Council</p> | <p>Short-Term</p> |

| POLICY | IMPLEMENTATION STRATEGIES | RESPONSIBILITY | TIMELINE |
|--|---|---|-------------------|
| <p>4.9E Use revenues from the commercial parking tax to help fund high priority transportation projects in the City.</p> | <p>Amend the Transportation Improvement Program (TIP) and Capital Improvement Program (CIP) as needed to implement policies reflecting project priorities.</p> | <p>Staff, Planning Commission, City Council</p> | <p>Ongoing</p> |
| <p>4.9F Review and update the transportation impact fee (TIF) program to reflect the projected growth in the City and help fund the costs of growth-related transportation projects.</p> | <p>Review and update TIF ordinance and supporting documents to reflect the growth-related improvements and their costs, forecast land use changes, and transportation funding strategy.</p> | <p>Staff, Planning Commission, City Council</p> | <p>Short-Term</p> |
| <p>Goal 10 - Coordination</p> | | | |
| <p>4.10A Continue to work with the Port of Seattle in updating and extending the Interlocal Agreement to address transportation impacts and solutions of mutual concern.</p> | <p>Regularly meet and coordinate with the Port of Seattle on planning and implementing transportation projects and programs.</p> | <p>Staff, City Council</p> | <p>Ongoing</p> |
| <p>4.10B Continue to coordinate the planning, design, and implementation of the Transportation Element with WSDOT, King County, the Port of Seattle, and neighboring cities to assure that the transportation systems work together to meet the multi-modal needs of the communities.</p> | <p>Regularly meet and coordinate with state, regional, and local agencies on planning and implementing transportation projects and programs.</p> | <p>Staff, City Council</p> | <p>Ongoing</p> |

| POLICY | IMPLEMENTATION STRATEGIES | RESPONSIBILITY | TIMELINE |
|--|---|----------------------------|----------------|
| <p>4-10C Continue to actively coordinate and work with the King County Metro, Sound Transit, WSDOT, the Port of Seattle, and neighboring cities to assure that transit and rideshare programs work together.</p> | <p>Regularly meet and coordinate with Sound Transit and King County Metro and other agencies in planning and implementing transit, CTR and TDM projects and programs.</p> | <p>Staff, City Council</p> | <p>Ongoing</p> |

ENVISION SEATAC 2044

PROPOSED HOUSING POLICY IMPLEMENTATION STRATEGIES

Overview of Key Proposed Strategies

Planning Strategies:

- Ensure updates to the Comprehensive Plan, sub area plans, and other planning efforts address current and future housing needs in alignment with City-specific goals and state and regional housing guidance.
- Proactively plan for and follow through with City implementation of Complete Neighborhood infrastructure and services, and other utility/transportation/other infrastructure needed to support new and anticipated housing development.
- Continue to allocate resources to help eliminate racial and other disparities to access housing through City programs and actions that support renters and homeowners, including lower income households, and increase the housing supply
- Utilize the findings from the SeaTac Displacement Risk Assessment report (created to support the development of the Housing Action Plan and provided as an appendix to the Housing and Human Services Background Report), to inform City planning, programs, and projects and update as appropriate.
- Work with SeaTac communities, non-profit and agency partners, and local property owners to identify programs and other strategies the City could undertake to maintain and enhance the current affordable housing stock, including units for moderate and lower income households.
- Explore how to continue evolving and expanding home-ownership programs within the City, especially communities that have historically faced disparate impacts to attaining homeownership.
- Ensure city code complies with state and King County guidance on permanent supportive and emergency housing.

Programmatic & Funding Strategies

- In addition to City contributions to SKHHP's sub-regional housing capital fund, explore options for establishing a SeaTac-specific housing fund that could be utilized to increase new rental and homeownership opportunities and/or mitigate displacement of existing residents.
- Continue existing City efforts to support the housing stability of renters through the following programs:
 - SeaTac Rental Assistance Program, which serves renter households at 60% AMI or below through the City's Affordable Housing Sales Tax Fund.
 - Rental Housing Protection Ordinance, adopted in 2023, which established requirements for increased noticing for certain rent increases, limits on move-in fees, limits on late fees, protections from eviction or lease termination without just cause, and others.
 - Completion of Rental Inspection Program Study (started in 2024) which will assess the feasibility of creating a program in SeaTac focused on multi-family housing, where the City would undertake a more proactive role in enforcing the City's building codes and health and safety standards.
 - Completion of Human Services Strategic Plan update (started in 2024), including assessments and recommendations around housing for including lower income renters and those with disabilities.

Key Regulatory Strategies

- Implement code amendments to allow middle housing options and up to two ADUS where single family housing is currently permitted by June 2025, as required by the state.
- Explore ways to create inclusionary zoning and other tools to promote the creation of housing units affordable to lower income households throughout the city including within new development in centers, urban villages, and neighborhood villages, and in close proximity to complete neighborhood infrastructure and services.
- Updating the current Multi-Family Tax Exemption (MFTE) program by the end of 2024, including consideration of changes that better align program outputs with housing needs and income levels of SeaTac residents.

PARKS, RECREATION, AND OPEN SPACE ELEMENT

Table of Contents

| | |
|--|----------------|
| INTRODUCTION | X |
| Relationship to the Parks, Recreation, and Open Space Plan..... 3 | |
| SeaTac’s Vision for Parks, Recreation, and Open Space..... | X |
| Purpose of Element..... | X |
| Role in State, Regional, and County Planning Framework..... | X |
| Relationship to the Parks, Recreation, and Open Space Plan..... | X 3 |
| Consistency with Other Elements..... | X |
| MAJOR CONDITIONS | 4 |
| GOALS AND POLICIES | X |
| GOAL 10.1 | X |
| GOAL 10.2 | X |
| GOAL 10.3 | X |
| GOAL 10.4 | X |
| GOAL 10.5 | X |
| GOAL 10.6 | X |
| GOAL 10.7 | X |
| RECOMMENDED IMPLEMENTATION STRATEGIES | X |
| Maps | |
| Map 10.1.Parks and Recreational Facilities..... | |

Map 10.2.Gap and Opportunity Map - North.....

Map 10.3.Gap and Opportunity Map - Central.....

Map 10.4 Gap and Opportunity Map - South.....

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INTRODUCTION

SeaTac's Vision Parks, Recreation, and Open Space

Looking toward In 2044, SeaTac will provide ~~innovative~~ well-maintained parks, recreation, and open spaces that are welcoming and available to all people in the community for health, fun, and community building.

Neighborhood or community parks will be in walking distance of all residents. People will celebrate, exercise, or relax in parks, trails, community centers, or other facilities throughout the city. Facilities will support users of all ages and abilities.

New village greens will provide central gathering places within the three Urban Villages in the Urban Center and Neighborhood Villages serving residential neighborhoods. These flexible, multi-purpose spaces will provide opportunities for communities to share recreational and cultural experiences and will help make SeaTac a great place to live, work, and play.

Purpose of Element

This Element addresses the present and future park, recreation, and open space needs of those living and working in SeaTac.

~~This Element addresses the stewardship of SeaTac's environmental assets and guides the development and implementation of environmental policies and regulations.~~

~~This Element provides policies to maintain key natural processes and functions that provide the natural physical foundation for the community, while acknowledging the need to accommodate growth.~~

Role in State, Regional, and County Planning Framework

RCW 36.70A.070 (3) requires planning for capital facilities, including park and recreational facilities. RCW 36.70A.070 (8) states that a city's comprehensive plan shall include a park and recreation element that implements, and is consistent with, the capital facilities plan element as it relates to park and recreation facilities.

The SeaTac's Parks, Recreation, and Open Space Plan serves as a functional plan that is updated on a regular basis and is used to fulfill the requirements for capital facilities, including parks planning, and includes detailed information and evaluation of existing facilities, future demand, proposed new facilities to serve demand, financing and implementation, and intergovernmental coordination needs.

Puget Sound Regional Council Vision 2050 Multicounty Planning Policies call for jurisdictions in the region to provide parks, trails, and open space within walking distance of urban residents and to prioritize historically underserved

Parks, Recreation, and Open Space Vision

SeaTac provides innovative parks, recreation, and open spaces that are welcoming and available to all people in the community for health, fun, and community building...

communities for open space improvements and investments. Regional policies also support identifying and creating opportunities to develop parks, civic places, and public spaces, especially in or adjacent to centers.

King County Countywide Planning Policies align with regional policies in supporting the provision of parks, trails, and open space within walking distance of urban residents and prioritizing historically underserved communities for open space improvements and investments. The Countywide Planning Policies also support planning for residential neighborhoods that protect and promote the health and well-being of residents by supporting equitable access to parks and open space and safe pedestrian and bicycle routes connecting neighborhoods to parks and open space and other public spaces and services.

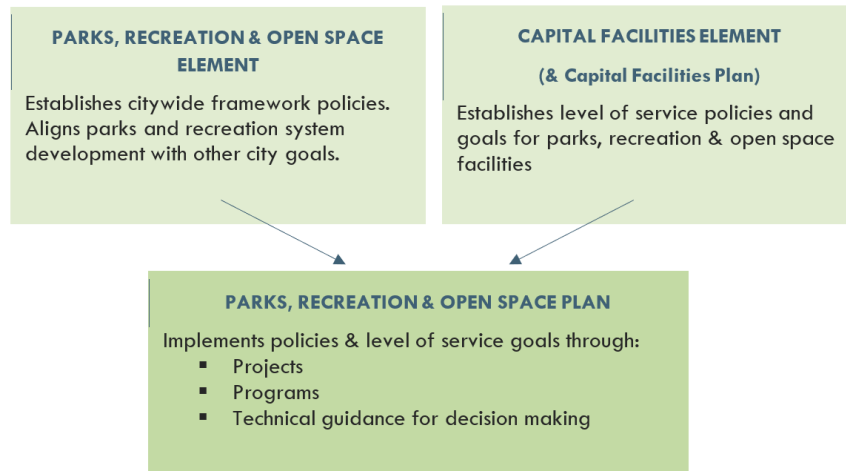
Consistency with Other Elements

The Parks, Recreation, and Open Space Element addresses the present and future needs of those living and working in SeaTac and is closely coordinated with the Land Use, Housing and Human Services, Transportation, Capital Facilities, and Environment Elements.

Relationship to the Parks, Recreation, and Open Space Plan

The 2020 Parks, Recreation, and Open Space Plan (PROS Plan) is the primary guiding document for this Element. It provides supporting information and specific guidance on the goals and the policies in the PROS Element. The PROS Plan consists of:

- An overview of the City's population and its characteristics;
- Information about the PROS Planning process, including demands and needs;
- Major issues, goals, and objectives;
- A 10-year repair and replacement plan;
- An inventory of the City's parks;
- Information about the Department's programs; and
- Recommendations for implementation.



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Major Conditions

SeaTac is a growing community in an area that is already highly developed. Growth will occur primarily through redevelopment, whether it is for residential, business, or civic uses such as parks and recreation. Given such conditions future development of the parks system is anticipated to address the following issues:

- The provision of neighborhood and community park amenities within ½ mile of all residents. In denser urban areas near light rail stations or the City Center a ¼ mile standard is targeted.
- The development of existing park lands by adding new facilities and amenities in accordance with community needs.
- Emphasis on connecting parks to each other and other civic facilities through a comprehensive set of trails.
- Adding indoor facilities to the City's inventory to support recreation programming, community gathering, and activity options during inclement weather.
- Continued investment in the maintenance and operations of the system as it grows.
- Balancing active and passive recreation facilities to meet community needs.

Goals and Policies

This section contains SeaTac's parks, recreation, and open space goals and policies. Goals demonstrate the conditions that SeaTac is striving for in the development of its parks and recreation system. The policies provide the direction needed to achieve each goal's intent. *Please note that the goals and objectives in the Parks, Recreation, and Open Space plan are the same as the policies of the Comprehensive Plan.*

GOAL 10.1

Provide diverse active and passive recreational opportunities through a parks, open spaces, interlinking trails, programs, events, and community centers system.

Developing an efficient, quality park, and recreation system and program requires sound planning for the future. The City of SeaTac established level of service measures to guide the development of the system as its population grows and changes.

Policy 10.1A

Use the level of service for Capital Investments as the primary measure of SeaTac's ability to provide parks facilities that keep pace with population growth.

While other level of service (LOS) measures guide the development of a PROS system that meets a wide variety of community needs and demands, the Capital Investments LOS is the best measure of whether the system is keeping pace with overall community growth.

Policy 10.1B

Use the PROS Capital Improvement Program as the primary source for identifying park projects.

The PROS plan includes a detailed Capital Improvement Plan (CIP) covering a 6-year and 10-year period. The PROS plan's CIP serves as an aid in obtaining outside funding for park projects.

Policy 10.1C

Use the level of service for Operations and Maintenance to ensure the quality of PROS facilities and programs as the community grows.

Operations and Maintenance LOS is a helpful measure to ensure that as the parks system grows the City has adequate budget to maintain the existing system.

Policy 10.1D

Add community and neighborhood park facilities with a blend of active and passive facilities to achieve the adopted level of service standard.

SeaTac residents identified the importance of having both active and passive facilities in the parks system. Parks facilities serve many different community needs including spaces for maintaining mental and physical health, community gathering, entertainment, and experiencing the natural world. Special use parks in the urban center may also be counted and community and neighborhood park facilities.

Policy 10.1E

Expand existing Community Center facilities or add new indoor facilities to maintain the adopted level of service.

Indoor facilities are multi-purpose spaces that support recreation programming, community gathering, and respite from inclement weather. New indoor facilities may be added by increasing the number or square footage of City facilities, or through cooperative agreements with community partners.

Policy 10.1F

Develop a system of distinctively designed recreational trails (pedestrian/jogging/bicycle/horse) throughout SeaTac, both within and between parks, that provide better access by connecting parks and recreation facilities to the local and regional trail system.

Recreational trails provide linkages between parks that enhance public enjoyment of natural features within the City, improve mobility and access, and promote public health.

Policy 10.1G

Continue the City's existing process to evaluate recreational needs through a variety of methods including input from community members such as advisory committees, surveys, and findings from the PROS Plan.

Developing an efficient, quality park and recreation system and program requires sound planning. ~~Planning requires, requiring~~ continual public participation to assure that the community's desires are identified and addressed. Advisory committees are an effective means to include public participation.

GOAL 10.x

Support the implementation of the City's growth strategies that promote the creation of centers, villages, and complete neighborhoods through the provision of equitable access to parks, recreation, and open space facilities.

Policy 10.XA

Provide neighborhood or community parks within one-half mile walking distance of households and a variety of accessible parks, recreational land uses, open spaces, and trails in convenient locations throughout the City.

Policy 10.XB

Aim for one-quarter mile walking distance to a neighborhood or community park for higher density residential areas and the designated Urban Villages.

Policy 10.XC

Support the creation of village greens within designated Urban Villages and Neighborhood Villages as community focal points for recreation and cultural activities and events.

GOAL 10.2

Preserve and acquire land for a comprehensive system of parks, open spaces, and trails that responds to the recreational, environmental, health, and aesthetic needs and desires of park users.

New PROS facilities may come through new acquisition, but also through expansion or improvement of existing facilities, or through cooperative agreements with other public and non-profit agencies. While Goal 10.1 and adopted level of service measures guide the types and ~~amount-number~~ of facilities needed to grow SeaTac's system as the city's population increases, this goal directs the distribution of parks facilities and recreational programming within the system. The City has consistently aimed to achieve the policy of all residents living within a ½ mile walk of a neighborhood or community park. ~~This, which~~ ensures geographic equity and accessibility to the health and recreation benefits of these facilities. Within the City's Urban Center, and especially in the areas surrounding the light rail stations at Angle Lake, the City Center, and S 154th Street, SeaTac should strive to provide parks within ¼ mile walkable areas. In these areas intended for SeaTac's highest density urban development residents, businesses, and visitors all benefit from increased availability of parks and open space areas.

Policy 10.2A

Continue City efforts to expand the PROS system so that all residents live within one-half mile of a community or neighborhood park, prioritizing the creation of new facilities in historically underserved areas. Park facilities with opportunities for active and passive recreation are essential for a thriving community. Facilities within at least a half mile provide for a walkable system and implement the City's complete neighborhood goals. ~~Special Use parks in the Urban Center may be counted as community or neighborhood parks. One quarter mile access is a target for those living in high density residential areas including Urban Villages and Neighborhood Villages. Consideration of realigning this goal to the more nationally recognized one quarter mile base standard will be undertaken in next PROS Plan update.~~

Policy 10.2B

Prioritize the acquisition of new land for parks and recreation using the following criteria:

- The proposed acquisition serves an identified gap area, as shown on the Gap and Opportunity Maps.
- The proposed acquisition furthers the goals or objectives of other adopted City plans or initiatives including Urban Village, Neighborhood Village, and complete neighborhood goals and those related to (such as those for human services, arts and culture, transportation, economic development, ~~et~~ and others).
- The proposed acquisition is within ½ mile of rapid or mass transit facilities or serves a high population density.
- The proposed facility builds multi-use trails that connect parks and recreational facilities.
- The proposed acquisition is located where there are no other recreation partner facilities and the City is the best provider of service, or the acquisition leverages other recreation partner investments (e.g. schools, non-profits) to advance healthy lifestyles in underserved areas.
- The proposed acquisition can meet the criteria for a neighborhood park or special use park in the Urban Center.

New land acquisitions are opportunities for creating a stronger linkage between the PROS system and citywide goals for equity, transportation, and land use. The PROS plan contains additional information on balancing these priorities.

Policy 10.2C

Prioritize the expansion, redevelopment, or improvement of existing vacant or underutilized facilities using the following criteria:

- The proposed facility serves an identified gap area, as shown on the Gap and Opportunity Maps.
- The proposed facility leverages the existing system and adds capacity and variety to serve more users.
- The proposed facility expands the use of school or other publicly- owned sites.
- The proposed facility creates a neighborhood or community park.
- The proposed facility creates indoor recreation space.
- The proposed facility builds multi-use trails that connect parks and recreational facilities.
- The proposed acquisition furthers the goals or objectives of other adopted City plans or initiatives (such as those for human services, arts and culture, transportation, economic development, etc.).
- The proposed expansion, redevelopment, or improvement serves a high population density, or accessible by frequent transit service (twice per hour or better).
- The proposed facility addresses the need for additional active recreational facilities as identified through the PROS Plan or other community engagement processes such as athletic fields, dog parks, or other special use needs.

It is anticipated that the PROS system will mostly grow through redevelopment and expansion. Applying these priorities helps to identify projects that fulfill the most objectives of the PROS plan and other City initiatives. The PROS plan contains additional information on balancing these priorities.

Policy 10.2D

Identify lands appropriate for park and open space purposes including:

- Lands that provide access to residents that are currently more than ½ mile from an existing park, recreation, or open space facility.
- Lands that implement Urban Village, Neighborhood Village, or complete neighborhood goals.
 - Natural areas and features without outstanding scenic or recreational value;
 - Lands that may provide public access to creeks and lakes;
 - Lands that visually or physically connect natural areas or provide important linkages for recreation, plant communities, and wildlife habitat;
 - Lands valuable for active and passive recreation, such as athletic fields, trails, fishing, swimming, or picnic activities on a regional or community-sized scale;
 - Lands that provide an appropriate setting and location for community center facilities or park land, if the needs evaluation reflects a deficiency; and
 - Park land that enhances the surrounding land uses.
- ~~Lands that provide access to residents that are currently more than ½ mile from an existing park, recreation, or open space facility.~~

Land acquisition requires considerable forethought since land is expensive and commits the City to maintenance responsibilities. Benefits of park and open space acquisition include establishing greenbelts, reserving wildlife habitat, protecting natural features, connecting people to open space, and providing access to water, unique recreational opportunities, and social gathering places.

While parks and open space have benefits, impacts on surrounding land uses should be considered when evaluating alternative sites. ~~Impacts may include~~ traffic, noise, and lighting. The evaluation should consider how the park will relate to the surrounding neighborhood and other adjacent land uses.

Policy 10.2E

Establish and require recreation and open space in new commercial and residential development, especially in new multifamily development.

The City should require on-site recreational opportunities (e.g., shared open space, pocket parks, plazas, decks, balconies, and small yards) in ~~townhouse, residential medium high and high density, and residential high mixed use land use designations~~ multi-family residential developments, especially in areas identified as deficient in neighborhood parks. In addition, commercial and mixed-use developments should be required to provide publicly accessible open space, seating, gathering areas, and/or other recreational opportunities.

GOAL 10.3

Provide a balanced, quality park and recreational system and offer a wide range of park and recreational facilities to community members and visitors of various ages and physical capabilities, cultural backgrounds, abilities, incomes, and participation levels.

SeaTac is a growing community of people from diverse backgrounds and cultures and visited by people from around the world. Parks and recreation facilities promote healthy and active lifestyles, help build community identity, and are significant public amenities. As such they need to be accessible and affordable to people of all ages, cultural and ethnic backgrounds, incomes, physical abilities, and participation levels. People rely on public parks for physical and mental health, entertainment, play, recreation, and socialization opportunities. It is important to continue developing the system to serve a wide range of community needs and interests.

Policy 10.3A

Develop recreation facilities and programs that accommodate a range of ages, cultures, and activities.

As community demographics change, the City should provide adequate facilities for community members of a range of ages. Facilities targeted to specific age groups include playgrounds, swings, or slides for children; basketball courts, baseball fields, or skate parks for youth; trails or wildlife viewing areas for adults; and picnic areas for all ages. Community centers should offer programs and activities oriented toward children, youth, adults, and older adults.

