



# CITY OF SEATAC

## PLANNING COMMISSION MEETING

Riverton Room, SeaTac City Hall, 4800 S. 188<sup>th</sup> Street  
February 18, 2014, 5:30 p.m.

### MEETING AGENDA

- 1) Call to Order/Roll Call – 5:30 p.m.
- 2) Approve Minutes of February 4, 2014 Planning Commission Meeting (Exhibit A)
- 3) Old Business:
  - A) Briefing on Angle Lake Station Area Plan progress – Kate Kaehny, Sr. Planner
  - B) Major Comprehensive Plan update: review of draft Land Use Background Report amendments – Mike Scarey, Sr. Planner
- 4) Detailed Commission Liaisons' Reports
- 5) Community & Economic Development Director's Report
- 6) Planning Commission Comments (including suggestions for next meeting agenda)
- 7) Adjournment

**CITY OF SEATAC  
PLANNING COMMISSION  
Minutes of February 4, 2014  
Regular Meeting**

**Members Present:** Roxie Chapin, Joe Adamack, Tom Dantzler, Jim Todd  
**Members Absent:** None

**Staff present:** Joe Scorcio, CED Director; Steve Pilcher, Planning Manager; Al Torrico, Jr., Senior Planner; Economic Development Manager Jeff Robinson

**1. Call to Order**

Chairman Chapin called the meeting to order at 5:31 p.m.

**2. Approve minutes of January 21, 2014 Meeting**

Moved and seconded to approve the minutes as written. Passed 4-0.

**3. Election of Officers**

Moved and seconded to nominate Joe Adamack to be Chair. There were no other nominations. Motion passed 4-0.

Moved and seconded to nominate Roxie Chapin as Vice-Chair. There were no other nominations. Motion passed 4-0.

**4. Discussion of Development Agreement process**

Senior Planner Al Torrico reviewed the current procedure that is used when the City considers entering into a Development Agreement. An applicant needs to provide proof of providing a public benefit in lieu of attaining strict compliance with City codes and standards. Staff negotiates the terms of a DA per the direction of the CED Director and City Manager. Once a draft is agreed to by both parties, a Council study session occurs, followed by a Council public hearing and action.

Mr. Torrico noted there is a potential problem in that the Council is never formally asked at the outset if it is willing to consider entering into an agreement. This leaves the possibility that staff could negotiate an agreement with an applicant, only to have it rejected by the Council. That would be costly in terms of both time and money. He suggested that one option would be to have

a 2-step process, where staff initially approaches the Council to determine its willingness to consider a development agreement. If the answer is “yes”, staff would then negotiate the terms of an agreement and bring that back for Council consideration, per the standard process.

In response to a question, Mr. Torrico noted that to date, he cannot think of any proposed DAs that have not been approved once presented to the Council.

Currently, there is a \$7500 application fee for a proposed DA. Under the possible 2-step process, there could be a small (perhaps \$500) fee to initiate the pre-application process, followed by payment of the full application fee should the Council provide direction to move forward. There was a question whether this would be cost-effective to an applicant. Mr. Torrico noted that in terms of overall development costs, these fees are insignificant, plus the process would provide the opportunity for greater certainty to an applicant.

The Commission inquired regarding practice in other jurisdictions. Mr. Pilcher related what he had experienced in the last two jurisdictions he worked for, noting it was a different process in each.

Mr. Torrico noted that DAs are legislative actions, so there is never a guarantee they will received approval. However, initial consideration at a conceptual level would increase the odds of final approval.

The Commission discussed concerns of making the terms of a possible DA public too early in the process. CED Director Scorcio noted that once an applicant chooses the DA process, it has agreed to negotiate with the Council and, therefore, the public. The question is how to get the initial “head nod” from the Council.

Mr. Torrico also noted that once an application is determine to be complete for processing, a Notice of Application is provided to the public.

The Commission asked the staff to develop some possible approaches for discussion at a future meeting.

## **5. Misc. Code Amendments re: Hearing Examiner, SEPA Substantive Authority, Comprehensive Plan**

Planning Manager Steve Pilcher presented draft code amendment language. He noted that the Hearing Examiner code is contained within Title 1 of the Municipal Code, over which the Commission does not have jurisdiction. However, there are changes being proposed in that section that relate to changes in the Zoning Code, so these are being presented for informational purposes. The intent of these amendments is to reduce conflicts within the Code and ensure issues are only being addressed in one location. He then reviewed the amendments with the Commission.

The second set of amendments concerns providing proper reference in the Code to what documents the City may rely upon for its use of SEPA substantive authority (the ability to condition proposals through the SEPA process). It appears the current list has not been updated since the City first incorporate.

Finally, staff is proposing adding a new chapter to code to address the Comprehensive Plan, noting its purpose, what documents comprise the plan, authority for the annual amendment process, etc.

It was agreed to proceed to public hearing on these items on March 4, 2014.