Policy 10.3B

Provide recreational opportunities that do not discriminate against any participant, regardless of race, creed, color, sex, or special need, and eliminate barriers to special populations, such as elderly, physically challenged, and economically disadvantaged people.

To be socially accessible, park and recreational facilities should be available to all segments of the population, regardless of social status or other considerations. Park programming should be geared to a wide range of age groups and interests. In addition, City parks and recreation should not discriminate based on the race, creed, sex or other special needs of the participants.

Policy 10.3C

Develop and expand community-oriented enrichment programs and events that are affordable, responsive to expressed demands, and address identified community needs.

Quality, accessible, affordable recreational programming is important, particularly for the growing population of children, youth, and older adults. Programming has the potential to foster community identity and support, which can help immigrant populations feel more at home in the community. Access to all programs and an adequate range of activities that appeal to different segments of the community is a paramount consideration.

Policy 10.3D

Bring innovative recreation opportunities to SeaTac that serve the community and distinguish the City from

surrounding communities.

SeaTac has a history of developing unique facilities and programs that reflect the needs, interests, cultures, and abilities of residents such as the BMX bike track, cricket pitch, concert stage, futsal court, or disc golf course. These amenities are valued by residents and provide a diverse set of opportunities for recreation, fun, health, and entertainment.

Policy 10.3E

Provide opportunities to connect to health and human services resources through the parks and recreation system.

Often those in need of health and human services assistance gravitate toward parks and recreation amenities as a source of shelter, resources, and assistance. Community centers, parks facilities, and recreation programs provide an opportunity to connect those in need to community resources that can help them.

GOAL 10.4

Maintain, remodel, and upgrade park and recreational facilities to respond to changing uses and attain and preserve operational efficiency.

Maintenance of the parks system is a priority to SeaTac residents because they value the amenities of the system and wish to ensure the safety and usability of their investment.

Policy 10.4A

Periodically review buildings and other park improvements to determine if the public's needs are being met and make changes as necessary to meet those needs efficiently.

Park staffing, programming, and operations should be reviewed periodically in relationship to safety, efficiency, desired level of service, and community input. Park surveys should be distributed to document changes in public sentiment and general public need.

Policy 10.4B

Design, maintain, and modify parks and recreational facilities in a manner that ensures the public's safety and accessibility, allows year round use, and results in low public maintenance costs when possible.

As needs change and existing facilities age, redevelopment of existing facilities may occur. ~~Redevelopment, and~~ should meet changing needs and promote safety and accessibility. The Americans with Disabilities Act requires that all parks are reasonably accessible to all community members. The City should evaluate parks and develop a renovation plan to address accessibility and safety issues. ~~Additionally, the City, and~~ should monitor and evaluate low public maintenance techniques wherever applicable.

Policy 10.4C

Provide clean, safe, and attractive parks for public use through a maintenance program commensurate with the intensity of use and character of the park and facilities.

The City should consider all acquisition and development projects in the context of future maintenance responsibilities, ~~as well-~~ well-maintained parks encourage use and promote community pride.

Policy 10.4D

Encourage volunteer and civic groups to take part in appropriate periodic maintenance and improvement of park facilities.

To offset some maintenance costs and promote community identity and involvement, civic and community-based organizations should be encouraged to participate in maintenance activities.

Policy 10.4E

Minimize parks and recreational facilities' impacts (e.g., noise, security, lighting, and traffic) on adjacent neighborhoods.

City review of new development should minimize or eliminate parks impacts upon adjacent uses.

GOAL 10.5

Ensure safe and convenient access to recreational lands, facilities, and programs.

Parks and recreation facilities should be physically and socially accessible. This includes locating larger regional and community parks in locations that are easily accessed by car or public transit and by linking facilities through a system of trails, sidewalks, and bike lanes consistent with SeaTac's non-motorized transportation plans.

Policy 10.5A

Locate major recreational facilities that generate large amounts of traffic (e.g., ballfields) on sites with public transit and direct arterial street access.

Park and recreation facilities should be physically and socially accessible. To be physically accessible, heavily-trafficked parks should be located along major transportation routes at public transit stops.

Policy 10.5B

Promote uniform signage and lighting throughout the City's system of parks, open space, and trails.

Signage and lighting promote safety and wayfinding in City parks and recreation facilities.

Policy 10.5C

Improve access to SeaTac parks and recreation facilities by using signage to provide wayfinding from other civic locations.

Wayfinding in the community helps to connect parks to the community.

Policy 10.5D

Coordinate parks, open space, pedestrian walkways, bike paths, and urban trail system development with the area's unique open space settings including wetlands, creeks, greenbelts, and other environmentally sensitive or historic sites.

Public and private development of pedestrian, bicycle, and equestrian trails should be integrated with natural and historic features

GOAL 10.6

Cooperate with governmental agencies, special districts, nonprofit organizations, and private businesses in providing publicly accessible open space, park facilities, and recreation services.

Intergovernmental and interagency coordination is important to extend the reach of recreational facilities across boundaries and increase potential funding sources. SeaTac has many potential partners such as the Port of Seattle, adjacent Cities, King County, the Highline School District, the YMCA, and multiple utility districts. Coordination with others may provide permanent or temporary solutions to addressing PROS system needs.

Policy 10.6A

Collaborate with agencies, special districts, and other Cities to develop and utilize the community's recreational capabilities.

SeaTac's partners include the Port of Seattle, adjacent Cities, King County, the Highline School District, and multiple utility districts. The Port of Seattle has, through its noise acquisition program, acquired large areas of property within the City of SeaTac that could be used for community trails and open space. In addition, shared use of transportation rights-of-way can provide trail and open space linkages, such as the SR 509 extension or the 28th/24th arterial corridors. Also see Transportation Element strategies. ~~See related Policy 10.3B. See the Transportation Element for right-of-way plans.~~

Policy 10.6B

Work with local school districts to maximize the use of school facilities as activity and recreation centers for all ages.

Locating youth programs at the school facilities provides easy access to this sometimes difficult to reach user group. Youth facilities and programs have been identified by the public as important elements in the City recreation programming and facility development.

Policy 10.6C

Encourage cooperative planning and use of recreational facilities with private businesses, nonprofit organizations, and other groups in the City.

The City has active volunteer groups, private community clubs, and businesses that operate facilities and recreation programs. Cooperating with these groups extends opportunities for local residents and employees, reduces duplication, increases the success of grant applications, and provides funding and staffing in addition to City sources.

Policy 10.6D

Pursue a variety of funding and assistance mechanisms for park acquisition and development, including public funding, outside funding, shared use of transportation rights-of-way, and dedications from large residential and commercial developments.

City and non-City funds and creative sharing agreements are available for developing parks and recreation opportunities. ~~Non-City sources, including include~~ funding and services that are offered through County, State, and national agencies; volunteer donations; and development and other negotiated agreements. These sources can be used to increase park capital improvement funding.

Policy 10.6E

Involve private businesses, service organizations, and neighborhood groups in planning and developing recreational opportunities for neighborhoods and the community.

The City should encourage private businesses, service organizations, and the general public to participate in the park and recreation process. Many community service groups are interested in doing projects which benefit local residents. ~~The and the~~ City can promote private involvement by identifying needs and providing support to these groups.

GOAL 10.7

Develop community-wide recreational resources which respond to and are consistent with unique site characteristics and community desires.

North SeaTac Park

Policy 10.7A

Develop North SeaTac Park in accordance with the North SeaTac Park Master Plan and Airport land use and safety guidelines.

North SeaTac Park, which is still partially undeveloped, is a community-wide resource with great potential for addressing park and recreational needs.

The North SeaTac Park Master Plan details proposed development for the ~~North SeaTac Park~~, and -As a park it is located- just north of the Airport's runways, the Master Plan takes into account Airport land use and safety guidelines.

Policy 10.7B

Preserve the area surrounding Tub Lake as a natural wetland and increase opportunities for public enjoyment of the area.

Tub Lake is a natural peat bog existing since prehistoric times and a valuable resource for natural aquifer recharge. It has opportunities for interpretive interaction, passive use boardwalks, and wildlife viewing. As such, it should be preserved and protected.

Policy 10.7C

Develop environmentally sensitive public trails connecting the Lakes to Sound Trail to SeaTac Community Center and natural features such as Tub Lake and adjacent wetlands.

The Lakes to Sound Trail, especially the section along Des Moines Memorial Drive, offers opportunities to connect with natural features, such as Tub Lake and adjacent wetlands. With improved access, these resources can be both recreational and educational. Environmentally sensitive trails could include foot, bike, and/or equestrian trails as appropriate.

Des Moines Creek

Policy 10.7D

Preserve the Des Moines Creek area and extend the Des Moines Creek Trail north to Miller Creek and North SeaTac Park with connections to the Lakes to Sound Trail.

The community continues to express support for preservation and passive use of Des Moines Creek. The Des Moines Creek Park property is characterized by a wooded ravine with a creek, which begins at S. 200th Street in SeaTac and continues south to Puget Sound in the City of Des Moines. The Pedestrian Facilities map (see Transportation Element) identifies a trail extension continuing northward along the SR-509 right-of-way. In addition to its recreational value, Des Moines Creek's importance as a fish and wildlife habitat area will be enhanced by this policy.

Policy 10.7E

Work with the Washington State Department of Transportation (WSDOT) on land south of S. 200th Street as open space for the enjoyment of local residents and prohibit vehicular traffic from these open space areas.

The natural character of the ravine provides a type of open space which is not found in other areas of the City. The corridor also accommodates a rich array of wildlife and wildflowers, as well as access to a water environment within the City, and -R-retaining these features is important to the quality of this park experience.

Bow Lake

Policy 10.7F

Seek public access to waterfront area(s) of Bow Lake.

Bow Lake is located within a highly urbanized area, surrounded by private commercial development and parking. With acquisition or negotiation of public access and new development to attract activity, Bow Lake could provide a recreational resource in this area.

Historical and Archaeological Resources

Policy 10.7G

Retain significant historical and archaeological resources.

Historical and archaeological resources contribute to community character and maintain ties to the past.

Policy 10.7H

Celebrate the cultural diversity of the local communities within the city as a way to enhance neighborhood cohesion and support the development of cultural and art institutions.

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RECOMMENDED IMPLEMENTATION STRATEGIES

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.

(Please note that the implementation below is the same as in the PROS Plan)

| Policy | Implementation Strategies | Primary Responsibility | Time Frames |
|---|---|------------------------|-------------|
| Goal 10.1 Provide Recreational Opportunities | | | |
| 10.1A Capital Investments are the primary LOS | Review this level of service biennially. | Staff | Ongoing |
| 10.1B Use the PROS Plan’s capital improvement program to identify potential projects | Update the Capital Improvement Program (CIP) for parks and recreation facilities on a biennial basis to reflect current needs and community interests. | Staff, City Council | Ongoing |
| | <u>Coordinate with other departments when developing PROS CIP to ensure program and project alignment with complete neighborhood and other growth strategy goals.</u> | Staff | Ongoing |
| | Include the Parks CIP in the city’s capital facility planning and budget process. | City Council | Ongoing |
| 10.1C Operation and Maintenance LOS | Review this level of service biennially. | Staff | Ongoing |
| 10.1D Blend active and passive uses in Community and Neighborhood Park facilities | Use data collected in the PROS Plan and community input on parks planning processes to meet community demands for active and passive uses. | Staff | Ongoing |
| 10.1E Expand indoor facilities | Expand the SeaTac community center when needed. | Staff, City Council | Medium-term |
| | Expand the Valley Ridge community center when needed. | Staff | Short-term |
| | Coordinate use of the YMCA facility. | Staff, City Council | Ongoing |
| | Coordinate with community partners to use existing facilities, such as schools. | Staff, City Council | Ongoing |

| Policy | Implementation Strategies | Primary Responsibility | Time Frames |
|---|--|--|---------------------------|
| <p>10.1F</p> <p>Develop a recreational trails system.</p> | <p>Enable incentives to encourage major new developments greater than a certain size to incorporate an open space/ pedestrian pathway element into their site plan based on the pedestrian facilities plan (see transportation element). 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 a portion of Bow Lake), or provide “in lieu of” fees.</p> | <p>Planning Commission, City Council</p> | <p>Short-term</p> |
| | <p>Identify internal and external funding sources for open space/pedestrian pathways when appropriate and possible.</p> | <p>Staff, City Council</p> | <p>Ongoing</p> |
| | <p>Coordinate with adjacent cities and other relevant agencies to develop or expand connections to designated regional open space/pedestrian trails.</p> | <p>Staff, City Council</p> | <p>Ongoing</p> |
| <p>10.1G</p> <p>Evaluate parks and recreation needs</p> | <p>Revise the Parks, Recreation, and Open Space (PROS) Plan every six years to maintain grant eligibility.</p> | <p>Staff</p> | <p>Ongoing</p> |
| | <p><u>In next PROS Plan Update, consider the following:</u></p> <ul style="list-style-type: none"> • <u>Incorporating park and facility visitation numbers into level of service standards.</u> • <u>Incorporating consideration of barriers to walkable access to parks and recreation facilities (and other modes of access) such as highways, arterial or busy streets, topography, and other barriers.</u> • <u>Encouraging access to parks and recreation activities through “green” connectivity corridors.</u> • <u>Working with agencies such as Trust for Public Land to provide guidance</u> | <p><u>Staff</u></p> | <p><u>Medium-term</u></p> |

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| | <p><u>on best practice for parks and recreation systems.</u></p> <ul style="list-style-type: none"> • <u>Other innovative or community desired parks and recreation goals.</u> | | |
| | <p><u>Continue to incorporate Regularly seek community input, through surveys or other means, on parks, recreation, and open space-related questions into the recurring-citywide resident survey systems and programs.</u></p> | <p>Staff</p> | <p>Ongoing</p> |
| | <p>Meaningfully engage community members (e.g., conduct public meetings) for major park renovation projects.</p> | <p>Staff</p> | <p>Ongoing</p> |

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| Policy | Implementation Strategies | Primary Responsibility | Time Frames |
|---|--|-----------------------------------|---------------------------|
| Goal 10.x Support Growth Strategies through Parks, Recreation & Open Space Facilities | | | |
| <p><u>10.XA</u></p> <p><u>Provide neighborhood or community parks within one-half mile walking distance of households and a variety of accessible parks, recreational land uses, open spaces, and trails in convenient locations throughout the city.</u></p> | <p><u>Incorporate consideration of complete neighborhood goals for the provision of community or neighborhood parks within walking distance of all households into future PROS Plan updates and PROS CIP budget processes.</u></p> | <p><u>Staff, City Council</u></p> | <p><u>Medium-term</u></p> |
| <p><u>10.XB</u></p> <p><u>Aim for one-quarter mile walking distance to a neighborhood or community park for higher density residential areas and the designated Urban Villages.</u></p> | <p><u>Incorporate consideration of implementing complete neighborhood goals for the provision of community or neighborhood parks within walking distance of households in higher density residential areas and Urban Villages into future PROS Plan updates and PROS CIP budget processes.</u></p> | <p><u>Staff, City Council</u></p> | <p><u>Medium-term</u></p> |
| <p><u>10.XB</u></p> <p><u>Support the creation of village greens within designated Urban Villages and Neighborhood Villages as community focal points for recreation and cultural activities and events.</u></p> | <p><u>Incorporate consideration of implementing Urban Village and Neighborhood Village goals, specifically including the creation of village greens, into future PROS Plan updates and PROS CIP budget processes.</u></p> | <p><u>Staff, City Council</u></p> | <p><u>Medium-term</u></p> |
| Goal 10.2 Preserve and Acquire Recreational Land | | | |
| <p>10.2A</p> | <p>Prioritize acquiring and developing the proposed Lake to Sound trail.</p> | <p>Staff, City Council</p> | <p>Ongoing</p> |
| | <p>Protect environmentally critical areas and classify as open space, where appropriate, including heavily forested scenic areas.</p> | <p>Staff, City Council</p> | <p>Ongoing</p> |

Parks, Recreation, and Open Space Element

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| Achieve geographic equity by providing a <u>community or neighborhood</u> park facility within one half mile of each resident | Review and consider increasing incentives for public open space dedication in SeaTac’s Urban Center. | Planning Commission, City Council | Short-term |
| | Prioritize acquisitions that increase access for residents more than ½ mile from an existing park, recreation, or open space facility. | Staff | Ongoing |
| | <u>Consider realigning ½ mile access to parks goal to the more nationally recognized ¼ mile standard in next PROS Plan update.</u> | <u>Staff, City Council</u> | <u>Medium-term</u> |
| 10.2B Priorities for acquisition of new lands for Parks and Recreation | Apply priority criteria to all proposals for new parks and recreation facility acquisitions. | Staff, City Council | Ongoing |
| 10.2C Priorities for expansion or redevelopment of Parks and Recreation facilities | Apply priority criteria to all proposals for expansion or redevelopment of parks and recreation facilities. | Staff, City Council | Ongoing |
| 10.2D Identify appropriate land for park and open space preservation and acquisition | Develop a long-range plan that identifies desirable areas for future park and trail location. | Staff, Planning Commission, City Council | Short-term |
| | Identify important urban open spaces in conjunction with new transportation development. | Planning Commission, City Council, Staff | Ongoing |
| | Discuss noise remedy land with the Port of Seattle regarding its appropriateness for use as parks or trails. | Staff | Ongoing |
| | Prioritize acquisitions that increase access for residents more than ½ mile from an existing park, recreation, or open space facility. | Staff | Ongoing |
| 10.2E Require open space in new development. | Review and revise, as necessary, development regulations requiring open space or recreation space for new development as part of the required periodic Comprehensive Plan review and update. | Planning Commission, City Council | Ongoing |

| Policy | Implementation Strategies | Primary Responsibility | Time Frames |
|--|---|------------------------|-------------|
| Goal 10.3 Develop Parks and Recreation Facilities | | | |
| 10.3A Develop a range of facilities for all ages, cultures, and abilities. | Inventory existing facilities and major user groups and identify deficiencies. | Staff | Short-term |
| | Engage community organizations and school groups to help identify recreational demands and community needs. | Staff, City Council | Ongoing |
| | Continue to pursue partnerships that expand recreational opportunities through increased funding or shared facilities or programs (e.g., Highline School District). | Staff, City Council | Ongoing |
| 10.3B Provide nondiscriminatory recreational opportunities and eliminate barriers to special populations. | Improve access to all local parks per Americans with disabilities Act (ADA) requirements. | City Council | Ongoing |
| | Design all new parks to barrier-free standards. | Staff | Ongoing |
| | Supply transportation to senior citizen activities whenever possible. | City Council | Ongoing |
| | Provide free or low-cost programs; make programs requiring fees accessible to low income people through scholarships. | Staff | Ongoing |
| 10.3C Develop community-oriented enrichment programs that respond to needs | Continue to request funding for human services needs through the Community Services Advisory Committee. | Staff | Ongoing |
| | Partner with Highline schools to expand recreation opportunities for youth. | | Ongoing |
| | Continue to offer low cost community-wide events such as dances and carnivals. | Staff, City Council | Ongoing |
| | Continue working with community groups to develop and improve citywide special events such as parades, festivals, holiday banners, juried art exhibits, and festive displays. | City Council, Staff | Ongoing |
| 10.3D Bring innovative recreation opportunities to | Identify opportunities for unique and diverse recreation in SeaTac through community input and changes in recreation demand and trends. | Staff | Ongoing |

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| Policy | Implementation Strategies | Primary Responsibility | Time Frames |
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| <p>10.3E</p> <p>Use parks and recreation to connect people in need to health and human services</p> | <p>Maintain referral and resource lists for free and low-cost health and human services that can be distributed to those in need in parks and recreation facilities.</p> | <p>Staff</p> | <p>Ongoing</p> |
| | <p>Identify internal and external funding sources for open space/pedestrian pathways when appropriate and possible.</p> | <p>Staff, City Council</p> | <p>Ongoing</p> |
| | <p>Coordinate with adjacent cities and other relevant agencies to develop or expand connections to designated regional open space/pedestrian trails.</p> | <p>Staff, City Council</p> | <p>Ongoing</p> |
| | <p>Work with WSDOT regarding use of the SR 509 right-of-way for the Lakes to Sound trail.</p> | <p>Staff</p> | <p>Ongoing</p> |
| <p>Goal 10.4 Redevelop and Maintain Facilities</p> | | | |
| <p>10.4A</p> <p>Review facilities periodically and make changes in response to public needs and efficiency</p> | <p>Conduct a facility review at least once a year with park maintenance, programming, and planning personnel; document findings for project planning purposes.</p> | <p>Staff</p> | <p>Ongoing</p> |
| | <p>Utilize the Repair and Replacement fund to maintain parks and facilities.</p> | <p>Staff</p> | <p>Ongoing</p> |
| <p>10.4B</p> <p>Design, maintain and modify parks to enhance safety, accessibility and versatility, and lower maintenance costs</p> | <p>Conduct periodic meetings to coordinate and exchange information with various city departments and personnel (planning, programming, and maintenance).</p> | <p>Staff</p> | <p>Ongoing</p> |
| | <p>Follow established safety standards when designing new children’s play areas in local parks.</p> | <p>Staff</p> | <p>Ongoing</p> |
| | <p>Evaluate low maintenance techniques and use where appropriate.</p> | <p>Staff</p> | <p>Ongoing</p> |
| | <p>Review past safety records of parks prior to new development or renovation planning.</p> | <p>Staff</p> | <p>Ongoing</p> |

| Policy | Implementation Strategies | Primary Responsibility | Time Frames |
|--|---|------------------------|-------------|
| 10.4C Maintain parks commensurate with intensity of use and character of park | Develop and publish a maintenance plan that prevents degradation of park facilities while allowing for normal usage. | Staff | Short-term |
| | Continue to use the Repair and Replacement fund to keep parks and facilities in top condition. | Staff | Ongoing |
| 10.4D Encourage volunteer participation in maintenance and improvement projects | Staff periodic volunteer work days. | Staff | Ongoing |
| | Develop an Adopt-A-Park program. | Staff, City Council | Short-term |
| | Continue to work with groups (e.g., Highline SeaTac Botanical Garden, disc golf, and BMX groups) to maintain their areas. | Staff | Ongoing |
| 10.4E Minimize impacts to adjacent neighborhoods | Close parks at a reasonable hour to discourage misuse and excessive evening noise. | City Council | Ongoing |
| Goal 10.5 Ensure Safe and Convenient Access | | | |
| 10.5A Locate traffic-generating facilities on sites with direct access | Coordinate the location of planned facilities with bicycle and pedestrian routes, transit stops, and vehicle access. | City Council | Ongoing |
| 10.5B Provide lighting and signage in parks | Design lighting and signage to improve safety and wayfinding in parks. | Staff | Ongoing |
| 10.5C Provide lighting and signage to parks | Design lighting and signage to improve wayfinding and access to parks. | Staff | Ongoing |
| 10.5D Coordinate park development with unique local natural and historic features | Overlay the long-range park plan, including trails, with a map showing the area's unique features such as wetlands, creeks, and other environmentally sensitive or historic sites. evaluate access to these resources, and document for future park plan revisions. | Staff | Short-term |
| | Work with WSDOT regarding use of the SR 509 right-of-way for the Lakes to Sound trail. | Staff | Ongoing |

| Policy | Implementation Strategies | Primary Responsibility | Time Frames |
|---|--|------------------------|-------------|
| Goal 10.6 Promote Intergovernmental Coordination | | | |
| 10.6A Promote collaboration with agencies, organizations, and businesses in recreational and cultural development | Seek private and public sponsorship for special parks, recreation, and cultural programs. | Staff | Short-term |
| | Participate in regional planning efforts that might affect local residents, even if projects are outside the city. | Staff, City Council | Ongoing |
| | Seek partnerships with community groups for tree planting programs and other park and open space improvements. | Staff | Ongoing |
| | Encourage easements on public or private lands for recreation. | Staff, City Council | Ongoing |
| | Schedule programs annually from the YMCA. | Staff, City Council | Ongoing |
| 10.6B Work with the school district to provide recreational opportunities | Continue to use school sites for recreation and after-school programs. | Staff | Ongoing |
| | Review an interlocal agreement biannually that allows the city to use school facilities at no cost in exchange for school use of city facilities at no cost. | City Council, Staff | Short-term |
| | Encourage the school district to improve and maintain athletic fields for Little League and other uses. | City Council | Ongoing |
| 10.6C Encourage cooperative planning and use of recreational facilities with private businesses, nonprofit organizations, and other groups in the city | Build relationships with partner organizations and explore possibilities for shared recreational facilities. where possible, provide joint spaces and/or programs. | Staff | Ongoing |

| Policy | Implementation Strategies | Primary Responsibility | Time Frames |
|---|--|-----------------------------------|-------------|
| 10.6D Pursue a variety of funding options | Apply for grants | Staff | Ongoing |
| | Coordinate with transportation entities to encourage multiple uses of public rights-of-way. | Staff | Ongoing |
| | Maintain grant and volunteer records of prior investment and potential funding sources to aid the city budgeting process. | Staff | Short-term |
| | Encourage volunteer programs and events. | Staff | Ongoing |
| | Prioritize grant applications to sources that require minimal local matching funds or maximize value while meeting the local identified need. | Staff | Ongoing |
| | Review and consider increasing public open space incentives and/or requirements for urban development. | Planning Commission, City Council | Short-term |
| 10.6E Involve private businesses, service organizations, and neighborhood groups | Identify opportunities for contributions by contacting potential donors and discussing specific needs and services. | Staff, City Council | Short-term |
| | Work with the Rotary club, the Chamber of Commerce, Angle Lake Shore club, and other organizations on the international festival and the July 4th celebration. | Staff | Ongoing |
| | Work with the YMCA to offer joint recreation opportunities for SeaTac residents. | Staff | Ongoing |
| Goal 10.7 Develop Community-Wide Resources | | | |
| 10.7A Develop North SeaTac Park in accordance with Airport safety regulations. | Prohibit facilities in North SeaTac Park that attract large numbers of people. | City Council | Ongoing |
| | Examine possible active recreational facilities, specifically new athletic fields, to the area north of South 136th Street. | City Council | Ongoing |
| 10.7B Preserve Tub Lake as a natural wetland; increase opportunities for public enjoyment of the area. | Install boardwalks and interpretive information at Tub Lake. | City Council | Short-term |

| Policy | Implementation Strategies | Primary Responsibility | Time Frames |
|--|---|---|--------------------|
| <p>10.7C</p> <p>Develop trails connecting the Lake to Sound trail with the Westside Trail, North SeaTac Park community center, and natural features.</p> | <p>Work with the Port of Seattle to establish an access plan to connect the Lakes to Sound trail to the SeaTac community center with access through the Tub Lake natural area.</p> | <p>Staff</p> | <p>Short-term</p> |
| <p>10.7D</p> <p>Preserve the Des Moines Creek area for open space and recreation.</p> | <p>Complete a Master Plan for Des Moines Creek Park. the Master Plan should, at a minimum, address preserving the character and wildlife habitat, and allow for interpretive opportunities and linkage to regional trails.</p> | <p>Staff, City Council</p> | <p>Short-term</p> |
| | <p>Coordinate with SR 509 and 24th/28th Avenue transportation planning to integrate parks needs.</p> | <p>Staff</p> | <p>Ongoing</p> |
| <p>10.7E</p> | <p>Discuss opportunities with the Port to provide open space.</p> | <p>City Council</p> | <p>Ongoing</p> |
| <p>Work with the Port of Seattle to provide open space.</p> | <p>Work with the Port to dedicate Port-owned land for open space and recreational uses, including trails identified on the pedestrian facilities map.</p> | <p>City Council</p> | <p>Medium-term</p> |
| <p>10.7F</p> | <p>Initiate discussions with private property owners about the purchase of adjacent lands and negotiate conservation easements as possible.</p> | <p>Staff, City Council</p> | <p>Long-term</p> |
| <p>Seek public access to waterfront area(s) of Bow Lake.</p> | <p>Update development regulations to enable incentives to provide public access with urban center redevelopment.</p> | <p>Planning Commission, Staff, City Council</p> | <p>Long-term</p> |
| | <p>Revisit and update the June 2000 Bow Lake Joint Use Facilities Study before proceeding with implementation of a boardwalk, viewing areas or pedestrian trails.</p> <p>Prioritize development of publicly owned properties.</p> | <p>Planning Commission, Staff, City Council</p> | <p>Medium-term</p> |

| Policy | Implementation Strategies | Primary Responsibility | Time Frames |
|--|--|--|-------------|
| 10.7G Encourage retention of significant historical and archaeological resources. | Inventory historical and archaeological structures and sites. | Staff | Short-term |
| | Revise the zoning code to include standards for the retention of historical and archaeological resources identified by the City's inventory cited above. | Planning Commission, Staff, City Council | Short-term |

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ENVIRONMENT ELEMENT

Table of Contents

| | |
|---|---|
| INTRODUCTION | X |
| <u>SeaTac’s Vision for the Environment</u> | X |
| <u>Purpose of Element</u> | X |
| <u>Role in State, Regional, and County Planning Framework</u> | X |
| <u>Consistency with Other Elements</u> | X |
| MAJOR CONDITIONS | 4 |
| GOALS AND POLICIES | X |
| Overarching Environment Goals..... | X |
| GOAL 9.1 BASE REGULATIONS ON CURRENT SCIENCE..... | X |
| GOAL 9.2 ENHANCE WATER QUALITY..... | X |
| GOAL 9.3 ENHANCE NATURAL DRAINAGE SYSTEMS..... | X |
| GOAL 9.4 IMPROVE AIR QUALITY | X |
| GOAL 9.5 REDUCE GREENHOUSE GAS EMISSIONS AND ADDRESS CLIMATE CHANGE | X |
| <u>GOAL 9.6 ACCESS TO CLEAN AIR, WATER, AND NATURAL ENVIRONMENTS</u> | X |
| Environmentally Sensitive Areas | X |
| GOAL 9. 76 PROTECT STREAMS AND LAKES | X |
| GOAL 9. 87 ENHANCE WETLANDS..... | X |
| GOAL 9. 98 PROTECT GROUNDWATER AQUIFERS | X |
| GOAL 9. 109 PROTECT STEEP SLOPE, LANDSLIDE, EROSION, AND SEISMIC HAZARD AREAS..... | X |
| GOAL 9. 101 PRESERVE FLOODPLAINS..... | X |
| GOAL 9. 121 ENHANCE WILDLIFE HABITAT | X |

Environment Element

Shorelines X

GOAL 9.1~~32~~³³ ENSURE ECONOMIC ACTIVITY RESPECTS SHORELINE ENVIRONMENT X

GOAL 9.1~~43~~⁴⁴ INCREASE PUBLIC ACCESS X

GOAL 9.1~~54~~⁵⁵ ENCOURAGE WATER-ORIENTED RECREATION X

GOAL 9.1~~65~~⁶⁶ MAINTAIN ROUTES TO SHORELINES X

GOAL 9.1~~76~~⁷⁷ CONSERVE SHORELINE NATURAL RESOURCES X

GOAL 9.1~~87~~⁸⁸ SYNCHRONIZE LAND USE AND ENVIRONMENT DESIGNATIONS X

GOAL 9.1~~98~~⁹⁹ PROTECT ARCHEOLOGICAL, HISTORIC, AND CULTURAL SITES X

RECOMMENDED IMPLEMENTATION STRATEGIES X

Maps

Map 9.1. Wetlands and Streams
Map 9.2. Wellhead Protection Areas
Map 9.3. Erosion Hazard Areas
Map 9.4. Landslide Hazard Areas
Map 9.5. Seismic Hazard Areas
Map 9.6. Angle Lake Shoreline Management Area

INTRODUCTION

SeaTac's Vision for the Environment

Looking toward 2044, SeaTac will continually protect and enhance the natural environment as it transforms into a well-connected community of complete neighborhoods. The City will preserve and serve as a steward for critical habitats and ensure that the community has walkable and bikeable access to green spaces and natural areas, as well as enhanced connectivity to transit, improving quality of life and reducing the level of vehicle miles traveled. The City will work to preserve and enhance the urban tree canopy and develop a plan for climate resiliency to guide future policy making and decisions in line with state requirements.

Purpose of Element

This Element addresses the stewardship of SeaTac's environmental assets and guides the development and implementation of environmental policies and regulations. ~~It is coordinated with the Land Use, Transportation, Utilities, Economic Vitality and Parks, Recreation, and Open Space Elements.~~

This Element provides policies to maintain key natural processes and functions that provide the natural physical foundation for the community, while acknowledging the need to accommodate growth.

Role in State, Regional, and County Planning Framework

While the Natural Environment Element is not a requirement under the Growth Management Act (GMA), the City of SeaTac has chosen to provide this Element given the importance of the environment to the community and its contribution to the well-being of people and protecting the natural systems and habitats critical for a healthy planet.

The GMA requires that critical areas be designated and development regulations be adopted to protect such areas. The GMA states that in drafting comprehensive plans, jurisdictions should "Protect the environment and enhance the state's high quality of life, including air and water quality, and the availability of water", and "conserve fish and wildlife habitat" (RCW 36.70A.020).

Critical areas are defined as the following areas and ecosystems [RCW 36.70A.030(5)]:

- Wetlands
- Areas with a critical recharging effect on aquifers used for potable water
- Fish and wildlife habitat conservation areas
- Frequently flooded areas
- Geologically hazardous areas

The GMA also directs local governments to identify lands that are useful for public purposes and to identify open space corridors within urban growth areas that are useful for recreation, open spaces, wildlife habitat, trails and connections of critical areas (RCW 36.70A.160).

Environment Element

State legislation passed in 2023 (HB 1181), made significant changes to the GMA regarding the incorporation of climate change into comprehensive plans. By 2029, cities in King County are required to include a climate change and resiliency element with sub-elements focused on greenhouse gas emissions reduction and resiliency.

Puget Sound Regional Council Vision 2050 Multicounty Planning Policies call for supporting a region that cares for the natural environment by protecting and restoring natural systems, conserving habitat, improving water quality, and reducing air pollutants. The health of all residents and the economy is connected to the health of the environment. Planning at all levels considers the impacts of land use, development, and transportation on the ecosystem.

SeaTac's goals and policies in the Environment Element align with the King County Countywide Planning Policies addressing:

- Environmental Sustainability:
- Earth and Habitat
- Flood Hazards
- Water Resources
- Open Space
- Restoration and Pollution
- Climate Change

King County's overarching goal for the Environment:

The quality of the natural environment in King County is restored and protected for future generations.

-
Environmental Sustainability

Local governments have a key role in shaping sustainable communities by integrating sustainable development and business practices with ecological, social, and economic concerns. Local governments also play a pivotal role in ensuring environmental justice by addressing environmental impacts on frontline communities and by pursuing fairness in the application of policies and regulations.

Consistency with Other Elements

The Environment Element is coordinated with the Land Use, Transportation, Utilities, Economic Vitality, and Parks, Recreation, and Open Space Elements.

Major Conditions

Major environmental conditions in SeaTac include:

1. Curbing the growth of CO₂ and other greenhouse gases is a global challenge. Former Governor Christine Gregoire issued Executive Order 07-02 which established a series of greenhouse gas reduction and clean energy economy goals for the state. The state can only meet these goals if local actions are taken to reduce greenhouse gas emissions and move toward more efficient energy use.
2. Due to the urbanized nature of the city, few wetlands remain in SeaTac. The City needs to preserve these dwindling resources.
3. SeaTac's location in an air quality non-attainment area for carbon monoxide emissions has been upgraded to a "maintenance" area. The City still needs to work with its residents, businesses, and the Port of Seattle to maintain or improve this level of air quality.
4. The Department of Ecology estimates that millions of pounds of pollutants flow into the Puget Sound each year. Stormwater carries pollutants left in yards, parks, streets, and parking lots into SeaTac's stormwater drainage system which flows into local waterways and the Puget Sound. Pollutants carried by stormwater include soaps, fertilizers, pesticides, automotive oil, and other toxins.

In 1996, after several years of meeting the standards for CO₂ levels, the Puget Sound region was designated by the EPA as a maintenance area.

Goals and Policies

This section contains SeaTac's environment 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.

Overarching Environment Goals

GOAL 9.1

Ensure that environmental management policies and regulations are based on the most current scientific information.

The City of SeaTac manages its sensitive areas, including streams and wetlands, based on the most current, reliable, and accurate scientific information available. To keep pace with the best available science, the City periodically reviews its goals, policies and regulations and makes amendments as necessary.

Policy 9.1A

Wetlands, streams, shorelines of the state, fish and wildlife habitats, aquifers and aquifer recharge areas (including wellhead protection areas), landslide, erosion and seismic hazard areas, are all hereby designated as environmentally sensitive areas.

Policy 9.1B

Base regulations on the best available science to protect the functions and values of environmentally sensitive areas.

Best practices for designating and protecting environmentally sensitive areas can change over time based on field and academic research. ~~During the last periodic Plan review and update in 2004, the literature on best practices for setting wetland and stream buffers, including guidance documents from the Washington Department of Commerce Growth Management Services (previously named Department of Community Trade and Economic Development), were focused on these features in a natural setting. Because SeaTac is an urbanized setting largely disturbed by development activity for many years, the "best available science" was not relevant to most of the wetlands and streams in SeaTac.~~

To supplement the BAS, staff reviewed existing and proposed sensitive area regulations in seven local cities and SeaTac's existing sensitive areas regulations, endeavoring to balance the natural functions and environmental considerations with existing conditions and community values.

Policy 9.1C

Make Low Impact Development the preferred and commonly used approach to development. Promote the use of low-impact development techniques and other innovative environmentally-sensitive development practices.

The Department of Ecology's 2013-2018 Western Washington Phase II Municipal Stormwater Permit requires jurisdictions to update their codes, policies and standards to make Low Impact Development (LID) the preferred and commonly used approach to development by January 1, 2017. Low Impact Development (LID) is a stormwater management strategy that more closely mimics natural hydrologic patterns and emphasizes open space preservation and stormwater infiltration. However, the science is still developing for some aspects of LID and additional guidance for the use of these techniques is pending. The As the science for LID measures is ever-evolving, the City plans to adapt to the changes in best available science for these techniques as new guidance becomes available.

Policy 9.1D

Coordinate with local jurisdictions, tribes, and King County to develop and implement regionwide interdisciplinary environmental strategies, policies, and programs.

Policy 9.1E

Require development in the city to be located and designed in a manner that minimizes impact to natural features to the extent possible.

Policy 9.1F

Encourage and incentivize environmental stewardship on private and public lands to protect and enhance critical habitats, water quality, and other ecosystem functions.

GOAL 9.2

Preserve and enhance the quality of water resources.

Policy 9.2A

Protect and enhance water quality ~~by preserving.~~ ~~Preserve~~ the amenity and ecological functions of water features through land use plans, innovative land development, public education, and stormwater regulations.

Clean water in streams, lakes, and wetlands is an amenity within a city. It provides opportunities for water activities (e.g., swimming, fishing, kayaking, etc.) without fear of infections from waterborne bacteria or parasites. Clean water also enhances the image of a city for its livability and its concern for the natural environment. Techniques for protecting and improving water quality include:

- 1. Provision of sewers for new development and redevelopment.*
- 2. Adequate stormwater flow control and treatment, including ~~LID (low impact development)~~ low impact development (LID) principles and ~~LID BMPs best management practices (low impact development best management practices BMP)~~, for new development and redevelopment.*
- 3. Public education about how to maintain and improve water quality within natural drainage basins.*

Policy 9.2B

Manage water resources to preserve ecosystem services, including recreation, fish and wildlife habitat, flood protection, water supply, and open space.

Clean water in streams and lakes allows for preservation of urban wildlife and healthy ecosystems, which provide ~~useful benefits~~ health and environmental benefits to the City. ~~This, increases~~ increasing the overall livability of SeaTac.

Policy 9.2C

Work with adjacent jurisdictions and other affected entities to enhance and protect water quality in the region.

Enhancing and protecting clean water throughout a stream watershed often requires that many jurisdictions work together to preserve water quality.

Miller and Des Moines Creeks both cross City limits, ~~and~~ ~~Many~~ many entities have interests in SeaTac's water quality issues, including ing fisheries industries for SeaTac's salmonid-bearing waterbodies, the Muckleshoot Indian Tribe, and Des Moines and Normandy Park as downstream cities. Affected jurisdictions and entities must coordinate to preserve water quality.

GOAL 9.3

Protect, preserve, and enhance natural drainage systems.

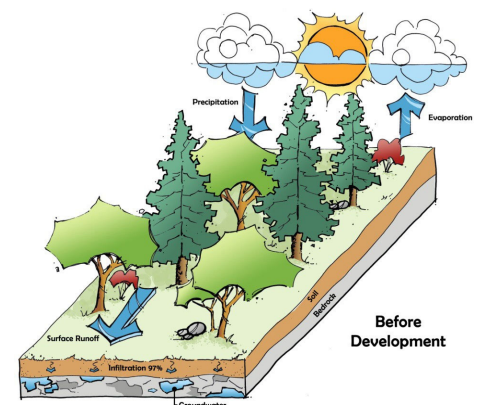
Under predevelopment conditions, rainwater infiltrates into the soil and then flows slowly into the stream or receiving water. Infiltration allows soil and plants to break down and remove many pollutants and regulates peak storm flows, summer low flows, and stream temperatures. When an area is developed, the amount of rainwater that can infiltrate into the soil is often significantly reduced (see **Figure 9.1 below**). The majority of the remaining stormwater flows over impervious surfaces (e.g., parking lots, sidewalks, street, and buildings). This causes problems such as:

1. High peak storm flows that can scour a stream bed or destabilize stream banks.
2. In some cases, the summer low flow can be depleted or the stream dries up so that the stream cannot support aquatic life (because there is not enough groundwater flow to maintain stream flow).
3. On hot summer days, parking lots and rooftops build up heat. Stormwater runoff from these surfaces is likewise heated up and subsequently raises stream temperatures. Stream temperatures greater than 68 degrees Fahrenheit can lower a salmonid's resistance to disease or kill fish resources.

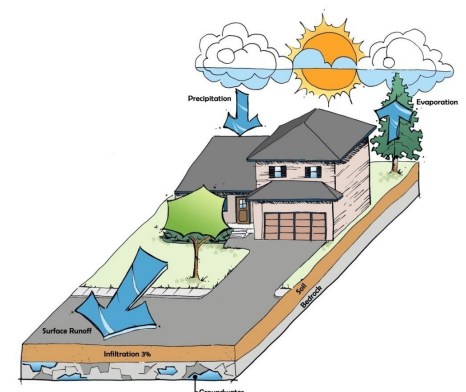
The use of green roofs, pervious pavement, and other LID techniques can mitigate the temperature impacts of roofs and paved areas by allowing rainwater to infiltrate into the cool soils. Providing tree canopy to shade parking lots can lower temperatures and mitigate impacts to streams and lakes. Infiltration techniques can minimize impacts on aquatic resources while allowing development.

Why care about natural drainage?

Stormwater runoff impacts water quality. In developed areas, runoff can carry oil, fertilizers, or a number of other pollutants into the stream channel. Fertilizers provide nutrients for excessive algae growth that can sap the drainage system of oxygen and asphyxiate fisheries resources. Soaps, oils, and other hydrocarbons from streets, parking lots, and driveways are toxic to fish. Controlling the water quality within a drainage basin can preserve fisheries and other resources.