**6. CED Director’s Report**

Mr. Scorcio handed out an agenda for the upcoming City Council retreat on Saturday, February 22<sup>nd</sup>. The morning session will include a presentation of “Jurassic Parliament” by Ann McFarlane, a registered parliamentarian. Three Commissioners confirmed they would be able to attend.

He noted there are currently three vacancies in the CED department, all of which are in the process of being re-filled.

Mr. Scorcio noted that the process to fill the vacant seat on the Commission is moving forward, as there are four applicants. The City Clerk’s office is arranging for interviews.

In terms of permit activity, he noted there was a 26% increase in 2013 as compared to 2012. The total number of permits is approx. 100 less than the figure for 2008. Revenue was up only 11%, indicating a lot of smaller projects. He also noted that both sales and hotel/motel tax revenues were up in 2013. All these are indications of an improved economy.

**7. Planning Commission Comments**

The Commission discussed the presentation on microapartments that occurred at the last meeting.

**8. Adjournment**

Moved and seconded to adjourn the meeting at 7:14 p.m. Passed 4-0.

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**Angle Lake Station Area Plan  
Monthly Update**



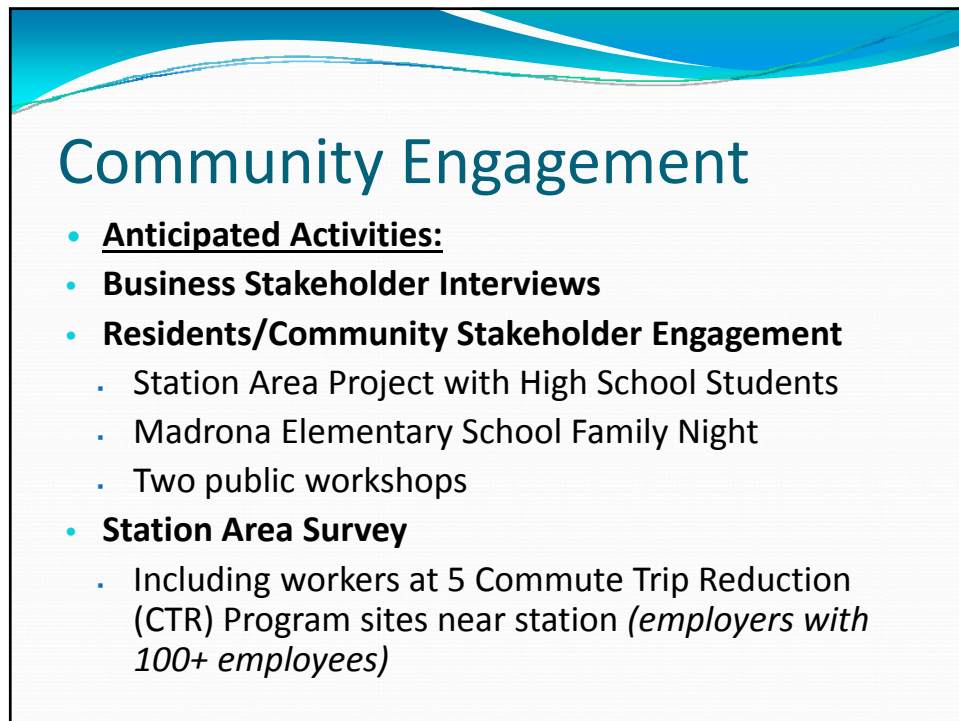
**City of SeaTac**  
everywhere's possible

Planning Commission  
February 18, 2014

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**Discussion Items**

- **Project Work Plan**
- **Community Engagement**
- **Highlights from Health & Built Environment  
Presentation from 1/28 Council Study Session**
- **Next Steps**
- **Q & A**



## Health & Built Environment Presentation

- Highlights from presentation given at 1/28 Council Study by City's Community Transformation Grant (CTG) administrator from Seattle Children's Research Institute
- *FYI: CTG grant is funding over half of the project*

## Built Environment and Physical Activity

Brian E. Saelens, Ph.D.  
Seattle Children's Research Institute  
University of Washington  
[brian.saelens@seattlechildrens.org](mailto:brian.saelens@seattlechildrens.org)