In predevelopment conditions 20-70% of rainwater infiltrates into groundwater.



In post-development conditions only 10-50% of rainwater infiltrates into groundwater.

Figure 9.1 Pre- and post-development hydrologic conditions.

Policy 9.3A

Consider entire watersheds in surface water management plans, with responsibility shared between SeaTac, other cities, and the County.

Watersheds often exceed jurisdictional boundaries, meaning. ~~Surrounding jurisdictions should coordinate surface water management plans for consistency.~~

Policy 9.3B

Protect and enhance natural drainage systems to maintain and improve water quality, reduce public costs, and prevent environmental degradation by using best management construction practices and current stormwater treatment and flow control standards on new and redevelopment projects.

Unmitigated peak storm flows can scour streambeds, destabilize stream banks, impact spawning areas, and significantly degrade habitat. Quality site planning, construction practices, and stormwater management can minimize erosion, sedimentation, and landslides.

Policy 9.3C

Require resource industries to use management practices that prevent erosion and sedimentation and pollutants from entering ground or surface waters.

Resource industries, such as gravel mining operations, can heavily impact water resources. Proper erosion and sedimentation control practices and pollutant removal should be used to prevent impacts on water resources.

Policy 9.3D

Work to identify and address the impacts of climate change ~~has~~ on the Ceity's hydrological systems.

GOAL 9.4

Improve air quality.

Policy 9.4A

Continue to support and rely on the various State, federal, and local programs to protect and enhance air quality.

Regional air quality programs are already in place in the form of the ~~(Puget Sound Clean Air Agency~~ and it is up to ~~)-~~ local jurisdictions ~~should to~~ continue to support and promote these programs.

Policy 9.4B

Require vegetation retention and landscaping to provide filtering of suspended particulates and contribute to the sequestering and storage of carbon.

Trees and other vegetation convert carbon dioxide into oxygen, filter out air pollutants, and trap other particulates such as dust.

Policy 9.4C

Support public transportation, non-motorized transportation, and Transportation Demand Management (TDM) programs to reduce Vehicle Miles Traveled (VMT), greenhouse gas emissions, and other locally generated air pollutants.

Reducing VMT and greenhouse gas emissions helps to meet State air quality goals.

Policy 9.4C

~~Make coordinated effort to reduce and mitigate noise and light pollution caused by transportation, public facilities, light industry, airport operations, and other sources.~~

GOAL 9.5

Reduce greenhouse gas emissions as a means of addressing the potential adverse impacts of climate change.

SeaTac's existing land use strategy to reduce automobile dependency and VMT by developing dense nodes of jobs and housing around light rail transit stations also supports greenhouse gas reduction efforts. The City Center and Airport District Plan (1999/2024), S. 154th Street Station Area (2006), and the Angle Lake Station District (2015) Plans, and the accompanying development regulations for each of these subarea plans, help to implement that strategy.

Policy 9.5A

Support efforts to achieve State of Washington and King County greenhouse gas emissions reduction targets. Washington established a series of greenhouse gas reduction and clean energy economy goals for the state. The state greenhouse gas reduction goal is to reach 50% below 1990 levels by 2050.

The King County Growth Management Planning Council (GMPC) adopted the following greenhouse gas reduction targets: ~~in July, 2014:~~

- ~~• 25% below 2007 levels by 2020~~
- 50% below 2007 levels by 2030
- 75% below 2007 levels by 2040
- 95% below 2007 levels by 2050

Policy 9.5B

Reduce vehicle greenhouse gas emissions by increasing use of electric vehicles and developing more robust bicycle and pedestrian infrastructure.

Policy 9.5C

Reduce energy use in existing buildings, and limit emissions growth in new buildings.

Policy 9.5D

Foster community-wide renewable energy use.

Policy 9.5E

Increase natural carbon storage by increasing tree canopy on city streets and properties and protecting green belts.



See Utilities Goal 6.6 for examples of the City leading the way in electrical vehicle usage.



See Utilities Element for goals related to efficient resource use.



See Transportation Element for pedestrian and bicycle strategies.

Policy 9.5F

Develop and implement actions to reduce greenhouse gas emissions in City operations, such as reducing building energy consumption through retrofit projects.

Climate change has the potential to affect nearly all issues identified in this Plan. Though a global issue, local governments can play an important role in reducing its impacts. For every gallon of gasoline used, automobiles release roughly 20 pounds of carbon dioxide, a primary greenhouse gas contributing to climate change (Puget Sound Clean Air Agency). In the central Puget Sound region, cars and trucks contribute more greenhouse gas emissions than any other source. The other major source is from the heating and cooling of buildings, both residential and commercial. Choosing cleaner fuel alternatives and retrofitting older machinery and buildings to be less polluting are affordable ways to protect our air.

Policy 9.5G

Increase the recycling rate citywide.

Minimizing the waste of resources that have reuse, resale, and recycling value economically benefits the City and its residents, as well as reduces the City's carbon footprint by reducing the need to manufacture or produce the goods being reused or recycled.

Policy 9.5H

Develop plans to adapt to the potential effects of climate change.

Current scientific opinion is that the effects of human-induced global warming-climate change cannot be eliminated because of the volume of greenhouse gases already emitted into the atmosphere. Humans can reduce the worst future impacts and slow the pace of change. The Pacific Northwest will see:

- 1. Higher levels of population growth resulting from in-migration from parts of the country made inhospitable due to the effects of climate change (i.e., "climate refugees"),*
- 2. Declining snowpack negatively affecting regional water supplies,*
- 3. Higher temperatures increasing risks to forestry from wildfires and insect pests,*
- 4. Negative impacts on coastal areas resulting from sea level rise, and*
- 5. Decreasing habitat for cold water fish such as salmon.*

GOAL 9.6

Recognize that access to clean air, water, and natural environments is a basic human right, and ensure work to ensure equitable access and capacity for current and future generations.

Policy 9.6A

Ensure all residents of SeaTac have access to clean air, water, and other natural resources and elements of a healthy environment, regardless of race, social, or economic status.

Policy 9.4C9.6B

Make coordinated effort to reduce and mitigate noise and light pollution caused by transportation, public facilities, light industry, airport operations, and other sources

Policy 9.6C

Explore and continue to participate in local and regional efforts to better identify and understand potentially adverse environmental impacts of airport operations, such as air quality, that may affect SeaTac as an airport-adjacent city.

The University of Washington and Seattle and King County Public Health have undertaken studies with funding from the state legislature, Port of Seattle, and cities surrounding Sea-Tac International Airport, focused on the impact of air pollution caused by airport operations. The University of Washington's Mobile Observations of Ultrafine Particles (MOV-UP) study, completed in 2019, analyzed the potential air quality impacts of ultrafine pollution particles from aircraft traffic on communities near and underneath Seattle-Tacoma International Airport (Sea-Tac) flight paths.

Policy 9.6B9.6D

Prioritize work to reduce impacts to vulnerable populations and communities that have historically been disproportionately affected by noise and air pollution, climate change, or other environmental impact.

Environmentally Sensitive Areas

GOAL 9.76

Protect the water quality, natural drainage, fish and wildlife habitat, aesthetic values, and recreational functions of streams and lakes.

Policy 9.76A

Preserve an undisturbed corridor wide enough to maintain natural functions and wildlife habitat between new development and streams and lakes. When impacts from new development are unavoidable, ensure that those impacts will not result in the loss of natural functions or wildlife habitat between the new development and streams and lakes.

To preserve the amenities and their water quality and wildlife functions, buffer corridors need to be provided. These corridors filter pollutants, serve as wildlife habitat buffered from adjacent development, and perform an aesthetic function. This policy requires that, as part of the mitigation for any proposed development, stream and creek corridors are buffered to provide long-term water quality, habitat, and recreational benefits.

Policy 9.76B

Preserve, protect, enhance, and restore natural stream channels for their hydraulic, ecological, and aesthetic functions through development regulations, land dedications, easements, incentives, acquisition, and other means.

The natural functions of stream channels can be preserved through several methods, including:

1. Acquisition of stream channels.
2. Buffering of streams.
3. Clustering of development away from stream channels.
4. Control of peak storm flows into streams.
5. Control of everyday runoff through permanent stormwater management plans and construction site mitigation strategies.
6. Public education and involvement.

Policy 9.76C

Use State standards and guidance for the selection of best management practices and techniques for in-channel and in-water construction to protect and restore fish passage and wildlife habitat in natural waterways. *Washington State Department of Fish and Wildlife is the state agency responsible for setting standards and guidelines in stream channels. Their standards and guidance for instream construction are designed to preserve wildlife habitat and protect and restore fish passage.*

Environmental goals are integrally related. Natural drainage systems (described in Goal 9.3) are imperative for protecting water quality (discussed in Goal 9.2), which affects water bodies (addressed here), wildlife habitat (Goal 9.11), and entire ecosystem health.



See LID (i.e., natural drainage) policies above in Goal 9.3.



See Goal 9.11 for additional policies regarding wildlife habitat.

Policy 9.76D

Rehabilitate degraded stream channels and banks by using public programs and new development or redevelopment, where conditions permit. Require any necessary alteration of creeks to include mitigation and ongoing maintenance which at a minimum address water quality, floodplain protection, fish and wildlife habitat, channel stability, vegetative cover, maintenance of instream flows, and impacts to downstream property owners.

Miller and Des Moines Creeks, plus the smaller unnamed creeks in SeaTac, have been degraded by past development and its resulting uneven urban stormwater flow. Rehabilitating stream channels increases their fisheries values while enhancing the amenity of the stream. Where riparian vegetation has been removed, new development or redevelopment can mitigate their impacts by planting new native vegetation to provide shading for the stream and enhancing the biologic integrity of streams.

Policy 9.76E

Require the use of stormwater infiltration techniques where feasible in private and public developments in order to maintain or restore natural flows in streams and protect fisheries and recreation resources.

GOAL 9.87

Preserve or enhance wetlands important for flood control, drainage, water quality, aquifer recharge, habitat functions, or visual or cultural values.

Policy 9.87A

Preserve and enhance unique, outstanding, peat, sphagnum, forested, or significant wetlands from adjacent new development by providing a buffer around the wetland adequate to protect its natural functions. Encroachments into significant wetlands may be allowed when no feasible alternative exists and enhancements are provided to replace the lost wetland's functions and values.

Wetlands provide valuable habitat functions. ~~As,~~ but as encroachment on these areas increase, their value decreases. Species, such as blue herons, marsh hawks, and green herons are easily disturbed by human intrusion. Adequate buffers from development need to be provided to protect these species and many others.

Policy 9.87B

Develop public access to wetlands for scientific and recreational use when sensitive habitats are protected.

Access to wetlands increases their value as a community educational and recreational resource. Careful trail and viewing area planning allows public enjoyment of wetlands while assuring safety and preventing environmental problems.

In determining the boundary of a wetland, the City of SeaTac Zoning Code specifies use of the U.S. Army Corps of Engineers Wetlands Delineation Manual in conjunction with the Washington Regional Guidance on the 1987 Wetland Delineation Manual dated May 23, 1994.

SeaTac encourages school classrooms to visit wetlands to study wetland biology and ecology.

Wetlands are difficult building foundations

Avoiding building in wetlands is good not only for the environment but also typically for building structural stability. Soil in many wetlands is highly unstable or subject to liquefaction. Many wetlands have underlying layers of peat. During earthquakes, if proper construction practices (such as pilings to load bearing soils) are not used, buildings on top of the peat will be subject to greater ground movement causing extensive damage. Seattle Muck is another type of soil found in the wetlands of SeaTac. These soils are subject to liquefaction during earthquakes. Subsequently, buildings on these soils may suffer extensive damage.

Policy 9.87C

Allow reasonable use of property containing existing wetlands to avoid a “regulatory taking” when the following criteria can be met:

- If existing sensitive area regulations prohibit any use on the property;
- Either due to a court decision or by provision of the codes, a reasonable use of the property is required;
- The development of the wetland and/or its buffer is limited to only that portion of the property to allow a reasonable use, and;
- A soil analysis shows that construction measures can successfully mitigate potential hazards of unstable soil and drainage problems.

In some cases, the application of “Sensitive Areas” regulations regarding wetlands would preclude the possibility to develop a property. Based on court cases, if a reasonable use of the property is not allowed, a “regulatory taking” occurs, and the local government must pay for the property. However, if a reasonable use is proposed (such as a single family residence), it would be allowed provided it minimizes and mitigates impacts to the wetland. Mitigation could entail, which would require special studies to determine those mitigation measures.

Policy 9.87D

Prohibit altering of wetlands for speculative purposes.

Where a wetland is altered or filled in relation to a development proposal, the development proposal can address mitigating measures to decrease impacts to the wetland. If wetlands are filled speculatively, the site’s value is entirely lost until development mitigates the fill.

Policy 9.87E

In wetlands used as stormwater detention sites, maintain water level fluctuations similar to natural conditions, unless plants and animals in the wetland can adapt to new levels as documented by a wetland biologist.

Wetland vegetation and species are adapted to the localized drainage conditions, but, changing water levels can upsets the balance between the different plants and animals within the wetland, potentially degrading the wetland’s value.

Policy 9.8F

Work cooperatively to meet regulatory standards for floodplain development as these standards are updated for consistency with relevant federal requirements.

Policy 9.8G

Address sea level rise by siting and planning for relocation of essential public facilities and hazardous industries away from the 500-year floodplain.

GOAL 9.98

Protect the quality and quantity of groundwater used for public water supplies.

Policy 9.98A

Protect aquifers, aquifer recharge areas, and wellhead protection areas used for domestic water supply from contamination.

The City of Seattle and the Highline Water District draw water from aquifers within the City to supplement their domestic water supply. Aquifers also provide a valuable function in helping to maintain stream flows and water levels in lakes and wetlands in the summer months.

Policy 9.98B

Work to reduce the use of toxic pesticides, fertilizers, and other environmentally harmful products to protect streams, wetlands, and lakes that serve to recharge aquifers from contamination.

Contamination of aquifers can have serious consequences for humans and wildlife. For example, high concentrations of nitrates in the water supply from fertilizers could cause health problems in infants and children. ~~The presence of~~ toxic compounds in the water deny its ability to be used as domestic water.

Contaminated groundwater from aquifers could reach wetlands, streams, and lakes, which could cause health problems for wildlife and the public. Identifying and protecting aquifers, aquifer recharge areas, and wellhead protection areas helps minimize contamination risks.

GOAL 9.109

Protect, preserve, and enhance steep slope, landslide, erosion, and seismic hazard areas due to their sensitivity to human activities, and provide adequate mitigation of adverse environmental impacts.

Policy 9.109A

Design land use development to prevent property damage and environmental degradation, and enhance greenbelt and wildlife habitat values.

Improperly designed land use development impacts steep slopes, landslide, erosion, and seismic hazard areas. Improper or inadequate stormwater runoff drainage systems can lead to large scale erosion or landslides in steep slope areas. Development that does not take topography and natural features into account may increase erosion or landslides and destroy valuable habitat. Sedimentation due to erosion can destroy fisheries habitat. Development that recognizes natural features can preserve valuable habitat (possibly through clustering_ development) while minimizing impacts on sensitive areas.

Policy 9.109B

Decrease development intensity as slopes increase to mitigate problems of drainage, erosion, siltation, and landslides. Retain slopes of 40 percent or more in a natural state, free of structures and roads. Ensure that developments that create slopes of 40 percent or more provide appropriate drainage, erosion, siltation, and landslide mitigation measures.

As slopes increase, there is an increased likelihood of problems due to drainage, erosion, siltation, and landslides. On slopes of 40 percent or greater, these problems may happen even without development. Generally, the greater the intensity of development in a steep slope area, the greater the impacts.

Policy 9.109C

Preserve severe landslide hazard areas from development.

Policy 9.109D

Require best erosion and sedimentation prevention practices be used on construction projects. These may include:

1. Retain or replace native ground cover immediately after the disturbance has ended in development areas subject to erosion hazards;
2. Reduce the site coverage of the development; and
3. Consider limiting construction work to dryer seasons to reduce erosion and sedimentation.

Where development occurs in steep slope, landslide, or erosion areas, revegetation of the site should take place immediately after site disturbance has ended, ~~as-~~ ~~Bb~~ bare slopes easily erode and are less stable without vegetation. Other mitigation methods include tight-lining storm drainage from the slopes and limiting construction in these areas to the dry period of the year.

Policy 9.109E

Require appropriate engineering, building design, and construction measures to minimize the risk of structural damage and fire and injury to occupants, and to prevent post-seismic collapse in areas with severe seismic hazards.

Seismic hazard areas are found in areas where ground movement is great (such as steep slope areas or wetlands). When earthquake resilient building and construction measures are used, such as pilings ~~down~~ to good load bearing soils, earthquake-related structural damage and injuries are minimized.

Policy 9.109F

Require special studies to evaluate seismic risks to reduce the risks to buildings prior to development in severe seismic hazard areas.

In seismic hazard areas, additional studies are necessary to ensure that soils can adequately support the proposed development's type of construction.

Policy 9.109G

Work with adjacent jurisdictions and other affected entities to protect steep slopes, landslide, erosion, and seismic hazard areas.

Most of the steep slopes, landslide, erosion and seismic hazard areas are located on the City's borders, adjoining other jurisdictions. ~~Working, which means that working~~ together ~~with those jurisdictions~~ will likely provide more protection for these areas and result in fewer problems.

GOAL 9.110

Preserve and protect the natural flood storage function of floodplains.

Policy 9.110A

Emphasize non-structural methods in planning for flood prevention and damage reduction. Design new developments or land modifications in the 100-year floodplains to maintain natural flood storage functions and minimize hazards.

New development should be designed to maintain natural flood water storage functions. Failing to do so causes nearby properties to flood.

Policy 9.101B

Protect 100-year floodplains by limiting development and encouraging low-impact uses such as open space, trails, and parks, locating roads and structures above the 100-year flood level, and requiring new development to replace existing flood storage capacity lost due to filling.

Increasing the building density in a floodplain decreases the storage capacity of the floodplain.

Why care about structures in floodplains?

Any new structure that is constructed within the floodplain decreases the flood storage capacity within the floodplain. This is similar to placing a number of bricks into a bucket full of water. The volume of the bricks displaces a like volume of water thereby decreasing the carrying capacity of the water bucket.

Policy 9.119C

Allow no permanent structures within the floodway due to risks associated with deep and fast-flowing waters, unless appropriate flood control measures have been taken. Allow no land uses in a floodway that would divert water from the floodway, change flood elevation or obstruct natural flow, unless appropriate flood control measures have been taken such that there are no additional offsite impacts and no degradation of water quality. Allow no development in the floodway fringe that would reduce the existing level of flood storage.

No structures should be allowed in the stream channel (i.e., floodway). Within the floodway fringe, any new development should be allowed only if the existing level of flood storage capacity is maintained.

Policy 9.119D

Permit no permanent structures, and allow no grading or filling along small streams for which the floodway has not been identified. In such a case, treat the entire floodplain as a floodway.

There are small streams in SeaTac for which no floodway has been defined. To minimize damage to property, no building should be constructed in the entire potential floodway until the floodway is identified.

GOAL 9.121

Maintain wildlife through the preservation and enhancement of fish and wildlife habitat through acquisition, incentives, and other techniques with particular attention to habitat for species that have been identified as endangered or threatened.

The Puget Sound Chinook salmon is listed as a threatened species by the US Fish and Wildlife Service. This requires state and local governments to protect and enhance habitat for salmon, which also benefits other anadromous fish.

Policy 9.121A

Protect and enhance fish and wildlife habitat corridors where steep slopes, wetlands, stream ravines, or stream corridors provide a continuous corridor that provides food, shelter, and water and where there are minimal impacts due to human intrusion.

Continuous undisturbed areas with a water source (wetland), food source (wetlands and forests), and areas of shelter (forested areas) that have minimal intrusion by people provide the best wildlife habitat functions. In SeaTac, these corridors are located along the steep slopes and stream canyons on Des Moines Creek and Miller Creek.

Lower development densities are generally recommended in these areas to preserve the extent of the undisturbed areas as much as possible.

Policy 9.121B

When developing on forested property adjacent to steep slopes, wetlands, stream ravines, or stream corridors, encourage development to provide additional buffer areas to provide wildlife and fisheries habitat. Incentives for additional buffers may include:

1. Density Bonuses.
2. Lot Clustering.

In areas adjacent to wetlands, stream ravines, or streams, clustering of development should be encouraged to allow greater buffers between the development and the sensitive area. This increases the functional and biological value of the sensitive area, provides a greater wildlife habitat area, and provides an amenity for the residents or users of the development.

Policy 9.121C

Foster native vegetation and control invasive species to preserve and enhance fish and wildlife habitat.

Environment Element

Very little habitat in SeaTac remains in an undisturbed, natural state. Exotic, invasive plant species have replaced native vegetation in most areas, providing poor habitat for fish and wildlife. Revegetating with native species improves the ecological value of habitat and provides a public benefit to SeaTac residents.

Shorelines

In 2019, the City's updated Shoreline Master Program (SMP) was approved by the State. Only one water body in the City is subject to the Shoreline Management Act: Angle Lake. The City's SMP is a stand-alone document with an adoption by reference to applicable portions of the City's Environmentally Sensitive Areas Ordinance. Pursuant to RCW 36.70A.480, the goals and policies of the City's Shoreline Master Program are considered an element of the City's Comprehensive Plan. The major goals and policies are contained in this sub-element for topic areas in the Shoreline Master Program that are overarching and comprehensive in nature. For specific policies refer to Chapters 34, 46, and 7 of the Master Program.

As required by the Shoreline Management Act in RCW 90.58.100, the following elements have been considered in the preparation of the Master Program for the City of SeaTac: Economic Development, Public Access, Recreational, Circulation, Shoreline Use, Conservation, and Historic, Cultural, Scientific, and Educational. The goals and policies established for these elements are the basis for policies and regulations included under the general and specific use requirements of the Master Program.

GOAL 9.132

Ensure that any economic activity taking place along the shoreline operates without harming the site's environmental quality or adjacent shorelands and that new non-residential development provides public access to the shoreline for water-enjoyment activities.

Policy 9.132A

Require proposed economic use of the shoreline to be consistent with SeaTac's Comprehensive Plan. Require upland uses on adjacent lands outside of immediate SMA jurisdiction (in accordance with RCW 90.58.340) to be consistent with the purpose and intent of the Master Program as they affect the shoreline.

There are limited opportunities available for residential and commercial development on Angle Lake; however, development should continue to be allowed within the shoreline environment consistent with the underlying zoning and the current nature of development around the lake. Preference should be given to water-dependent and water-related uses in the shoreline management area.

Only one water body in the City is subject to the Shoreline Management Act: Angle Lake.

GOAL 9.143

Increase the amount and diversity of public access to the shoreline, including trails, viewing platforms, and improved piers, and preserve and enhance views of the shoreline, consistent with the natural shoreline character, private rights, and public safety.

Policy 9.143A

Provide and enhance shoreline access to Angle Lake through purchase or retention of access easements, signage of public access points, and designation and design of specific shoreline access areas for wildlife viewing. Integrate public access to shorelines as a part of the City's public trail system; priorities for public access trails include connecting the Hughes Property with Angle Lake Park.

A component of the Shoreline Management Act is to encourage more public access to the water. The greatest opportunity for access to the water is Angle Lake Park, the only public park on Angle Lake. The City owns the Hughes Property, and; future development of that parcel should allow for passive or active recreational uses on the waterfront. Any new commercial or multifamily residential development along Angle Lake should, where feasible, allow for public access to the waterfront.

Policy 9.143B

Ensure new public access does not adversely affect the integrity and character of the shoreline, or threaten fragile shoreline ecosystems by locating new access points on the least sensitive portion of the site.

One of the principles of the SMA is protection of natural shoreline functions; therefore, it is important that thoughtful site planning and placement of public access points balances public/private enjoyment of the waterfront and environmental considerations.

Policy 9.143C

Ensure the development of upland areas such as parking facilities and play areas, as well as the development of in-water and near shore structures, such as docks and swimming areas, are located and designed in ways that result in no net loss of ecological function.

There are limited areas around Angle Lake left for either commercial or residential development. On the upland portions of sites adjacent to Angle Lake, outside the shoreline management areas should be designed using the most current stormwater manual such that impacts from upland development will not have an adverse affect on Angle Lake.

Policy 9.143D

Access should be provided for a range of users including pedestrians, bicyclists, boaters and people with disabilities to the greatest extent feasible.

Angle Lake Park accommodates a wide range of users and passive and active recreational opportunities. Future improvements to the park and potential public access from the Hughes Property should be designed to continue to accommodate a wide range of users and activities.

Policy 9.143E

Development, uses, and activities on or near the shoreline should not impair or detract from the public's visual or physical access to the water.

The intent of this policy is to design future public access points to maximize waterfront enjoyment, while minimizing visual impacts to the waterfront.

GOAL 9.154

Encourage diverse, water-oriented recreational opportunities in those shoreline areas that can reasonably tolerate such uses without destroying the integrity and character of the shoreline.



See the Parks, Recreation, and Open Space Element for more about Angle Lake.

What is active and passive recreation?

As examples, active recreation might include swimming, boating, and fishing. Passive recreation might include bird watching or simply viewing the lake at sunset.

Policy 9.145A

Maintain and enhance existing shoreline recreation assets at Angle Lake Park, including the existing pier and boat launch.

This policy pertains to future improvements to Angle Lake Park, such as repair or replacement of the existing dock and boat launch, and the addition of a small covered stage for plays and performances in conjunction with ongoing Parks and Recreation programs. The purpose of these improvements is to enhance the enjoyment and use of the park for the citizens of SeaTac. This policy also addresses maintenance of existing facilities to ensure the continued enjoyment of the park by the public.

Policy 9.154B

Pursue additional public access to the shoreline for recreational uses, particularly for trails and passive recreation. Explore opportunities to develop trail links within and between public properties.

Shorelines are a valuable resource in the community, and accessing this resource is necessary for the public to enjoy the resources it. During the development of the Shoreline Master Program there was much discussion on having the flexibility to somehow connect Angle Lake Park to the Hughes Property by way of easements for a trail on adjacent properties or combination of easements and floating trail. The intent was limited to that type of a connection and not a trail around the lake.

Policy 9.145C

Ensure existing and proposed recreational uses are of a safe and healthy nature and do not adversely affect the integrity and character of the shoreline or threaten fragile shoreline ecosystems.

Recreational areas on shorelines should provide the maximum benefit to the greatest number of users, and the use of these areas should be accessible to all people and be compatible with each other and so as not to conflict with other uses of the shoreline.

Angle Lake Park and potentially the waterfront portion of the Hughes property are a valuable resource both from a recreation standpoint and, in the case of the Hughes Property, also a habitat standpoint. Future improvements should focus on preserving these resources.

Policy 9.145D

Consider active and passive recreational needs in development of public shoreline access areas.

GOAL 9.165

Maintain safe, reasonable, and adequate vehicular, bicycle, and pedestrian circulation systems to shorelines and ensure that these routes have the least possible adverse effect on unique or fragile shoreline features and existing ecological systems, while contributing to the functional and visual enhancement of the shoreline.

Policy 9.165A

Locate land circulation systems as far from the land-water interface as feasible to reduce interference with either natural shoreline resources or other appropriate shoreline uses, except when necessary to provide for appropriate public access to the shoreline. Where possible avoid creating barriers between adjacent uplands and the shoreline.

Policy 9.165B

Improve access to Angle Lake through expanded non-motorized connections and transit service.

Transit service connections would be to Angle Lake Park or adjacent properties, ~~and per se.~~ Expanded non-motorized connections might include sidewalks and bike trails or lanes on local streets that connect to the park.

GOAL 9.176

Preserve, protect, and restore to the greatest extent feasible the natural resources of the shoreline, including but not limited to scenic vistas, aesthetics, and vital riparian areas for wildlife protection.

Policy 9.176A

Protect shoreline processes and ecological functions through regulatory and non-regulatory means that may include acquisition of key properties, conservation easements, regulation of development within the shoreline jurisdiction, and incentives to encourage ecologically sound design.

New development within the shoreline impacts the shoreline environment to varying degrees. By adhering to accepted design standards, such as storm drainage standards, and best management practices (BMPs), these impacts should be minimized.

Policy 9.176B

Reclaim and restore areas which are biologically and aesthetically degraded to the greatest extent feasible while maintaining appropriate use of the shoreline.

Few remaining shoreline areas on Angle Lake retain their natural native vegetation buffer areas. Such areas, where feasible, should be reclaimed and restored, as they provide essential natural habitat and shoreline protection.

Policy 9.16C

Preserve the scenic aesthetic quality of shoreline areas and vistas to the greatest extent feasible.

Scenic vantage points can be found around the lake, both from private property adjacent to the lake and from public property points such as Angle Lake Park and to a lesser extent the Hughes Property. As properties within all the shoreline designations change or redevelop over time careful consideration should be given to the scenic quality of the lake. In some cases, such as commercial development or multi-family residential development, view corridor implementation studies may be necessary.

Policy 9.176D

Preserve and restore native vegetation along the shoreline to the greatest extent feasible.

Little natural vegetation remains around Angle Lake since the lake is currently heavily urbanized. Where natural vegetation remains, it should be preserved as part of any new development of the adjacent upland properties. Residential properties should be encouraged to remove non-native species and replace them with native plant materials.

Policy 9.176E

Target Angle Lake Park for restoration of shoreline natural resources and functions while ensuring continued public access to the shoreline.

Where feasible, as Angle Lake Park is improved, opportunities to restore the natural shoreline should be considered as part of any redevelopment of the park. Such restoration work should not conflict with the public's ability to access the shoreline and enjoy the park.

GOAL 9.187

Ensure that the land use patterns within shoreline areas are compatible with shoreline environment designations and will be sensitive to and not degrade habitat and ecological systems and other shoreline resources.

Like or compatible shoreline uses should be clustered or distributed in a rational manner to promote the best possible pattern of land and water use consistent with the Shoreline Master Program.

Policy 9.187A

When determining allowable uses and resolving use conflicts within the City's shoreline jurisdiction, apply the following preferences and priorities in the order listed below:

1. Reserve appropriate areas for protecting and restoring ecological functions to control pollution and prevent damage to the natural environment and public health.
2. Reserve shoreline areas for water-dependent and associated water-related uses.
3. Reserve shoreline areas for other water-related and water-enjoyment uses that are compatible with ecological protection and restoration objectives.
4. Locate single family residential uses where they are appropriate and can be developed without significant impact to ecological functions or displacement of water-dependent uses.
5. Limit non-water-oriented uses to those locations where the above described uses are inappropriate or where non-water-oriented uses demonstrably contribute to the objectives of the Shoreline Management Act, including opportunities for ecological enhancements and public access improvements.

This policy addresses the distribution, location, and extent of uses within the shoreline management area. Angle Lake's shorelines are substantially developed. ~~Development is mostly~~ consisting of residential, with a few pockets of commercial and multifamily.



Also see Policy 9.1C regarding LID best practices, Policy 9.3E on stormwater infiltration techniques, and Goal 9.7 on enhancing natural drainage systems.

Policy 9.187B

New residential development should be designed to protect existing shoreline water views.

The original lots between Angle Lake and adjacent roads are long and narrow. ~~Many original lots of which still~~ remain, while several others have been split into smaller lots. This has created a situation where the construction ~~for reconstruction~~ of a house on the frontage lot on Angle Lake could potentially block views of the houses further inland from the lake. In the construction of a residence on these lots, the impacts to views of the shoreline to upland properties should be taken into ~~account~~ consideration.

Policy 9.187C

Only allow development and redevelopment activities within the City's shoreline jurisdiction that is designed to ensure public safety, enhance public access, protect existing shoreline and water views, and achieve no net loss of shoreline ecological functions.

Because Angle Lake is heavily developed, new development and redevelopments should strive to balance public safety, public access, and shoreline and water views with preserving ecological functions.

Policy 9.187D

Encourage and in some cases require the use of low impact development (LID) and green building practices, ~~such as those promulgated under the Leadership in Energy and Environmental Design (LEED) and Green Built programs,~~ for new development within the shoreline jurisdiction.

The shoreline area around the lake is unique, ~~and~~ As part of any new development or redevelopment within the shoreline management area, development activities should take into account and consider design standards and building techniques, where feasible, that create low impact green buildings.

Policy 9.187E

Do not allow proposed shoreline uses to infringe upon the rights of others or upon the rights of private ownership.

Policy 9.187F

Encourage shoreline uses which enhance their specific areas or employ innovative features for purposes consistent with the Shoreline Master Program.

Development should continue around the lake consistent with the existing development pattern, ~~and~~ Residential and commercial development could are encouraged to include green building techniques and materials during construction to produce structures that are more self-sufficient and reduce their impact on Angle Lake.

Policy 9.187G

Encourage restoration of shoreline areas that have been degraded or diminished in ecological value and function as a result of past activities or catastrophic events.

New development or redevelopment should consider restoration efforts that include the removal of non-native plant materials and replace them with native plant materials along the shoreline. Native plant materials are more drought-tolerant, requiring less water to thrive, and they can enhance the natural beauty of the beachfront. Restoration efforts may also include the removal and replacement of traditional bulkheads with softer, more natural materials.

GOAL 9.198

Identify, protect, preserve, and restore important archeological, historic, and cultural sites located in the shoreline jurisdiction of SeaTac for their educational and scientific value, as well as for the recreational enjoyment of the general public.

Policy 9.198A

Prevent the destruction of or damage to any site having historic, cultural, scientific, or educational value. *Although there are no known archeological or historical sites within the shoreline management area, should development activity unearth important material, it should be preserved and documented according to State law.*

Policy 9.198B

Ensure that new development is compatible with existing historic structures and cultural areas.

No historic structures currently exist within the shoreline management area. If during construction of a site along Angle Lake within the shoreline management area a cultural site be discovered, it should be excavated and documented per State law.

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 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 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.

Environment Element

| PROPOSED POLICIES | IMPLEMENTATION STRATEGIES | PRIMARY RESPONSIBILITY | TIME LINE |
|--|---|------------------------|------------|
| 9.1 BASE REGULATIONS ON CURRENT SCIENCE | | | |
| 9.1B Base regulations on Best Available Science (BAS). | In reviewing development proposals that may have an impact on any sensitive areas, consult with third party biologist and/or engineer to assess potential impacts and recommend development alternatives or mitigation. | Staff | Ongoing |
| 9.1C Make Low Impact Development (LID) techniques the preferred development approach. | Adopt current LID manuals, policies, development standards, regulations and techniques by January 1, 2017. | City Council | Short-Term |
| 9.2 ENHANCE WATER QUALITY | | | |
| 9.2A Preserve water feature functions through land use plans and development and stormwater regulations. | Work with providers to enable sewer services for new development. | Staff | Ongoing |
| | Provide adequate stormwater detention control for new development, including LID techniques. | Staff | Short-Term |
| | Update development codes to require and implement low impact development (LID) provisions. | Staff, City Council | Short Term |
| | Work with school districts to educate the public in how to maintain water quality within the natural drainage basins. | Staff | Ongoing |

Environment Element

| PROPOSED POLICIES | IMPLEMENTATION STRATEGIES | PRIMARY RESPONSIBILITY | TIME LINE |
|---|---|--|------------------|
| <p>9.2B Manage water resources to preserve ecosystem services.</p> | <p>Enforce regulations that protect water resources while allowing recreational use of those resources.</p> | <p>Staff</p> | <p>Ongoing</p> |
| | <p>Revisit and update the June 2000 Bow Lake Joint-Use Facilities Study before proceeding with implementations actions:</p> <ul style="list-style-type: none"> ☒ Develop and carry out a public input process ☒ Conduct an agency outreach process ☒ Further characterize economic impacts and benefits ☒ Identify a preferred alternative ☒ Prioritize development of publicly owned properties ☒ Environmental review | <p>Planning Commission, City Council</p> | <p>Long-Term</p> |
| | <p>Monitor storm drain outfalls and adjust water quality maintenance as necessary.</p> | <p>Staff</p> | <p>Ongoing</p> |
| <p>9.2C Work with adjacent entities to enhance water quality.</p> | <p>Coordinate implementation strategies (such as regulations) with adjacent jurisdictions. See 9.3A below.</p> | <p>Staff</p> | <p>Ongoing</p> |
| <p>9.3 ENHANCE NATURAL DRAINAGE SYSTEMS</p> | | | |
| <p>9.3A Consider entire watersheds and plan interjurisdictionally.</p> | <p>Work with Burien, Des Moines, Tukwila, and King County to ensure that regulations regarding surface water management are consistent between the cities and County for consistent surface water management.</p> | <p>City Council, Planning Commission</p> | <p>Ongoing</p> |

Environment Element

| PROPOSED POLICIES | IMPLEMENTATION STRATEGIES | PRIMARY RESPONSIBILITY | TIME LINE |
|---|---|--|-------------------|
| <p>9.3A Continued</p> | <p>Continue involvement with watershed planning efforts through participation in the Des Moines Creek Basin Planning Committee, the Miller and Walker Creek Basin Planning Committee, and the Watershed Resource Inventory Area 9 (WRIA 9) Green/ Duwamish River Watershed planning and habitat recovery efforts.</p> | <p>City of SeaTac Planning Commission, Staff</p> | <p>Short-Term</p> |
| <p>9.3B Maintain and enhance natural drainage systems.</p> | <p>Enforce regulations that prohibit or minimize the degradation of the natural drainage systems.</p> | <p>City Council, Planning Commission</p> | <p>Ongoing</p> |
| <p>9.3C Use current stormwater treatment and flow control standards on new and redevelopment projects.</p> | <p>Enforce regulations and methods that would protect quality and quantity of stormwater runoff entering SeaTac’s streams and wetlands.</p> | <p>City Council, Planning Commission</p> | <p>Ongoing,</p> |
| <p>9.3D Require resource industries management practices that protect drainage systems.</p> | <p>Enforce regulations and methods that minimize the amount of erosion, sedimentation, and water pollutants created by resource industries.</p> | <p>City Council, Planning Commission</p> | <p>Ongoing,</p> |
| <p>9.4 IMPROVE AIR QUALITY</p> | | | |
| <p>9.4A Continue to support and rely on State, federal, and local programs to protect air quality.</p> | <p>Work with the Puget Sound Air Quality Control Agency and with Federal and State agencies to ensure that air quality is protected within SeaTac.</p> | <p>Staff</p> | <p>Ongoing</p> |
| <p>9.4B Require vegetation and landscaping to filter particulates.</p> | <p>Enforce landscape codes that allow the use of existing vegetation to be used for biofiltration.</p> | <p>City Council, Planning Commission</p> | <p>Ongoing,</p> |

| PROPOSED POLICIES | IMPLEMENTATION STRATEGIES | PRIMARY RESPONSIBILITY | TIME LINE |
|---|--|--|----------------|
| <p>9.4C Support programs that reduce Vehicle Miles Traveled (VMT) and locally generated air emissions.</p> | <p>Work with local business to adopt “Transportation Demand Management Programs” (TDM) to encourage their employees to use alternative forms of transportation to reduce vehicle trips and emissions.</p> | <p>City Council, Planning Commission</p> | <p>Ongoing</p> |
| | <p>Enforce regulations that require new development to adopt TDM programs.</p> | <p>City Council, Planning Commission</p> | <p>Ongoing</p> |
| <p>9.5 REDUCE GREENHOUSE GAS EMISSIONS AND ADDRESS CLIMATE CHANGE</p> | | | |
| <p>9.5A Commit to meeting State and County greenhouse gas emissions reduction targets.</p> | <p>Advocate for a comprehensive approach that requires responsible, science-based limits on climate pollution and market-based prices for emissions.</p> | <p>City Council</p> | <p>Ongoing</p> |
| <p>9.5B Reduce vehicle greenhouse gas emissions.</p> | <p>Support statewide clean fuel standards and participate in regional efforts to expand the use of low emission and zero emission vehicles. Partner on catalytic pilot projects such as:</p> <ul style="list-style-type: none"> ☒ Expansion of electric vehicle charging stations available at public facilities, ☒ Incentives that encourage building owners to have EV-ready building systems, and ☒ Construction of bicycle infrastructure such as cycle tracks, dedicated lanes, and greenways. | <p>City Council</p> | <p>Ongoing</p> |

Environment Element

| PROPOSED POLICIES | IMPLEMENTATION STRATEGIES | PRIMARY RESPONSIBILITY | TIME LINE |
|---|---|---|------------|
| 9.5C Limit energy use and emissions in buildings. | Work with energy utilities to develop a regional retrofit program to lower energy use in existing residential and commercial buildings and coordinate with existing programs. | City Council | Ongoing |
| | Support implementation of the Washington State Energy Code. | City Council | Ongoing |
| | Demonstrate innovation in local codes, ordinances, and partnerships to encourage green building, in particular through the Regional Code Collaboration. | City Council, City Staff | Ongoing |
| 9.5D Foster community-wide renewable energy use. | Support implementation of Washington State Renewable Portfolio Standard and strong federal policy on reducing GHG emissions from power production. | City Council | Ongoing |
| | Work with local utilities to help transition to increasingly renewable and efficient energy resources for electricity and heating. | City Staff | Ongoing |
| | Remove regulatory barriers to small scale local energy projects. | City Council, Planning Commission, Staff | Ongoing |
| | Partner on catalytic pilot projects such as pilot incentives to encourage building owners to have solar-ready rooftops. | City Council, Planning Commission, Staff | Ongoing |
| 9.5E Increase natural carbon storage by increasing tree canopy. | Develop a street and city lands tree program. | City Staff, City Council | Short Term |
| | Maintain healthy urban forests, such as those in the Des Moines Creek corridor and around Tub Lake. | City Council, Planning Commission, City Staff | Ongoing |

Environment Element

| PROPOSED POLICIES | IMPLEMENTATION STRATEGIES | PRIMARY RESPONSIBILITY | TIME LINE |
|--|--|-----------------------------------|-----------|
| 9.5F Reduce GHG emissions in City operations. | Reduce fuel consumption through efficient fleet management practices. | Staff | Ongoing |
| | Support ways to create ongoing funding for government agency projects related to energy efficiency, renewable energy, and transportation emissions reduction. | City Council | Ongoing |
| 9.5G Increase the recycling rate citywide. | Work with solid waste utilities on outreach to businesses and city residents and to develop and implement education programs | Staff | Ongoing |
| 9.5H Develop plans to adapt to climate change. | Review Emergency Management plans and amend as necessary. Climate change-related amendments may include identifying vulnerable areas and developing adaptation measures. | City Council, Staff | Ongoing |
| 9.6 PROTECT STREAMS AND LAKES | | | |
| 9.6A Preserve stream corridor buffers. | Enforce regulations that mandate a minimum buffer area between streams, lakes, and wetlands. | City Council, Planning Commission | Ongoing |
| 9.6B Preserve, protect, and restore natural stream channels. | Enforce regulations that protect natural stream channels. | City Council, Planning Commission | Ongoing |