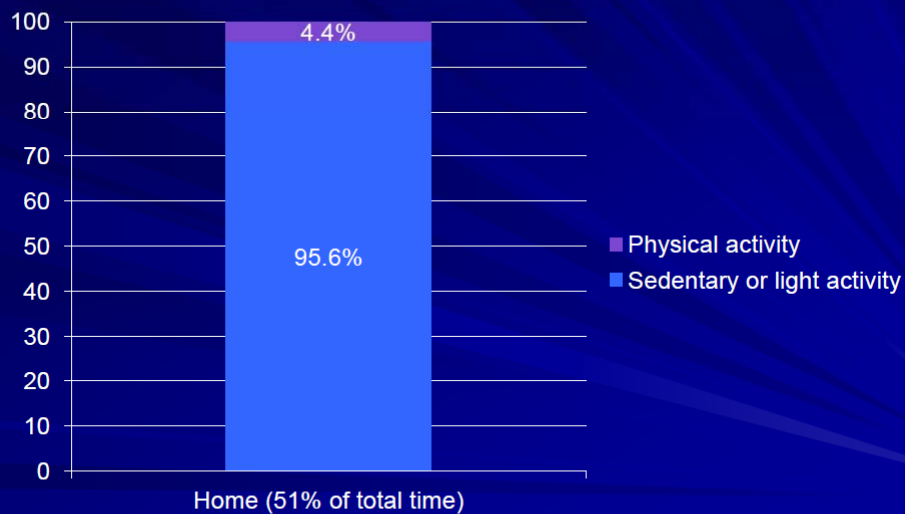
Presentation to the SeaTac Council

January 2014

## Objectives

- The problem of physical inactivity
- Why look at built environment?
- 'Local' evidence about built environment and physical activity
  - Neighborhoods
  - Importance of public transit
- Other benefits of including a planning approach to physical activity

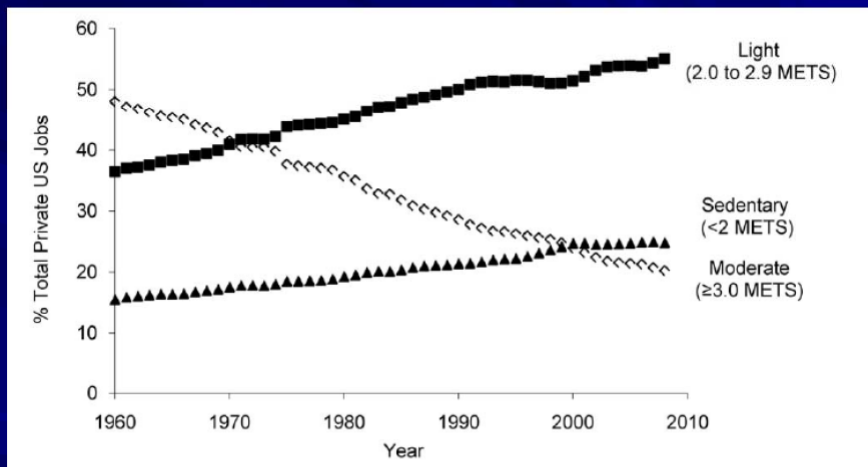
## Get Physical Activity at Home?



Hurvitz (unpublished data)



## Get Physical Activity at Work?



METS = Measurement of physical activity, or "metabolic equivalents"

Church 2011 *PLoS ONE*

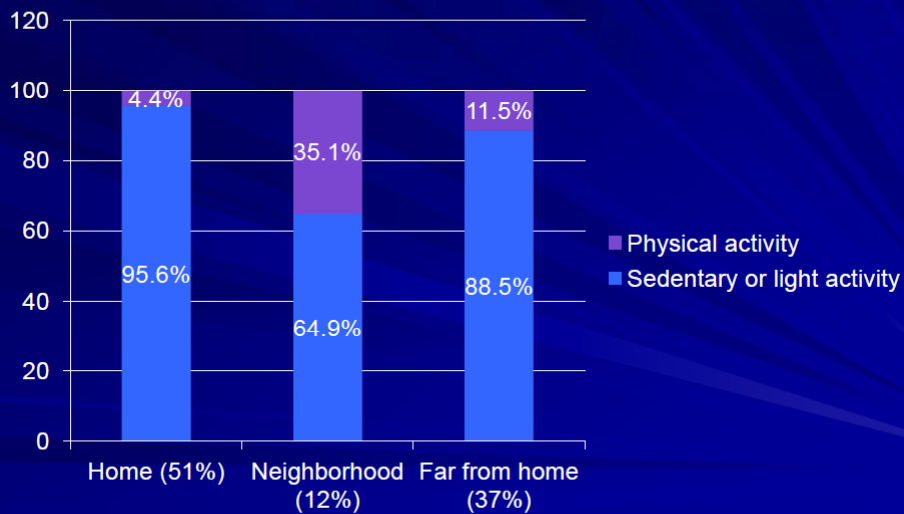
## Get Physical Activity Through Programs?