Environment Element

| PROPOSED POLICIES | IMPLEMENTATION STRATEGIES | PRIMARY RESPONSIBILITY | TIME LINE |
|--|---|--|-------------------|
| <p>9.6C Use State standards and guidance for in-channel and in-water construction.</p> | <p>Update regulations to reference State standards and guidance for in-channel and/or in-water construction, or incorporate state regulations into SMC Chapter 15.30.</p> | <p>Staff</p> | <p>Short-Term</p> |
| <p>9.6D Rehabilitate degraded stream channels and banks.</p> | <p>Work with the school district, nonprofit organizations, and other public agencies to implement programs to rehabilitate streams and creeks. Such programs could be implemented separately or combined and may include:</p> <ul style="list-style-type: none"> ☒ Establishing a school curriculum from K-12 that would adopt and rehabilitate a creek. ☒ Working with public agencies or a nonprofit agency, such as the Adopt-A-Stream Foundation, in coordination with school programs. | <p>Staff</p> | <p>Ongoing</p> |
| <p>9.6E Require stormwater infiltration techniques to maintain natural flows streams.</p> | <p>Update development codes to encourage use of LID techniques.</p> | <p>City Council, Staff</p> | <p>Short Term</p> |
| | <p>Retain existing wetlands and creeks on the site of new development and require the maintenance of natural features.</p> | <p>City Council, Planning Commission</p> | <p>Ongoing</p> |
| <p>9.7 ENHANCE WETLANDS</p> | | | |
| <p>9.7A Preserve and enhance wetlands with buffers from adjacent new development.</p> | <p>Enforce development regulations at significant wetlands.</p> | <p>City Council, Planning Commission</p> | <p>Ongoing</p> |

Environment Element

| PROPOSED POLICIES | IMPLEMENTATION STRATEGIES | PRIMARY RESPONSIBILITY | TIME LINE |
|---|--|--|-------------------|
| <p>9.7B Develop public access to wetlands for scientific and recreational use.</p> | <p>Develop regulations that would allow public access to sensitive areas habitat; provided, that such access does not impact such habitat areas.</p> | <p>City Council, Planning Commission</p> | <p>Ongoing</p> |
| <p>9.7C Allow the reasonable use of property containing wetlands if the adopted criteria can be met.</p> | <p>Enforce regulations that allow the reasonable use of a piece of property that is totally impacted by a "Sensitive Area."</p> | <p>City Council, Planning Commission</p> | <p>Ongoing</p> |
| <p>9.7D Prohibit altering of wetlands for speculative purposes.</p> | <p>Enforce specific regulations to prohibit speculative landfills in wetland areas.</p> | <p>City Council, Planning Commission</p> | <p>Ongoing</p> |
| <p>9.7E Maintain water level fluctuations similar to natural conditions.</p> | <p>Enforce regulations that would ensure the water level fluctuations within wetland areas are maintained similar to natural conditions as part of new development.</p> | <p>City Council, Planning Commission</p> | <p>Ongoing</p> |
| <p>9.8 PROTECT GROUNDWATER AQUIFERS</p> | | | |
| <p>9.8A Protect aquifers from contamination.</p> | <p>Work with the Water Districts, Dept. of Ecology and others to delineate aquifer recharge areas and determine if additional regulations to protect these areas are needed.</p> | <p>Staff</p> | <p>Short-Term</p> |
| | <p>Update regulations as necessary.</p> | <p>Staff</p> | <p>Short-Term</p> |
| <p>9.8B Protect streams, wetlands, and lakes from contamination.</p> | <p>Enforce regulations to minimize impacts from new development.</p> | <p>Staff</p> | <p>Ongoing</p> |

| PROPOSED POLICIES | IMPLEMENTATION STRATEGIES | PRIMARY RESPONSIBILITY | TIME LINE |
|---|---|-----------------------------------|-----------|
| 9.9 PROTECT STEEP SLOPE, LANDSLIDE, EROSION, AND SEISMIC HAZARD AREAS | | | |
| 9.9A Design land use development to prevent environmental degradation and enhance habitat. | Enforce regulations to minimize impacts from new development. | Staff | Ongoing |
| 9.9B Decrease development density as slopes increase. | Enforce regulations that would limit or prohibit development on steep areas. | Staff | Ongoing |
| 9.9C Preserve severe landslide hazard areas from development. | Limit development within severe landslide areas. | Staff | Ongoing |
| 9.9D Require best erosion and sedimentation management practices on construction projects. | Enforce regulations that require special construction practices to reduce or prevent erosion and sedimentation in erosion hazard areas. | City Council, Planning Commission | Ongoing |
| 9.9E Require appropriate engineering, building design and construction measures to minimize the risk of structural damage, fire and injury to occupants, and to prevent post-seismic collapse in areas with severe seismic hazards. | Enforce building and fire codes that require construction to standards that account for the severity and frequency of seismic activity in the Puget Sound area. | City Council | Ongoing |

| PROPOSED POLICIES | IMPLEMENTATION STRATEGIES | PRIMARY RESPONSIBILITY | TIME LINE |
|---|---|--|----------------|
| <p>9.9F Require seismic studies to evaluate risks and use appropriate engineering and construction measures.</p> | <p>Enforce building and fire codes that require construction to standards that account for the severity and frequency of seismic activity in the Puget Sound area.</p> | <p>City Council</p> | <p>Ongoing</p> |
| <p>9.9G Work with other affected entities to protect steep slopes, landslide, erosion, and seismic hazard areas.</p> | <p>Provide notice of development proposals to adjacent jurisdictions when those proposals are within or near these types of sensitive areas on a shared boundary.</p> | <p>Staff</p> | <p>Ongoing</p> |
| | <p>When reviewing proposals from adjacent jurisdictions in areas where these types of sensitive areas are located, consider potential impacts to these sensitive areas.</p> | <p>Staff</p> | <p>Ongoing</p> |
| <p>9.10 PRESERVE FLOODPLAINS</p> | | | |
| <p>9.10A Maintain natural flood storage functions and minimize hazards.</p> | <p>Floodplain areas are designated by the Federal Emergency Management Agency. Enforce regulations that restrict development in such areas.</p> | <p>City Council, Planning Commission</p> | <p>Ongoing</p> |
| <p>9.10B Protect floodplains by limiting development, encouraging low-impact uses, and requiring new development to replace existing flood storage capacity.</p> | <p>Floodplain areas are designated by the Federal Emergency Management Agency. Enforce regulations that restrict development in such areas.</p> | <p>City Council, Planning Commission</p> | <p>Ongoing</p> |

| PROPOSED POLICIES | IMPLEMENTATION STRATEGIES | PRIMARY RESPONSIBILITY | TIME LINE |
|--|---|--|----------------|
| <p>9.10C Allow no permanent structures nor land uses in a floodway that would divert water from the floodway, change flood elevation obstruct natural flow, or reduce existing level of flood storage capacity.</p> | <p>Floodplain areas are designated by the Federal Emergency Management Agency (FEMA). Enforce regulations that restrict development in such areas.</p> | <p>City Council, Planning Commission</p> | <p>Ongoing</p> |
| <p>9.10D Do not permit permanent structures along small streams non-identified floodways.</p> | <p>Identify the floodplain on smaller stream corridors (other than Miller and Des Moines Creeks) and enforce regulations that would control development in the same manner as development within floodplain areas designated by FEMA.</p> | <p>City Council, Planning Commission</p> | <p>Ongoing</p> |
| <p>9.11 ENHANCE WILDLIFE HABITAT</p> | | | |
| <p>9.11A Protect and enhance fish and wildlife habitat corridors.</p> | <p>Adopt regulations that protect wildlife habitat areas for endangered or threatened species.</p> | <p>City Council, Planning Commission</p> | <p>Ongoing</p> |
| | <p>Continue working with King County and City of Des Moines to monitor the performance of the Des Moines Creek Basin Plan.</p> | <p>Staff</p> | <p>Ongoing</p> |
| | <p>Adopt regulations that would require buffer areas adjacent to wetlands, streams and creeks, and steep slope areas.</p> | <p>City Council, Planning Commission</p> | <p>Ongoing</p> |
| <p>9.11B Encourage development to provide wildlife buffer areas.</p> | <p>Enforce regulations that allow the clustering of residential units (in both single family and multi-family zones) to preserve as much open space area as possible.</p> | <p>City Council, Planning Commission</p> | <p>Ongoing</p> |

| PROPOSED POLICIES | IMPLEMENTATION STRATEGIES | PRIMARY RESPONSIBILITY | TIME LINE |
|---|---|--|-------------------|
| <p>9.11C Preserve and enhance habitat by fostering native vegetation and controlling invasive species.</p> | <p>Develop regulations requiring all new development to establish native vegetation as the dominant plant species in buffers around wetlands, streams, creeks, and steep slope areas.</p> | <p>City Council, Planning Commission</p> | <p>Short-Term</p> |
| | <p>Develop regulations allowing buffer width reductions for redevelopment situations as part of an approved vegetation management plan.</p> | <p>City Council, Planning Commission</p> | <p>Short-Term</p> |
| <p>9.12-9.18 IMPLEMENTATION ACTIONS RELATED TO THE SHORELINES POLICIES CAN BE FOUND IN TITLE 18 OF THE SEATAC MUNICIPAL CODE AND THE SEATAC SHORELINE MASTER PROGRAM</p> | | | |

UTILITIES ELEMENT

Table of Contents

INTRODUCTION..... X

SeaTac’s Vision for Utilities..... X

Purpose of Element..... X

Role in State, Regional, and County Planning Framework..... X

Consistency with Other Elements..... X

~~**MAJOR CONDITIONS**..... 4~~

GOALS AND POLICIES X

GOAL 6.1 ENSURE BASIC UTILITY SERVICES..... X

GOAL 6.2 ENSURE UTILITY SERVICE..... X

GOAL 6.3 BALANCE UTILITY SERVICE WITH OTHER CONCERNS X

GOAL 6.4 ENSURE TIMELY PERMIT PROCESSING X

GOAL 6.5 COORDINATE PLANNING FOR
UTILITY FACILITY DEVELOPMENT..... X

GOAL 6.6 PROMOTE RESOURCE CONSERVATION
AND EFFICIENCY X

GOAL 6.7 COORDINATE WITH UTILITY PROVIDERS
AND OTHER PLAN ELEMENTS X

RECOMMENDED IMPLEMENTATION STRATEGIES..... X

Maps

Map 6.1. Sewer Districts.....

Map 6.2. Water Districts

Map 6.3. Energy Systems

Map 6.4. Natural Gas and Fuel System

INTRODUCTION

*Utilities Element***SeaTac's Vision for Utilities**

Looking toward 2044, SeaTac will implement the community's vision for the location and amount of growth, and support the provision of utilities to serve growth and development. The City will help to ensure the equitable, safe, and resilient provision of public and private utility services for all community members. For those utilities provided by private companies, the City will coordinate with providers to support ongoing sufficient delivery to the community.

Purpose of Element

This Element addresses utilities, which are essential components of a community's infrastructure. "Utilities" or "Public Utilities" means enterprises or facilities serving the public by means of an integrated system of collection, transmission, distribution, and processing facilities through more or less permanent physical connections between the plant of the serving entity and the premises of the customer. Included are systems for the delivery of natural gas, electricity, telecommunication services, and water for the disposal of sewerage. (Washington Department of Commerce, Procedural Criteria Chapter 365-195 WAC).

Sewer and water services are provided by four sewer and five water districts that operate in SeaTac and the surrounding cities.

In addition to these utilities, SeaTac owns and operates a surface water utility, a system of stormwater infrastructure that collects and conveys stormwater runoff from public and private properties to our lakes, wetlands, streams, and eventually Puget Sound. The City's Surface Water Utility and Surface Water Management Plans identify goals and provide detailed descriptions of programs and services.

The Surface Water Utility coordinates compliance efforts for the Western Washington Phase II Municipal Stormwater Permit (also known as the NPDES Permit), a federal stormwater permit. The overarching purpose of the NPDES permit is to protect and improve our natural water ways – creating a healthy environment. The Surface Water Utility is the only utility the City of SeaTac provides directly.

Puget Sound Energy (PSE) and Seattle City Light Department are the electrical service providers, Puget Sound Energy is the natural gas provider, and the telephone utility is Century Link. Federally licensed cellular telephone communications companies serving SeaTac include most of the major cellular communication providers. Cable television services and high-speed internet services are provided by Comcast or cellular providers. The electric, natural gas, pipeline, solid waste, and telephone utilities serving SeaTac are regulated by the Washington Utilities and Transportation Commission (WUTC), except for Seattle City Light, which serves the portion of SeaTac north of S. 160th Street.

Curbside solid waste recycling collection services are provided by Recology CleanScapes under contract with the City, although the City does not require mandatory solid waste service for all residences or businesses. Consequently, not all households or businesses in the City are served by the available collection services. Solid waste service is required for multifamily buildings with more than four units, to include recycling service. For single family residential and commercial customers, the solid waste/recycling service is voluntary. The single family

Utilities Element

residential service includes embedded yard/food waste collection. Comprehensive solid waste planning, transfer system and disposal are provided by the King County Solid Waste Division under an interlocal agreement with the City.

Role in State, Regional, and County Planning Framework

The Growth Management Act requires all comprehensive plans provide a Utilities Element that addresses the location and capacity of all existing and proposed utilities, including electrical lines, telecommunication lines, and natural gas lines (RCW 36.70A.070(4)).

Puget Sound Regional Council Vision 2050 Multicounty Planning Policies call for regional planning that supports the adequate provision of utility services and facilities in a timely, coordinated, efficient, and cost-effective manner that supports local and regional growth planning objectives.

King County's Countywide Planning Policies align with Vision 2050 and describe utilities as infrastructure and services that provide water, sewage treatment and disposal, solid waste disposal, energy, telecommunications, and human and community services. Providing these utilities in a cost-effective way is essential to maintaining the health and safety of King County residents and to implementing the Regional Growth Strategy. Regarding each area of service, Countywide Planning Policies address the following:

- Water Supply--Conservation and efficient use of water resources are vital to ensuring the reliability of the region's water supply, the availability of sufficient water supplies for future generations, and the environmental sustainability of the water supply system.
- Sanitary Sewer— Within the Urban Growth Area, connection to sanitary sewers is necessary to support the Regional Growth Strategy and to accommodate urban densities. Alternatives to the sanitary sewer system and the typical septic system are becoming more cost effective and therefore, more available. Alternative technology may be appropriate when it can perform as well or better than sewers in the Urban Growth Area. Septic systems are not considered to be alternative technology within the Urban Growth Area.
- Solid Waste— King County and the entire Puget Sound region are recognized for successful efforts to collect recyclable waste. Continuing to reduce and reuse waste will require concerted and coordinated efforts well into the future. It is important to reduce the waste stream going into area landfills to extend the usable life of existing facilities and reduce the need for additional capacity.
- Energy— While King County consumers have access to electrical energy derived from hydropower, there are challenges for securing long-term reliable energy and for becoming more energy efficient.
- Telecommunications— A telecommunications network throughout King County is essential to fostering broad economic vitality and equitable access to information, goods and services, and opportunities for social connection.

Consistency with Other Elements

This Element of the Comprehensive Plan is intended to provide vision and policy direction for utilities within the City of SeaTac. It is closely coordinated with the Land Use, Capital Facilities, and Environment Elements.

Major Conditions

Major utilities conditions include:

- Some developed areas of the City are not connected to sanitary sewers.
- The City does not require connection to sanitary sewer service even when it is available.
- The City is served by four sewer and five water districts, including a separate water system serving Seattle-Tacoma International Airport. This complicates interjurisdictional coordination and the ability to assess system capacity in terms of forecast population and employment growth.
- Approximately 25 percent of code compliance calls to the City are for problems related to accumulated garbage and trash (2013 data). The City does not require solid waste service for all residences or businesses. Solid waste collection is mandatory for multifamily buildings with more than four units but is voluntary for all others.
- The City's stormwater infrastructure is aging, with some sections well beyond their expected lifespan. The Surface Water Utility is evaluating this infrastructure with the goal of repairing or replacing it as appropriate.

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.

GOAL 6.1

Ensure that households and businesses in the City are served by basic utility services at accepted urban service levels.

Policy 6.1A

Acknowledge electrical power, sanitary sewer, domestic water, stormwater, solid waste, and high speed internet as basic utility services.

Policy 6.1B

Coordinate with utility providers to identify areas not currently served by basic utilities, and facilitate efforts between the utility providers, local residents and other agencies as appropriate to formulate and implement plans to provide service to unserved areas of the City.

Policy 6.1C

Require new development connect to sanitary sewer when service is available within 300 feet of the property.

Policy 6.1D

Work with services providers to ensure all residents have access to safe, reliably maintained, and sustainable drinking water source that meets current and future capacity demands.

Policy 6.1E

Work with services providers, local jurisdictions, and tribal governments to make a coordinated plan for long-term water protection and capacity to support future growth, and to address the potential impacts of climate change and fisheries protection has on the regional water resources.

GOAL 6.2

Ensure that utilities necessary to support development and a modern economy are available or can be provided to serve projected population and business growth.

Policy 6.2A

Provide local forecast data to utility districts to facilitate periodic updates of districts' Capital Improvement Plans.

Utility providers typically use PSRC Transportation Analysis Zone (TAZ) data for demographic forecasts to support their CIP updates. PSRCTAZs rarely align with utility district boundaries.

Policy 6.2B

Coordinate with utility providers regarding major new projects at the earliest possible planning stage. Consider, and encourage demand management, maintenance, and conservation of existing services and facilities prior to and as an alternatives for ~~to developing~~ new facilities and alternative locations for new facilities.

GOAL 6.3

Facilitate the provision of reliable utility service in a way that balances legitimate public concerns over the safety, health, and aesthetic impacts of utility infrastructure, consumers' interest in paying an equitable fair and reasonable price for the utilities product, and the utility infrastructure's impacts on the natural environment.

Policy 6.3A

Review and amend franchise agreements with utility providers as necessary to ensure restraint and sensitivity to neighborhood character when trimming tree limbs around aerial utility lines.

Many roadway sections have established trees, such as the elms along Des Moines Memorial Drive S., and the City plans to add street trees to many other streets. These trees should be carefully pruned to avoid disfiguring or damaging the trees and to avoid conflict with utility lines.

Policy 6.3B

Work with utility providers to ensure that new facilities are designed to minimize adverse aesthetic impacts on surrounding land uses.

Some utility facilities, such as wireless communication facilities, electrical substations and transmission lines, and telephone switching stations can be large, visually intrusive, and/or out of character with the surrounding neighborhood. However, these facilities often need to be located in the neighborhoods they serve; therefore, ~~design~~ design, siting, and landscaped screening ~~are~~ are important factors to minimize negative aesthetic impacts.

Policy 6.3C

Regulate construction of utility facilities within critical areas in accordance with applicable standards.

Chapter 15. ~~30-700~~ of the SeaTac Zoning Code establishes specific provisions for utilities development in sensitive areas, including floodplains and wetland buffers. These regulations should be enforced in a manner which balances the protection of environmentally sensitive areas with the need to provide utility service.

Policy 6.3D

Require the undergrounding of new utility distribution lines and high voltage electrical transmission lines when not cost-prohibitive. Apply the filed rates and tariffs and/or regulations, if any, to the serving utility.

Underground electrical and telecommunication lines are less visually obtrusive and less subject to service disruptions.

Policy 6.3E

Require the undergrounding of existing utility distribution lines as streets are improved or reconstructed, and/or as areas are redeveloped, in accordance with the filed rates and tariffs and/or regulations, if any, applicable to the serving utility. Prioritize undergrounding of lines within view corridors.

Policy 6.3F

Encourage system design that minimizes the number and duration of service interruptions.

Utilities such as water and natural gas systems often provide greater reliability when they are "looped" in a manner that provides alternative sources in the event of service disruption. Other utilities, such as telecommunications and electrical distribution lines are more reliable when installed underground. The City should encourage these practices.

Utilities Element

Policy 6.3G

Regulate the siting of Wireless Communications Facilities (WCFs) to minimize aesthetic impacts. Discourage siting of WCFs on arterial rights-of-way where they would interfere with undergrounding of other utilities.

Because WCFs can have negative aesthetic impacts to the City, it is important that the City have the flexibility to control the siting of these facilities with regard to aesthetic concerns.

Policy 6.3H

Coordinate with other jurisdictions and service providers to provide reliable and affordable utilities and services to the public.

Policy 6.3I

Work with service providers to promote the reduction of solid water production and encourage reuse, recycling, and composting efforts.

GOAL 6.4

Process permits and approvals for utility facilities in a fair and timely manner.

Policy 6.4A

Review and amend existing regulations as necessary to allow utility maintenance, installation, and replacement.

Lengthy review periods and excessive regulation can add to the cost and difficulty of providing needed utility services. City regulations and staff resources should be applied in a manner that balances legitimate public health, safety, and welfare concerns with the need to ensure cost-effective development.

Policy 6.4B

Provide for an efficient, cost-effective, and reliable utility service by preserving land for utility lines, including locations within transportation corridors.

The City should preserve public rights-of-way for utility distribution facilities. The City should also work with utility providers to identify the desired amount and location of land needed for additional utility facilities serving the expected levels and types of growth. This could include facilities such as additional electrical substations and water storage facilities.

GOAL 6.5

Coordinate planning for utility facility development with surrounding jurisdictions and utility providers.

Policy 6.5A

Coordinate the formulation and periodic update of the Utilities Element (and relevant implementing development regulations) with adjacent jurisdictions.

Policy 6.5B

Coordinate and seek cooperation with other jurisdictions in the implementation of multi-jurisdictional utility facility additions and improvements. Coordinate land use decision-making processes to achieve consistency in timing and substantive requirements.

Policy 6.5C

Utilities Element

Encourage, when feasible and prudent, joint use (co-location) of utility corridors. Promote coordinated construction timing to minimize construction-related disruptions to the public.

It is desirable to coordinate utility installation, replacement and upgrading in a manner which encourages joint use of utility corridors and trenches, especially when such work takes place in roadways. In some cases, applicable law and prudent utility practice may make this infeasible.

Policy 6.5D

Provide timely and effective notice to utilities providers of the construction, maintenance, or repair of streets, roads, highways, or other facilities, and coordinate such work with the serving utilities to ensure utility needs are appropriately considered.

Policy 6.5E

Encourage communication with the [Washington Utilities and Transportation Commission \(WUTC\)](#) and utilities regulated by the WUTC regarding the requirements of the Growth Management Act.

The concurrency principle established in the Growth Management Act requires the provision of needed public utilities at the time a project is ready for occupancy. This requires a proactive approach to the provision of utilities. Since the WUTC regulates some utilities, it is important that the mandate of concurrency be embedded in WUTC regulations and procedures.

Policy 6.5F

Work with county and state agencies to prepare for potential emergencies in coordinating a debris management plan so debris can be properly disposed and recycled.

GOAL 6.6

Promote resource conservation and conversion to renewable resources or more efficient systems to meet increased demand for utilities.

Policy 6.6A

Promote and facilitate resource conservation and efficient systems and service to delay the need for additional utility facilities, improve air quality, and achieve other environmental benefits.

Conservation of resources can often delay the need to add costly new facilities. Many utilities realize the benefit of conservation. For example, electrical utilities will often subsidize programs that encourage home and hot water heater insulation, conversion of lighting systems from incandescent to fluorescent or LED bulbs, and other conservation measures.

Policy 6.6B

Promote the conversion to cost-effective, environmentally sensitive alternative technologies and renewable [and low-carbon](#) energy sources.

Conversion from one resource to another can increase efficiency or decrease cost. For example, converting home heating to passive or active solar heating can be more efficient and cost-effective. Some alternatives may become more cost-effective over time and with more common use.

Policy 6.6C

Support development of a widespread electrical and/or gaseous fuel (e.g., compressed natural gas) infrastructure to provide more options to reduce vehicular pollution and continue the conversion of City fleet vehicles to cleaner energy sources.

Vehicle emissions are a primary source of pollution in urbanized areas, ~~however,~~ ~~vehicles~~ running on electricity, natural gas, or propane produce less pollutants. The development of supporting infrastructure facilitates

Utilities Element

conversion to other vehicle types.

Policy 6.6D

Employ cost-effective measures to conserve energy and other resources, and reduce, reuse, and/or recycle resources in the City's facilities and activities.

The City can set the example for the community with innovative energy conservation and recycling programs. For example, the City recycles all acceptable recyclables, collects organics for composting at all City facilities, and has installed thermal pane windows and automatic systems for turning off office lights at City Hall. ~~Additionally,~~ the City has all-electric fleet vehicles and has an electric vehicle charging station at City Hall available to the public.

Policy 6.6E

Work with the City's solid waste contractor and King County Solid Waste Division to promote, and facilitate the use of measures which reduce, reuse, and/or recycle resources, including food and other solid waste throughout the City, to contribute toward achieving countywide waste prevention and recycling goals.

Reducing the volume of material going to landfills can reduce the cost of solid waste service for everyone, ~~and-~~ recycling reduces the need for more raw materials to produce plastics, paper and aluminum products.

Policy 6.6F

Work with the water districts serving the City to address the long-term water needs.

The water districts serving the City have historically obtained their water largely from the City of Seattle water utility. With the population and employment growth anticipated in Seattle over the next twenty years, Seattle will not be able to continue supplying water to suburban areas, so the districts have been working to develop other sources, including new wells. ~~It is important to consider that~~ climate change is likely to will have an impact on water resources, including -Ddeclining snowpack and warmer temperatures, which will -likely mean lead to dryer summers and more stress on water resources.

Policy 6.6G

Enforce codes to ensure sufficient and conveniently located space for garbage and recycling collection containers in commercial and multifamily development.

GOAL 6.7

Coordinate utilities provision with the Land Use Element's land use designations and other Plan policies.

Policy 6.7A

Coordinate City land use planning with utility providers' planning. Adopt procedures that encourage providers to utilize the Land Use Element in planning future facilities.

Future utility planning should be based on SeaTac's Comprehensive Plan, zoning, policies, and growth forecasts.

Policy 6.7B

Periodically review utility district Capital Improvement Plans to note proposed new facilities' locations and revise the City utilities maps accordingly.

As required by the GMA, the City will maintain up-to-date maps of existing and proposed facilities. The location of proposed facilities will be shown as general locations to allow flexibility in specific siting.

Policy 6.7C

Utilities Element

Coordinate the location of proposed new utility facilities with utility providers, and use the Essential Public Facilities (EPF) process for siting utility facilities if necessary.

The EPF process provides a vehicle for the City to have input on the location of proposed utility facilities.

Policy 6.7D

Whenever possible, place utility facilities within public rights-of-way. Since utility infrastructure often requires distribution lines necessitating easements, locating utility distribution systems in the public rights-of-way is advantageous. This more efficiently uses publicly owned land and reduces the costs of providing utility services.

Policy 6.7E

Work with the [Washington Utilities and Transportation Commission \(WUTC\)](#) to ensure that new “hazardous materials pipelines” are constructed to include the most technologically advanced safety features and are not routed through or near residential or commercial designations, geologically hazardous areas, aquifer recharge areas, environmentally sensitive areas, schools, or day care centers. *The issues surrounding hazardous materials pipelines are relevant to the City of SeaTac due to the proximity of Sea-Tac Airport, which requires jet fuel, and the existing Olympic Pipeline. Pipeline leaks or ruptures can result in the release of highly flammable, explosive, or toxic materials that can result in injury or death and destruction of property. Pipelines are best constructed away from locations where people live or assemble. ~~In the event that if~~ a new pipeline is proposed, routes must be evaluated on the basis of public safety and environmental suitability.*

Policy 6.7F

Require that underground hazardous materials pipelines be identified on site by signs that provide contact information. Damage to pipelines which results in spills, explosions, and fires can be caused by construction and maintenance activities above or near an underground pipeline. [Washington Utilities and Transportation Commission \(WUTC\)](#) regulations require notification of and coordination with the pipeline operator prior to construction or excavation. Pipeline routes must be well-signed, notifying people of the pipeline and where to call for information about location and appropriate precautions to avoid pipeline damage.

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-Termsix to 10 years
- Long-Term11 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.

Utilities Element

| PROPOSED POLICIES | IMPLEMENTATION STRATEGIES | PRIMARY RESPONSIBILITY | TIME LINE |
|---|--|-------------------------------|-------------------|
| 6.1 ENSURE BASIC UTILITY SERVICES | | | |
| <p>6.1B Coordinate with utilities on provision of basic service.</p> | <p>Identify, through coordination with utility districts, areas of the City that are not currently served by basic utilities.</p> | <p>Staff</p> | <p>Ongoing</p> |
| | <p>Work with property owners, utility districts and other agencies as appropriate to facilitate access to the utility infrastructure. In efforts to extend sanitary sewer service to unserved areas, include the King County Health Department as a partner.</p> | <p>Staff</p> | <p>Ongoing</p> |
| | <p>Review options to require solid waste and recycling service for all residences</p> | <p>Staff City Council</p> | <p>Short-Term</p> |
| <p>6.1C Require new development to connect to sanitary sewer.</p> | <p>Continue to require a Certificate of Sewer Availability with any building permit application for a new residential unit(s). Amend Municipal Code to require new development to connect to sanitary sewers system if it is available.</p> | <p>Staff</p> | <p>Ongoing</p> |
| 6.2 ENSURE UTILITY SERVICE AVAILABILITY | | | |
| <p>6.2A Provide forecast data.</p> | <p>Provide utility districts with the City's most recent housing and employment forecasts to facilitate periodic updates of districts' Capital Improvement Plans.</p> | <p>Staff</p> | <p>Ongoing</p> |
| | <p>Provide utility districts with relevant Zoning Code and Comprehensive Plan amendments.</p> | <p>Staff</p> | <p>Ongoing</p> |
| <p>6.2B Coordinate with utilities on new projects.</p> | <p>Route SEPA checklists and other relevant information about major new development proposals to affected utilities, and seek their input on the projects.</p> | <p>Staff</p> | <p>Ongoing</p> |

Utilities Element

| PROPOSED POLICIES | IMPLEMENTATION STRATEGIES | PRIMARY RESPONSIBILITY | TIME LINE |
|---|---|-------------------------------|------------|
| 6.3 BALANCE UTILITY SERVICE WITH OTHER CONCERNS | | | |
| 6.3A Ensure sensitivity when pruning trees. | Review the City’s street tree planting guidelines to ensure they minimize potential interference with utility lines. | Staff | Short-Term |
| | Work with the relevant utilities to obtain the utility’s policies and guidelines regarding tree limbing. | Staff | Short-Term |
| | Require utilities to coordinate tree pruning activities with the Parks and Public Works departments. Require sufficient notification and review periods of tree limbing activities to allow the City to propose alternative measures if needed. | Staff | Short-Term |
| 6.3B Minimize adverse aesthetic impacts. | Develop zoning guidelines that specify appropriate siting and design criteria for utility infrastructure. | Planning Commission | Short-Term |
| 6.3C Regulate projects within environmentally sensitive areas. | Provide utilities with the City’s sensitive area maps and relevant Zoning Code chapters. | Staff | Immediate |
| 6.3D Underground new utility distribution lines. | Require that new developments, significant redevelopment projects, and short plats underground utility lines. | Staff | Ongoing |
| 6.3E Underground existing utility distribution lines as streets are improved. | Include the undergrounding of utility distribution lines in the scope of work for all road improvement projects. | Staff | Ongoing |
| 6.3F Minimize service disruptions. | Assist utilities in permitting projects that increase utility reliability. | Staff | Ongoing |
| 6.3G Minimize aesthetic impacts of wireless communications facilities (WCFs). | Periodically review and update WCF regulations to remain current regarding WCF infrastructure and minimize potential aesthetic impacts. | Staff, Planning Commission | Ongoing |

Utilities Element

| PROPOSED POLICIES | IMPLEMENTATION STRATEGIES | PRIMARY RESPONSIBILITY | TIME LINE |
|---|---|------------------------|------------|
| 6.4 ENSURE TIMELY PERMIT PROCESSING | | | |
| 6.4A Review and amend codes as necessary to facilitate utility projects. | During the process of updating the Zoning Code, review and reduce barriers to the installation of utility facilities where appropriate. | Planning Commission | Short-Term |
| 6.4B Ensure the availability of rights-of-way for utility distribution lines. | Identify public road and utility rights-of-way and designated necessary utility corridors on the City's Comprehensive Plan land use map (see Land Use Element). | Staff | Short-Term |
| 6.5 COORDINATE PLANNING FOR UTILITY FACILITY DEVELOPMENT | | | |
| 6.5A Coordinate the formulation and periodic update of the utilities element with adjacent jurisdictions. | Review adjacent jurisdictions' and utility providers' plans for consistency with SeaTac's plans, and distribute SeaTac's Plan for their review. | Staff | Short-Term |
| | Outline areas of conflict between adjacent jurisdictions', utility providers' plans, and SeaTac's Plan. Meet with respective parties to resolve differences when necessary. | Staff | Short-Term |
| 6.5B Coordinate interjurisdictional utility improvements. | Identify utility projects spanning jurisdictions and coordinate with the involved jurisdictions and utility providers. | Staff | Short-Term |
| 6.5C Encourage joint-use of utility corridors when feasible and prudent. | Identify utilities that can share utility corridors and require these shared corridors in new development. | Staff | Short-Term |
| | Encourage utilities to co-locate distribution lines when completing upgrades or when utility relocations are considered as part of major street improvements. | Staff | Ongoing |

Utilities Element

| PROPOSED POLICIES | IMPLEMENTATION STRATEGIES | PRIMARY RESPONSIBILITY | TIME LINE |
|--|---|---|-------------------|
| <p>6.5D Provide timely notice to utilities of construction projects.</p> | <p>Provide ample notification to utilities of street, highway, or City facility construction, maintenance, or repair projects to coordinate City and utilities work and consider utilities needs.</p> | <p>Staff</p> | <p>Ongoing</p> |
| | <p>Seek to plan the timing and scope of construction projects in a manner that facilitates coordination of City and utility construction.</p> | <p>Staff</p> | <p>Ongoing</p> |
| <p>6.6 PROMOTE RESOURCE CONSERVATION AND EFFICIENCY</p> | | | |
| <p>6.6A Promote conservation to delay need for additional facilities.</p> | <p>Encourage builders to use cost-effective energy conservation measures and construction techniques.</p> | <p>Staff</p> | <p>Ongoing</p> |
| | <p>Review City codes for undue restrictions against innovative conservation measures, alternative fuels, use of renewable resources, or building techniques.</p> | <p>Staff</p> | <p>Ongoing</p> |
| <p>6.6B Promote conversion to alternative energy sources.</p> | <p>Review City codes for undue restrictions against alternative technologies and energy sources.</p> | <p>Staff, Planning Commission, City Council</p> | <p>Short-Term</p> |
| | <p>Encourage utility providers to evaluate and implement, when feasible, alternative energy sources, including conservation.</p> | <p>Staff</p> | <p>Ongoing</p> |
| <p>6.6C Support development of gaseous fuel/electric infrastructure.</p> | <p>Investigate the feasibility of converting the City fleet to electric power or gaseous fuel.</p> | <p>City Manager, City Council</p> | <p>Ongoing</p> |
| | <p>Encourage, and consider requiring, shuttle van services to use electric power or gaseous fuels to reduce pollutants.</p> | <p>City Manager, City Council</p> | <p>Short-Term</p> |
| <p>6.6D Employ conservation in City facilities.</p> | <p>Implement cost-effective energy conservation measures at all City facilities.</p> | <p>City Manager</p> | <p>Ongoing</p> |
| | <p>Use City facilities as demonstration sites for innovative conservation techniques.</p> | <p>Staff</p> | <p>Ongoing</p> |

Utilities Element

| PROPOSED POLICIES | IMPLEMENTATION STRATEGIES | PRIMARY RESPONSIBILITY | TIME LINE |
|--|---|------------------------|----------------|
| <p>6.6E Work with the City’s solid waste contractor to reduce, reuse and/or recycle resources.</p> | <p>Where possible, work with service provider to promote or facilitate programs to implement and/or improve customer recycling performance.</p> | <p>Staff</p> | <p>Ongoing</p> |
| <p>6.6F Work with the water districts to address the long term water needs.</p> | <p>Where possible, promote or facilitate district efforts to implement customer water conservation measures.</p> | <p>Staff</p> | <p>Ongoing</p> |
| <p>6.7 COORDINATE WITH UTILITY PROVIDERS AND OTHER PLAN ELEMENTS</p> | | | |
| <p>6.7A Update Land Use and Utilities Elements with utility providers’ planning.</p> | <p>Work with utility providers to identify improvements necessary to ensure that sufficient utility capacity is available in the locations where growth is desired.</p> | <p>Staff</p> | <p>Ongoing</p> |
| | <p>Review proposed utility projects to determine whether they will provide the level of capacity at the proper location to serve the growth expected within the facility’s life span.</p> | <p>Staff</p> | <p>Ongoing</p> |
| <p>6.7B Revise utility system maps.</p> | <p>Maintain up-to-date maps of the existing and proposed locations of utility facilities.</p> | <p>Staff</p> | <p>Ongoing</p> |
| | <p>Make utility improvement information available to developers proposing projects.</p> | <p>Staff</p> | <p>Ongoing</p> |
| <p>6.7C Coordinate the location of proposed new utility facilities with utility providers and use the EPF process to site utility facilities.</p> | <p>Use the normal permitting process to review proposed utility facilities. (See the Land Use Background Report for EPF siting procedures.)</p> | <p>Staff</p> | <p>Ongoing</p> |
| <p>6.7D Place utility infrastructure in public rights-of-way whenever possible.</p> | <p>Identify and preserve developed and undeveloped public rights-of-way and place utility infrastructures in rights-of-way whenever possible.</p> | <p>Staff</p> | <p>Ongoing</p> |

Utilities Element

| PROPOSED POLICIES | IMPLEMENTATION STRATEGIES | PRIMARY RESPONSIBILITY | TIME LINE |
|---|--|------------------------|-------------------|
| <p>6.7E Ensure that new pipelines are constructed and routed for safety.</p> | <p>Add criteria to Zoning Code for appropriate location of new pipeline corridors to:</p> <ul style="list-style-type: none"> ☒ Avoid crossing major aquifer recharge areas including well protection zones. ☒ Avoid crossing or being up-gradient from wetlands and streams, especially salmon bearing streams. ☒ Avoid steep slopes or areas subject to erosion, slump, or land slides. ☒ Avoid residential neighborhoods and other gathering places such as schools, rail stations, and major retail centers. ☒ Provide a minimum setback of 50 feet from any structure and 75 feet from any permanently inhabited structure. | <p>City Staff</p> | <p>Short-Term</p> |
| | <p>Working with pipeline providers require state-of-the-art construction technology, including:</p> <ul style="list-style-type: none"> ☒ Coated pipe that is thicker than minimum standards, free of defects, and cushioned during installation. ☒ Cathodic protection. ☒ Hydrocarbon sensing cables. ☒ Remote leak detection (SCADA). ☒ Remote-controlled and automatic block valves. ☒ Closely spaced block valves. ☒ Ground motion sensors. | <p>Staff</p> | <p>Short-Term</p> |
| <p>6.7F Identify underground pipelines.</p> | <p>Working with pipeline providers require signs indicating the presence of an underground pipeline to be located:</p> <ul style="list-style-type: none"> ☒ At every road crossing. ☒ At every school. ☒ Every ¼ mile, except in rough terrain or densely developed areas, where signs should be placed every 660 feet. | <p>Staff</p> | <p>Short-Term</p> |

CAPITAL FACILITIES ELEMENT

Table of Contents

INTRODUCTION..... X

SeaTac’s Vision for Capital Facilities..... X

Purpose of Element..... X

Role in State, Regional, and County Planning Framework..... X

Consistency with Other Elements..... X

MAJOR CONDITIONS..... 3

GOALS AND POLICIES X

GOAL 5.1 PLAN FOR FACILITIES THROUGH LEVEL OF SERVICE STANDARDS X

GOAL 5.2 PROVIDE NEEDED FACILITIES..... X

GOAL 5.3 PROVIDE FACILITIES CONCURRENTLY..... X

GOAL 5.4 NON-CITY SERVICE PROVIDERS X

GOAL 5.5 RELIABLE, EQUITABLE, RESILIENT FACILITIES X

RECOMMENDED IMPLEMENTATION STRATEGIES..... X

Tables

Table 5.1. LOS Standards’ Effect on City Processes X

Maps

Map 5.1. Existing Public Facilities..... X

Map 5.2. Parks and Recreation Facilities..... X

INTRODUCTION

SeaTac's Vision for Capital Facilities

SeaTac's infrastructure and services are continually planned, programmed, and implemented to meet the needs of a growing population and promote complete neighborhoods and a safe, equitable and sustainable community. The community benefits from well-delivered public safety and police services, responsive fire and emergency services, parks that serve a variety of recreational needs, clean drinking water, and effective sanitary sewer and stormwater management. The multimodal transportation system enhances connectivity to, from, and within the Urban Center and neighborhoods for pedestrians, bicyclists, transit riders, and motorists. SeaTac residents enjoy high-quality educational, cultural, and community facilities in the community.

SeaTac continues to leverage diverse revenue streams to finance capital facility projects, and the cost of providing and maintaining quality services and facilities is borne equitably, balancing the needs of the community with those of the individual. Maintenance of new facilities is anticipated well in advance as part of the capital planning program to ensure facility maintenance costs can be effectively incorporated into the City's operating budget. The public facility costs associated with new growth are recovered in part using impact fees that reflect up-to-date costs. SeaTac continues to seek grants and other outside funding to support infrastructure projects and community needs.

Purpose of Element

This Element addresses the capital needs and guides the Capital Improvement Program, a biennially adopted list of planned capital improvement projects. The Element addresses services and facilities that are essential to a community, its ability to grow and thrive, and that are crucial to health, safety, and welfare. This Element also addresses service levels provided to meet the needs of the community as well as the needs of future growth and development. Long-term planning for services and facilities carries out the Comprehensive Plan goals and policies, to ensure that new development and new services and facilities arrive concurrently.

Role in State, Regional, and County Planning Framework

RCW 36.70A.070 (3) requires planning for capital facilities. Requirements include:

- (a) an inventory of existing capital facilities owned by public entities, including green infrastructure, showing the locations and capacities of the capital facilities;
- (b) forecast of the future needs for such capital facilities;
- (c) the proposed locations and capacities of expanded or new capital facilities;
- (d) at least a six-year plan that will finance such capital facilities within projected funding capacities and clearly identifies sources of public money for such purposes; and
- (e) a requirement to reassess the land use element if probable funding falls short of meeting existing needs and to ensure that the land use element, capital facilities plan element, and financing plan within the capital facilities plan element are coordinated and consistent.

Policies in the Capital Facilities Element provide a process for requirements to be met in the respective functional plans, such as the City's Water System

Capital Facilities Element

Plan, Surface Water Management Comprehensive Plan, Wastewater Plan and Parks, Recreation, and Open Plan.