- Physical activity programs among healthy adults result in average increases of 14.7 minutes per week (**only 2.1 mins/day!**)
- Only get those already interested in physical activity (the 'gym' effect)
- Very poor maintenance of effects after the program ends
- Programs require on-going funding and often end

Conn 2011 *AJPH*

### Neighborhood is Where Activity Occurs (or Doesn't)

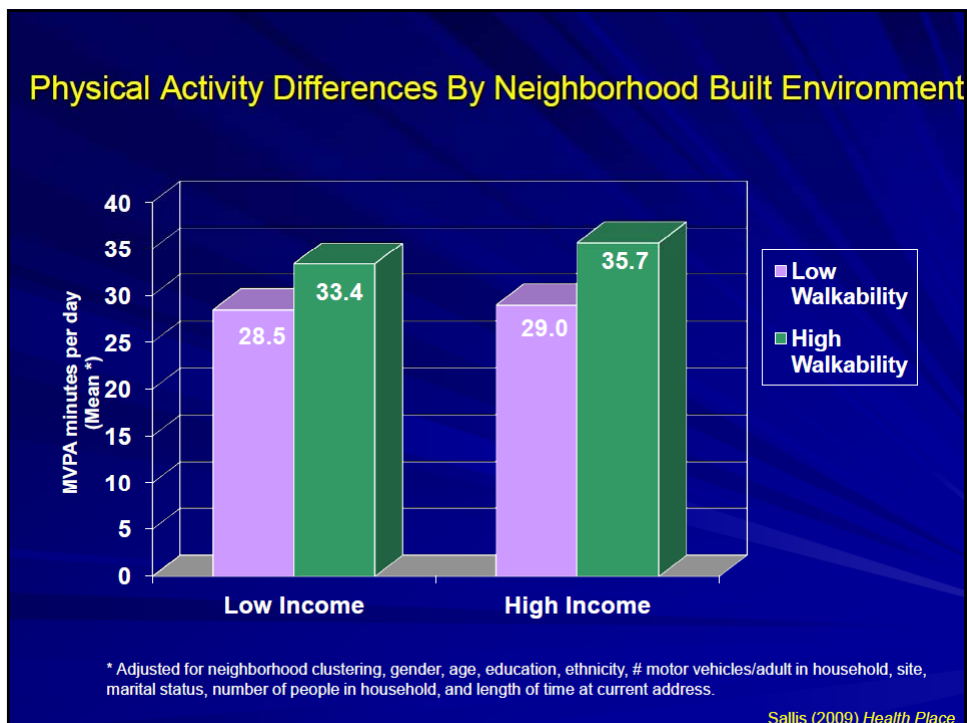
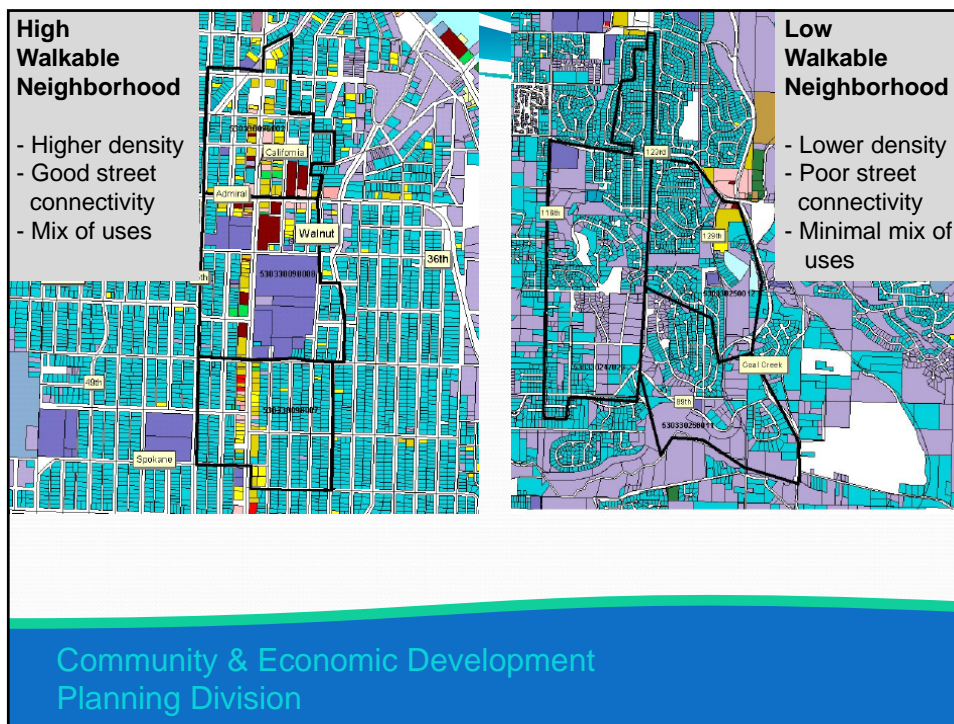


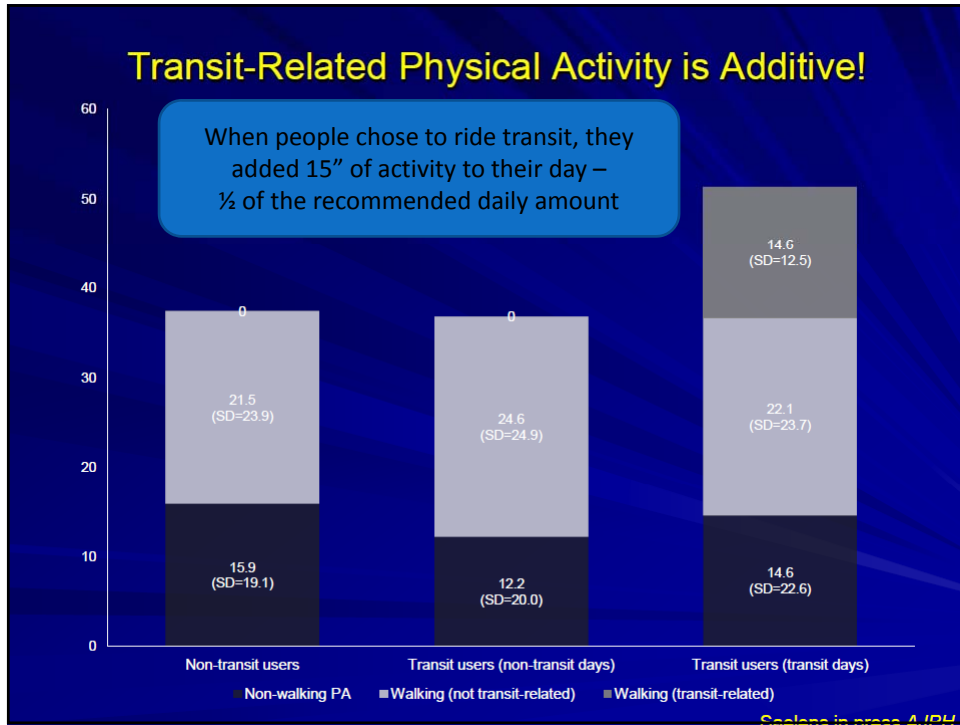
Hurvitz (unpublished data)

### Children's Physical Activity Environments

Location	% of total time at each location	% of time spent at each location engaged in physical activity
Home	48%	18%
School	29%	18%
Others' Homes	7%	22%
Service Locations	6%	17%
Public, Outdoor Parks & Rec.	3%	40%
Shopping	2%	19%
Other Schools	2%	30%
Food Eateries	1%	13%
Private Rec. Facilities	1%	30%
Public, Indoor Rec. Facilities	1%	32%
Neighborhood	1%	42%

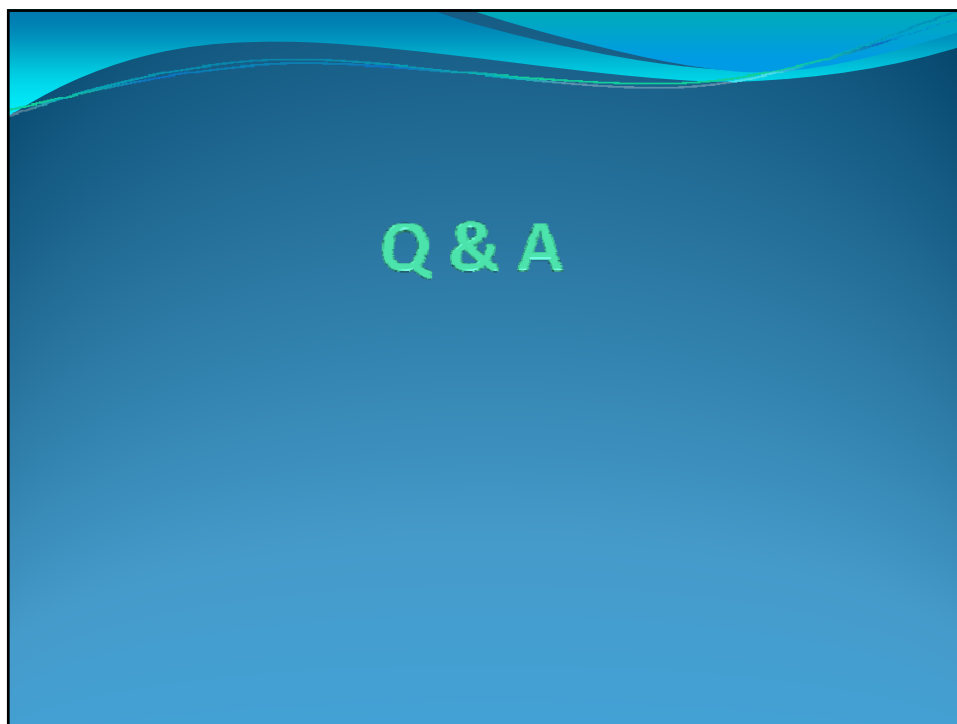
Kneeshaw-Price 2013 Ped Exerc Sc





## Next Steps

- Finalize technical assessments of station area
- Initiate Pedestrian and Bicycle Connection Study
- Conduct outreach and community engagement activities



## CHAPTER 1

# LAND USE BACKGROUND REPORT

Exhibit     C    Date:   2/18/14  

## INTRODUCTION

The Land Use Background Report describes historical trends, major physical features, existing land uses, housing and employment forecasts, land use capacity estimates, three alternative options for future land use patterns that were analyzed for the City's Comprehensive Plan as originally adopted in 1994, and a ~~discussion note~~ about the City's Urban Growth Area potential annexation areas.