Puget Sound Regional Council Vision 2050 Multicounty Planning Policies call for regional planning that supports development with adequate public facilities and services in a timely, coordinated, efficient, and cost-effective manner that supports local and regional growth planning objectives. Vision 2050 supports regional planning to reduce the need for new capital improvements through investments in operations, pricing programs, demand management strategies, and system management activities that improve the efficiency of the current system.

Multicounty Planning Policies also call for siting and expanding capital facilities inside urban growth areas and in a manner that (1) reduces adverse social, environmental, and economic impacts on the host community, especially on historically marginalized communities, (2) equitably balances the location of new facilities away from disproportionately burdened communities, and (3) addresses regional planning objectives.

King County's Countywide Planning Policies align with the Multicounty Planning Policies and address:

- Levels of Service
- Collaboration Among Jurisdictions
- Siting Public Capital Facilities
- Public Facility and Disaster Preparedness

King County's overarching goal for Capital Facilities: County residents in both Urban and Rural Areas have timely and equitable access to the public services needed to advance public health and safety, protect the environment, and carry out the Regional Growth Strategy.

Consistency with Other Elements

The Capital Facilities Element is coordinated with the Land Use, Transportation, Environment, Utilities, and Parks, Recreation, and Open Space Elements to ensure that adequate facilities are funded and implemented to satisfy level of service requirements and serve the community's growing population.

~~It is coordinated with the Land Use, Transportation, Environment, Utilities and Parks, Recreation, and Open Space Elements to ensure adequate facilities to satisfy the level of service requirements.~~

Major Conditions

Major capital facilities conditions include:

- Capital facilities are, for the purposes of this element, public facilities with a minimum cost of \$25,000 and a useful life of at least 10 years. Capital facilities require considerable planning because of their significant costs and longevity.
- When SeaTac incorporated in 1990, the City inherited a deficiency in some facilities, such as sidewalks. The City of SeaTac is in the process of upgrading these capital facilities to serve City residents.
- The Growth Management Act's "concurrency" requirement states that adequate transportation and other essential public facilities must be in place, or planned and financed, prior to permitting new development that requires these facilities.
- The City, especially its "Urban Center," requires a high level of urban services.
- Many public facilities that serve SeaTac citizens are owned and operated by jurisdictions other than the City, such as sewer and water districts.

Goals and Policies

This section contains SeaTac’s capital facilities 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.

Level of Service

Level of service (LOS) standards are benchmarks for measuring the amount of a public service provided within the City of SeaTac. The Growth Management Act requires that such standards be set and maintained; however, the City may choose whatever level of service it desires as long as it is financially achievable.

GOAL 5.1

Plan for public facilities to adequately serve existing and new development by establishing levels of service (LOS) standards and determining the capital improvements needed to achieve and maintain these standards for existing and future residents and employees.

Policy 5.1A

Define level of service (LOS) standard categories for:

Category 1: Public facilities owned or operated by the City to which a “no new development” trigger will apply if the LOS is not achieved.

Category 2: Other public facilities owned or operated by the City.

Category 3: Public facilities owned or operated by non-City jurisdictions that must be adequate and available to serve development.

Category 4: Other public facilities owned or operated by non- City jurisdictions.

Capital Facilities Element

LOS standards affect the following City processes:

| Table 5.1. LOS standards' effect on City processes | | | | |
|---|----------------------------|--------------------------|-------------------------|--------------------|
| CATEGORY | DEVELOPMENT PERMIT PROCESS | ANNUAL BUDGETING PROCESS | CAPITAL FACILITIES PLAN | COMPREHENSIVE PLAN |
| 1. Public facilities owned or operated by the City to which a "no new development" trigger will apply if the LOS is not achieved. | ● | ● | ● | ● |
| 2. Other public facilities owned or operated by the City. | | ● | ● | ● |
| 3. Public facilities owned or operated by non-City jurisdictions that must be adequate and available to serve development. | ● | | | ● |
| 4. Other public facilities owned or operated by non-City jurisdictions. | | | | ● |

Policy 5.1B


Set the LOS standards as follows:

Category 1: City-owned and/or operated facilities to which concurrency will be a test for new development.

- City Arterial Roads: LOS E; certain intersections LOS F
- Non-motorized system completeness
- Stormwater Management: Adequate capacity to mitigate flow and water quality impacts as required by the adopted Surface Water Design Manual.

Category 2: City-owned/operated facilities to which concurrency will not be a test for new development.

- ~~City Hall: 256 gross sq. ft. per employee~~
- Indoor Recreational Facilities: 1,020 sq. ft. per 1,000 population



See the Transportation Element for more details about these levels of service.



Parks and Recreation (per thousands in population):

- Citywide Parks (developed acres): 5.0 acres
- Community and Neighborhood Parks (developed): 1.80 acres
- Trails/linear parks: 950 lineal feet
- Parks and Recreation (per capita):
 - System Investment: \$3,200
 - Annual Maintenance & Operations Investment: \$133

Category 3: Facilities owned and operated by non-City service providers that must be adequate and available to development.

- Sewer: 125 gallons per day per household, 60 gallons per day per employee.
- Water: 150 gallons per day per household, 75 gallons per day per employee.

The City regularly works with the sewer and water districts, especially when they are updating their system plans, to ensure that their population and employment forecasts are consistent with the City's. This coordination assures that the districts are able to serve the anticipated growth through 2035 at these design standards.

Category 4: Facilities owned and operated by service providers other than the City to which concurrency will not be a test for new development.

- Libraries: Work with King County to maintain at least one “medium-sized” library (as defined by the King County Library System) within the city limits
- State-Owned Transportation Facilities:
 - Regional significance: E/Mitigated
 - Statewide significance: D/Mitigated
- Transit: established by transit agencies
- Fire Services: 0.1 fire aid units per 1,000 population. Functional service level set by contract with provider
- Solid Waste: Service level set by contract with provider

The City spent extensive time developing the LOS standards for City-owned and operated facilities. The process included direction from the City Council, City staff, and the City Manager. The LOS standards for City-operated public facilities listed here are backed by a financially feasible list of capital improvements in the Capital Improvement Program (CIP).

The City has established preliminary level of service standards for facilities owned and operated by non-City service providers. The City plans to coordinate with these service providers on an ongoing basis to ensure that these facilities continue to provide an acceptable level of service to SeaTac residents.

Policy 5.1C

Determine, on a biennial basis, what capital improvements to the City’s public facilities are needed.

Public facilities must be kept in good repair and expanded as a city grows. Well-maintained facilities with appropriate capacity make ~~a~~ place SeaTac livable and enjoyable.

LOS standards for Regional Stormwater Management Facilities are set by Washington Department of Ecology.



Capital Facilities Element

Policy 5.1D

Pursuant to the Growth Management Act, amend the Capital Facilities Element no more frequently than once per calendar year.

The City coordinates the biennial update with the biennial budget process.

Policy 5.1E

Use LOS standards to prioritize public facility needs in cases where two or more types of public facilities are competing for limited City funds.

Different types of facilities often do not compete for the same revenues. User fees and grants that are available for one type of facility are often not available for another. However, when two or more types of facilities compete for the same funds (e.g., the City's General Fund), the City can use LOS standards to analyze and prioritize facility needs.

Policy 5.1F

Prioritize public facility projects of the same type according to the following criteria, and allocate revenue to the highest priority project legally acceptable:

1. Projects that achieve or maintain the adopted LOS:
 - For the existing population:
 - Non-capacity projects (repair or replacement of existing facilities)
 - Capacity projects (facilities that increase capacity)
 - For new population:
 - Previously approved permits for redevelopment
 - Previously approved permits for new development
 - New permits for redevelopment
 - New permits for new development
 - Projects that reduce operating costs of existing or new facilities

2. Projects that exceed the adopted LOS.

When projects within the same public facility category (e.g., community parks) compete for the same revenues, the City should prioritize the projects according to the above criteria. Achieving LOS standards for the existing population is required before extending service to new population. Additionally, in keeping with the Growth Management Act's goals of reducing sprawl and increasing infrastructure efficiency, capital improvements that serve redevelopment have priority over improvements that serve new development.

GOAL 5.2

Provide needed public facilities through City funding or requirements for others to provide.

Policy 5.2A

Adopt a Regularly update the Capital Improvement Program (CIP) that is within the City's ability to fund within revenue projections in conjunction with the Biannual Budget to ensure necessary improvements that support the Ceity's growth strategy, and funding sources for those projects, are identified.

Capital Facilities Element

Financial feasibility is required for scheduled capital improvements, given realistic and probable revenue estimates. Funding sources may include grants, entitlements, or contributions from other levels of government or service providers.

Policy 5.2B

Pursuant to the Growth Management Act, do not require new development to pay more than its share of the cost of new facilities and do not charge new development for existing deficiencies.

Policy 5.2C

Make financing decisions for capital improvements in accordance with sound fiscal policy.

Capital improvements are typically financed through a combination of user fees, grants, current assets, and loans. Current City budgeting practices incorporate sound fiscal policy to finance needed capital improvements. Sound fiscal policy prioritizes funding sources that are: a) most cost effective, b) consistent with prudent asset and liability management, c) appropriate to the useful life of the project(s) to be financed, and d) use loans most efficiently.

Policy 5.2D

Consider ongoing maintenance and operation costs when funding capital projects.

Policy 5.2E

Explore and utilize a variety of existing and new funding sources for necessary service and infrastructure improvements.

GOAL 5.3**Provide adequate public facilities concurrent with new development impacts.****Policy 5.3A**

Provide, or arrange for others to provide, the capital improvements listed in the Capital Improvement Program.

Adhering to the Capital Improvement Program will assure that public facilities are adequate to serve existing development as well as new development demands. Project delays should be addressed in a manner that attains adopted LOS standards.

Policy 5.3B

Do not permit development unless there is sufficient Category 1- and Category 3 public facilities to meet existing development's LOS standards and proposed development's impacts concurrent with development.

- For sewer, stormwater, and water, achieve "sufficient capacity" by occupancy of the development which impacts the facility.
- For City arterials, consider capacity to be "concurrent with" new development when achieved within six years of occupancy of the development which impacts the facility.

The Growth Management Act requires that "adequate public facilities" be in place or planned and financed before development is permitted. GMA gives city governments the authority to require concurrency of all public facilities. However, there are varying interpretations regarding the number of facilities to which concurrency must be applied. Concurrency applies at a minimum to transportation and is strongly recommended for water and sewer.

Transportation improvements must be in place within six years of completion and occupancy of any development

Capital Facilities Element

that impacts the transportation system. Sewer and water need to be available at the time of the development's occupancy due to health regulations.

The City applies the concurrency standard to all other Category 1 and 3 public facilities. Development which causes service to fall below the adopted standard for Category 1 or 3 facilities is not permitted.

Policy 5.3C

Exempt the following development types from requirements pertaining to public facilities concurrency:

- Development “vested” in accordance with RCW 19.26.095, 58.17.033, or 58.17.170.
- Expansions of existing development that were disclosed and tested for concurrency as part of the original application.
- Development that creates no additional impact on public facilities.

The concurrency requirements are not retroactive to developments already permitted. Additionally, developments that occur in phases can be tested once for all phases, allowing later phase construction to proceed uninhibited.

Policy 5.3D

Allow development to meet the requirements pertaining to adequate public facilities concurrency through the following methods:

For all development:

- Donate or construct needed capacity (such as roads or park land).
- Incorporate accepted demand management strategies to reduce the impact on public facilities.

For development within the designated Urban Center, incorporate additional mitigation strategies to be integrated into development regulations, that incentivize Urban Center development while adequately mitigating the development's impacts.

The City wants to encourage economically beneficial development within the City, especially within the Urban Center. To this end, the City assists developers in meeting concurrency requirements through innovative means. Development may mitigate impacts by providing needed capacity and/or by reducing demand through conservation strategies. The City will develop additional mitigation strategies to encourage Urban Center development. These strategies will encourage the development types the City desires while providing for adequate public facilities.

GOAL 5.4

Require that non-City service providers maintain a LOS consistent with City policy (see Policy 5.1B, Category 3).

Policy 5.4A

Require that non-City service providers provide a LOS to City residents consistent with City LOS standards for that type of facility. Some necessary public facilities are provided by non-City service providers (e.g., water and sewer service). As noted in Policy 5.1B Category 3, the City works with these service providers to assure that their facilities are sufficient to meet current and future demands.

Policy 5.4B

Require non-City providers to fund their own facilities. Providers often employ “user fees” to fund a portion of facility costs. As is allowed by law, some non-City providers may require new development to pay impact and/or mitigation fees to alleviate their public facility impacts. The City of SeaTac is responsible only for facilities it owns and operates.

The adoption of LOS standards for other jurisdictions, when done with their consultation and agreement, in no

way obligates the City of SeaTac to pay for facilities owned and operated by other jurisdictions.

GOAL 5.5

Facilitate and provide citywide services that are reliable, equitable, resilient, and environmental-sensitive.

Policy 5.5A

Protect and enhance public and environmental health and safety when siting new essential public facilities and when providing regular services and facilities.

Policy 5.5B

Support efforts to increase the resiliency of existing public services, utilities, and infrastructure by preparing for disasters and establishing coordinated planning efforts for quick system recovery.

Policy 5.5C

Foster coordinated planning efforts and partnerships for public safety services and programs, including emergency management.

Policy 5.5D

Provide and coordinate with third-party providers to promote affordable and equitable access to public services, prioritizing investments to serve historically underserved communities and reduce disparities.

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:

- Short-Termone to five years
- Medium-Term six to 10 years
- Long-Term11 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.

Capital Facilities Element

| POLICIES | IMPLEMENTATION STRATEGIES | PRIMARY RESPONSIBILITY | TIME FRAME |
|--|---|---|----------------|
| 5.1 PLAN FOR FACILITIES THROUGH LOS STANDARDS | | | |
| <p>5.1A Define Level of Service (LOS) standard categories for:</p> <ol style="list-style-type: none"> 1. City-owned/operated public facilities subject to concurrency. 2. City-owned/operated public facilities not subject to concurrency. 3. Public facilities owned/operated by other jurisdictions, subject to concurrency. 4. Public facilities owned/operated by other jurisdictions, not subject to concurrency. | <p>Maintain Category 1 LOS through the City’s permit process, budget process, Capital Improvement Program, and Comprehensive Plan.</p> | <p>Staff, City Council, Planning Commission</p> | <p>Ongoing</p> |
| | <p>Maintain Category 2 LOS through the City’s budget process, Capital Improvement Program, and Comprehensive Plan.</p> | <p>Staff, City Council, Planning Commission</p> | <p>Ongoing</p> |
| | <p>Facilitate the maintenance of Category 3 LOS through coordination with other service providers, through the City’s permit process, and through the City’s Comprehensive Plan.</p> | <p>Staff</p> | <p>Ongoing</p> |
| | <p>Facilitate the maintenance of Category 4 LOS through agreements with other service providers and through the City’s Comprehensive Plan.</p> | <p>Staff</p> | <p>Ongoing</p> |
| <p>5.1B Set LOS standards.</p> | <p>As part of the Comprehensive Plan amendment process, review LOS standards for City-owned or operated public facilities and adjust based on Council direction and anticipated revenues.</p> | <p>Staff, City Council, Planning Commission</p> | <p>Ongoing</p> |
| | <p>For Category 1 facilities, choose LOS standards that the community is willing to support through concurrent mitigation of new development.</p> | <p>Staff, City Council, Planning Commission</p> | <p>Ongoing</p> |
| | <p>For Category 3 and 4 facilities, communicate with other service providers to confirm financially feasible and mutually acceptable levels of service.</p> | <p>Staff, City Council, Planning Commission</p> | <p>Ongoing</p> |
| | <p>For Category 3 facilities, choose LOS standards which are necessary for health and safety for all development.</p> | <p>Staff, City Council, Planning Commission</p> | <p>Ongoing</p> |

Capital Facilities Element

| POLICIES | IMPLEMENTATION STRATEGIES | PRIMARY RESPONSIBILITY | TIME FRAME |
|---|---|------------------------|----------------|
| <p>5.1C Determine public facility needs.</p> | <p>Standardize the Capital Improvement Program preparation process in conjunction with City departments as follows:</p> <ul style="list-style-type: none"> ☒ Update the capital facilities inventory for each type of public facility. ☒ Review, and revise if necessary, the “demand driver” for each type of public facility. ☒ Update population and demand forecasts. ☒ Update requirements analysis (actual service levels v. adopted LOS). ☒ Compile lists of projects and non-capital alternatives (such as demand management programs or efficiency strategies) that balance projected capacity and demand. ☒ Prioritize projects per Policies 5.1E and 5.1F with respect to the project’s financial feasibility and through input from the responsible department, public, City, and any relevant Commissions. ☒ Schedule projects over a six year time frame based on needs, priorities, and finances. | <p>Staff</p> | <p>Ongoing</p> |

Capital Facilities Element

| POLICIES | IMPLEMENTATION STRATEGIES | PRIMARY RESPONSIBILITY | TIME FRAME |
|--|--|---|------------|
| <p>5.1D Amend the Capital Improvement Program (CIP) biennially.</p> | Amend the CIP in conjunction with capital budget preparation. | Staff, City Council, Planning Commission | Ongoing |
| | Monitor the implementation of the CIP through regular comparison of the actual and adopted LOS to evaluate the effectiveness of the concurrency system. | Staff | Ongoing |
| | Amend the CIP as needed for consistency with other Comprehensive Plan amendments. | Staff | Ongoing |
| <p>5.1E Prioritize projects across facility types using LOS standards.</p> | Use the capital budgeting process to set City Council priorities. | City Council | Ongoing |
| <p>5.1F Prioritize projects of the same type using LOS standards.</p> | Use the capital budgeting process to set City Council priorities. | City Council | Ongoing |
| <p>5.2 PROVIDE NEEDED PUBLIC FACILITIES</p> | | | |
| <p>5.2A Ensure that capital improvement costs do not exceed revenues.</p> | Use a CIP format that balances annual revenues with expenses for each public facility. | Staff | Ongoing, |
| | Adjust the CIP during the next amendment cycle to account for anticipated revenue not received. | Staff, City Council, Planning Commission | Ongoing |
| <p>5.2B Do not require development to pay more than its fair share of new facilities.</p> | Ensure that the Capital Facilities Requirement process clearly delineates between improvements that serve existing development and improvements that expand capacity to serve new development. | Staff | Ongoing |

Capital Facilities Element

| POLICIES | IMPLEMENTATION STRATEGIES | PRIMARY RESPONSIBILITY | TIME FRAME |
|---|--|---|----------------|
| <p>5.2C Use sound fiscal policy in financing decisions.</p> | <p>Evaluate funding sources based on:</p> <ul style="list-style-type: none"> <input checked="" type="checkbox"/> Cost-effectiveness, <input checked="" type="checkbox"/> Consistency with prudent asset and liability management, <input checked="" type="checkbox"/> Appropriateness to the useful life of the project, and <input checked="" type="checkbox"/> The most efficient use of City loans. | <p>Staff, City Council, Planning Commission</p> | <p>Ongoing</p> |
| <p>5.2D Consider ongoing operation and maintenance costs when funding capital projects.</p> | <p>Evaluate the impact of new facilities on annual operating and maintenance budgets as part of the CIP.</p> | <p>Staff, City Council, Planning Commission</p> | <p>Ongoing</p> |
| <p>5.3 PROVIDE FACILITIES CONCURRENTLY</p> | | | |
| <p>5.3A Implement the CIP.</p> | <p>Include the City-funded CIP projects in the City's biennial budget.</p> | <p>Staff, City Council</p> | <p>Ongoing</p> |
| <p>5.3B Do not permit development for Category 1 and 3 projects unless LOS targets are met:</p> <ul style="list-style-type: none"> <input checked="" type="checkbox"/> For sewer and water, at the time of the impacts of development. <input checked="" type="checkbox"/> For transportation and other facilities, within six years of development impacts. | <p>Develop a "Concurrency Management System" as part of the permit review process. Track facility capacity and LOS for each public facility in TrackIt.</p> | <p>Staff</p> | <p>Ongoing</p> |

Capital Facilities Element

| POLICIES | IMPLEMENTATION STRATEGIES | PRIMARY RESPONSIBILITY | TIME FRAME |
|--|--|--|------------|
| <p>5.3C Exempt the following developments from concurrency:</p> <ul style="list-style-type: none"> <input checked="" type="checkbox"/> Vested developments <input checked="" type="checkbox"/> Development already tested <input checked="" type="checkbox"/> Development that has no impact on public facilities. | Use the City's permit tracking system to identify vested projects. | Staff | Short-Term |
| | Subtract the capacity required by vested development from available facility capacity and determine their LOS impact. | Staff | Ongoing |
| | Establish and adopt a list of development types that have no impact on public facilities or established thresholds. | Staff | Short-Term |
| <p>5.3D Allow optional mitigation techniques to meet concurrency.</p> | Review other cities' strategies to encourage growth while requiring public facility concurrency. | Staff | Short-Term |
| | Detail allowed mitigation types, along with their rationale, as part of the Concurrency Management System. | Staff | Short-Term |
| 5.4 REQUIRE CITY LOS FROM NON-CITY SERVICE PROVIDERS | | | |
| <p>5.4A Require non-City service providers provide a LOS consistent with City policy.</p> | Coordinate with non-city agencies to develop LOS standards that support City and agency goals. Update biannually with CIP update process. | Staff | Ongoing |
| <p>5.4B Understand that non-City providers pay for their own public facilities.</p> | Assure that the financial responsibility of other providers to pay the cost of their facilities is clearly delineated in City policy and any applicable interlocal agreements. | Staff, City Council, Planning Commission | Short-Term |