## RELATIONSHIP TO THE GROWTH MANAGEMENT ACT, VISION 2040 AND THE COUNTYWIDE PLANNING POLICIES

The Land Use Element and Background Report have been developed in accordance with Section 36.70A.070 of the Growth Management Act, with the Puget Sound Regional Council's Regional Growth Strategy, Vision 2040, the relevant procedural criteria and recommendations for meeting the requirements of the Land Use Element outlined in the WAC (365-195-305), and with the King County Countywide Planning Policies (Chapter II, page 13). ~~It~~ The Land Use element is the component of the community's plan for growth over the next ~~26~~ 20 years ~~that addresses land use provisions in the City of SeaTac.~~

Both the Commerce/GMS and PSRC checklists reference a requirement for "consistency," which means both internal consistency and consistency with the Multi-County Planning Policies (PSRC's Vision 2040/Transportation 2040) and the King County Countywide Planning Policies (CPP).

The language in this section about the Land Use Element being developed in accordance with section 36.70a.070 of GMA (which lists the mandatory elements, not just Land Use), Vision 2040 and CPP should be at the beginning of the Plan, not in the background report of one element.

This section describing GMA requirements for various elements will be moved from the Land use Background Report to an intro section to the Policy part of the Plan.

The Land Use Element addresses the Growth Management Act's goal to "encourage development in urban areas where adequate public facilities and services exist or can be provided in an efficient manner" (RCW 36.70A.020(41)). A major component of the State, regional and County goals and policies is to reduce the conversion of undeveloped land into sprawling, low-density development. Under the GMA, the primary means to achieve this objective is through the designation of urban growth areas at the County level, within which growth shall be encouraged and outside of which growth can occur only if it is not urban in nature (RCW 36.70A.110). ~~The Washington Department of Community, Trade and Economic Development interpret "Urban Growth Areas" as one of several critical concepts which need to be addressed (WAC 365-195-060(5)).~~

Within these Urban Growth Areas, King County Countywide Planning Policies call for the designation of a limited number of "Urban Centers."  
Cities adopting Urban Centers should adopt a map and housing and employment growth targets for each Urban Center, and adopt policies to promote and maintain quality of life in the Center through which shall be characterized by the following policies:

- A. A broad mix of land uses that foster both daytime and nighttime activities and opportunities for social interaction~~Clearly defined geographic boundaries;~~
- B. A range of affordable and healthy housing choices~~Intensity/density of land uses sufficient to support effective rapid transit;~~
- C. Historic preservation and adaptive reuse of historic places~~Pedestrian emphasis;~~
- D. Parks and public open spaces that are accessible and beneficial to all residents in the Urban Center~~High quality urban design;~~
- E. Strategies to increase tree canopy within the Urban Center and incorporate low impact development measures to minimize stormwater runoff~~Limitations on single occupancy vehicle usage during peak hours;~~
- F. Facilities to meet human service needs~~Mixed land uses offering choices to residents and employees;~~
- G. Superior urban design which reflects the local community vision for compact urban development~~Sufficient open space provisions and recreational opportunities; and~~
- H. Pedestrian and bicycle mobility, transit use, and linkages between these modes~~Uses which provide both daytime and night time activities in the Center.~~
- I. Planning for complete streets to provide safe and inviting access to multiple travel modes, especially bicycle and pedestrian travel; and

J Parking management and other strategies that minimize trips made by single-occupant vehicle, especially during peak commute periods.

The City of SeaTac has accordingly designated a section of its land area as an Urban Center. This Urban Center designation has been approved by the Growth Management Planning Council (GMPC) and the King County Council.

The Growth Management Act requires all comprehensive plans to include a land use element designating the proposed general distribution and general location and extent of the uses of land, including population densities, building intensities, and estimates of future population growth. It is also required to review drainage, flooding and stormwater runoff in the area and provide for the protection of the quality and quantity of public water supplies (RCW 36.70A.070(1)), which are addressed in the Capital Facilities Element/Background Report and Land Use Element, respectively. Under the GMA, the City is required to “identify lands for useful public purposes such as utility corridors, transportation corridors, landfills, sewage treatment facilities, stormwater management facilities, recreation, schools, and other public uses” (RCW 36.70A.150). This has been covered by several Elements/Background Reports. The City is also required to identify open space corridors to include lands useful for recreation, wildlife habitat and trails (RCW 36.70A.160). This is addressed by the Community Image and Parks, Recreation and Open Space Elements/Background Reports. RCW 36.70A.200 requires a process for identifying and siting essential public facilities, such as airports, State education facilities, State and local correctional facilities, solid waste facilities and State and regional transportation facilities (see also WAC 365-195-340). These are addressed in the Land Use Element. Detailed inventory information is included in this Land Use Background Report and the City of SeaTac Comprehensive Plan EIS.



# HISTORY OF SEATAC BEFORE INCORPORATION~~HISTORIC~~ ~~AL TRENDS IN THE~~ ~~SEATAC AREA~~

The area that is currently the City of SeaTac and its vicinity was settled in the mid to late 1800s primarily along Military Road. This road was constructed in the 1850s for the U.S. military by mandate of the territorial legislature, and followed a tribal trade route from the Duwamish River in south Seattle to Fort Steilacoom, south of Tacoma. Kelly Road (also called High Line Road, and later renamed Des Moines Memorial Drive) branched off of Military and continued west of the Duwamish to the Black River Crossing. It was constructed in 1873 as a route for settlers to take their produce to Seattle. In 1916 it was extended, paved with bricks, and became the first road to connect Seattle with Tacoma (Des Moines Highway).

Settlers primarily farmed and logged in the area between 1870 and 1915, and lived in small communities with limited road access to one another. These small communities included Riverton, Sunnydale, Lake Burien, Five Corners, Normandy Park, Manhattan, and Des Moines. Large homesteads included the Kelly tract which became Sunnydale neighborhood, and Reeploeg's Angle Lake Park directly across from the Angle Lake School.

Changes in land uses and economic activities have occurred, primarily due to increased access and ease of transportation in SeaTac and its vicinity. In 1928, Highway 99 was completed, dramatically changing the possible land uses and patterns of settlement in the area. The regional connection provided by this roadway facilitated growth that would ultimately transform the area into a suburban community.

In the 1940s, the Highline Area population tripled, accompanied by a boom in housing in the area. This dramatic growth is partially attributable to the growth in defense industry activity in the area, primarily the supply of WWII aircraft by the Boeing Airplane Company. Another related, large scale change in the area was the siting and building of Seattle-Tacoma International Airport which began full scale operation in 1949.

In the 1950s, regional and even national factors caused the Highline area population to double. Post-WWII housing, perhaps for veterans, is said to have been the original use of housing on the small lots in the western portion of the neighborhood currently known as McMicken Heights.

The completion of Interstate Highway 5 and expansion of the Seattle-Tacoma International Airport in the 1960s both contributed to accelerated economic activity and growth in the area.

In just over three decades, or a little more than one generation, access to what is currently the City of SeaTac and its surrounding area had gone from having only two major passable roadways and rough paths between isolated settlements, to having being at the International Airport and an intersection of national and regional highways serving a major defense industry and the surrounding suburban area. In that same period, economic activities in SeaTac had gone from largely logging and farming to overwhelmingly transportation-related industry and business.

Throughout the late 1960s and early 1970s, the Airport expanded and modernized significantly. Its impacts on area residents increased, exemplifying the issues associated with increased intensity and variety of land uses. The Port's noise remedy program, including areas of residential acquisition, was initiated in 1973.

The 1970s saw population decline slightly, due in part to major layoffs in the aircraft industry, and declining family size in general. Commercial development increased in the SeaTac area during the 1980s.

In November 1989, SeaTac voters elected to incorporate as a city. The City's incorporation became effective in February of 1990.

## **PHYSICAL FEATURES**

The City of SeaTac is located in South King County between the Duwamish/Green River and Puget Sound, separated from the Sound by Burien, Normandy Park, and Des Moines to the West. Bordering cities to the East include Kent and Tukwila, and to the North a section of unincorporated King County called Boulevard Park.

## **GEOGRAPHIC FEATURES**

### **Topography**

Elevation in the City ranges between 25 and 155 meters mean sea level (MSL). Significant topographic features are the hills at

McMicken Heights and Riverton Heights, forming a steep slope down to the Green River Valley along the eastern City boundary. A ravine with moderately sloping banks carries Des Moines Creek to Puget Sound in the south of the City, and at the western boundary a moderate slope extends down to the West from the edge of the Airport.

#### MAP A1.1 TOPOGRAPHY

The section of the City to the North of SR 518, including Riverton Heights, slopes gently ranging between 90 and 140 meters MSL. Near the eastern City boundary at Military Road, the terrain slopes upward toward the West, and a ridge runs parallel to Military Rd.

The eastern portion of the City, including McMicken Heights and Bow Lake neighborhoods, peaks at 155 meters MSL and is generally gentle in slope. Along the eastern City boundary however, it drops from 100 to 50 meters MSL rather rapidly.

The Angle Lake neighborhood and the southern portion of the City ranges between 70 meters MSL at Des Moines Creek and 140 meters MSL near S. 216th Street. Small hills of 120 and 130 meters MSL are found west of International Boulevard and south of the Airport.

Sea-Tac International Airport and West SeaTac make up the remainder of City land. This area is primarily flat at 125 meters MSL, with a slope at the western perimeter from 100 down to 70 meters MSL at the center of the Miller Creek ravine.

#### **Soils**

The soil in the City is predominantly Alderwood gravelly sandy loam (Ag). There is an area of shallow Rifle Peat (no current equivalent) surrounding Bow Lake, and patches of the following additional soil types also occur within the City: Arents-Alderwood material, Indianola loam fine sandy, Alderwood and Kitsap soils, Everett gravelly sandy loam, Norma sandy loam, Tukwila muck and Bellingham silt loam.

#### **High Erosion or Landslide Potential**

The entire Puget Sound Region is considered seismically active, and is characterized by a history of major earthquake frequency. Class III seismic hazards are those areas within this region that are subject to the most severe level of earthquake response due to slope of the land and soil density.

Areas of erosion hazard and Class III landslide hazard in the City lie primarily along the southeastern border. Erosion hazard occurs on the slope east of Interstate-5 between S. 176th St. and S. 188th St. and

from S. 204th St. to the southern boundary of the City. Two additional small areas of erosion hazard are located in the southwestern corner of the City, near S. 208th Street and Des Moines Memorial Drive. The City has only Class III landslide hazards. Affected areas include two narrow strips extending into the City from the eastern border between S. 172nd Pl. and S. 176th St. Under I-5 east of Angle Lake, and east of Military Road between S. 200th St. and S. 221st St. are two additional landslide hazard areas of this level.

### **Seismic “Hazard” Areas**

Class III seismic hazard areas surround Bow Lake, Tub Lake and exist extensively around Lora Lake and Lake Reba (stretching from the City’s boundary to 24th Avenue S. in the East and beyond). A belt of seismic hazard extends along the eastern perimeter of the City south of S. 176th St. Several smaller areas of seismic hazard are scattered throughout the City, with primary patches on the western border north of S. 192nd and of S. 176th Streets. Another linear Class III seismic hazard area lies near S. 161st St. at the City boundary, in the North.

## **WATER RESOURCES**

### **Drainage Basins**

Five major basins drain what is now the City of SeaTac, with 15 sub-basins. The five major basins are Des Moines Creek, Miller Creek, the Lower Green River, the Duwamish River and Lower Puget Sound.

### **Streams**

The City has two Class II streams (with salmonids; 100-foot buffer); Des Moines Creek in the South and Miller Creek in the North. A Class III stream (intermittent; 25-foot buffer) flows from Tub Lake in North SeaTac Park into Miller Creek near Lora Lake. Another feeds Miller Creek to the South near the boundary of the City at S. 166th Street. One unclassified buried stream leads into Bow Lake from the North, emerging as a Class III intermittent stream flowing out between S. 188th and S. 192nd Streets and on to feed Des Moines Creek. Two Class III streams flow out of the City toward the Green River near the eastern border between S. 172nd and S. 178th Streets. Small portions of a Class II stream (Perennial; salmonid use undetermined; 50-foot buffer) and two Class III streams fall just inside the City boundaries in the East at S. 204th St. and in the West at S. 206th St.

## Lakes

Angle Lake, Bow Lake, Lake Reba, Lora Lake, and Tub Lake lie within the City. Angle Lake is the only lake that falls under the City's Shoreline Management regulations.

## Wetlands

Wetlands are classified on a descending scale of sensitivity. Class I wetlands are classified as unique/outstanding, and require a 100-foot buffer. Classes II and III are designated significant (requiring a 50-foot buffer) and of lesser concern (requiring a 25-foot buffer) respectively.

A Class I wetland (called Miller Creek 3) surrounds Tub Lake in the North of the City. It is on the grounds of North SeaTac Park, and its preservation in this context is planned.

The Wetlands surrounding Lora Lake (Miller Creek 4), and Lake Reba (Miller Creek 10) near Miller Creek in the North are Class II, as is the one at the head of Des Moines Creek (Des Moines Creek 4). The Class II wetland surrounding Angle Lake is called Lower Green River 2. Four additional Class II Wetlands (Des Moines 5 and 7, Lower Green River 5) lie between S. 204th and S. 212th St. east of International Boulevard. The wetland surrounding Bow Lake is also Class II (called Des Moines 1).

Extending to the east of Miller Creek, and Des Moines Creek (Des Moines Creek 3) at their mid-points are two Class III wetlands. Bow Lake, and the head of Des Moines Creek (Des Moines 6) also have associated Class III wetlands extending out with open water at their centers.

## Aquifers Used for Public Drinking Water

The Highline Water District ~~continuously uses one~~ operates two supplemental wells within the City, located near S. 209th St. and 30th Avenue S. (Angle Lake Well) and in the vicinity of 3700 164<sup>th</sup> St. (McMicken Heights well). Another well, is located near S. 208th St. and 12th Avenue S. just outside the City; in Des Moines is currently closed for the construction of a treatment plant (manganese filter). The project is currently in the design phase, and is likely to prevent the use of this well for another year to year and a half. Highline Water District operates a third well located on the Tyee golf course on the north side of S 200<sup>th</sup> St. This well is only used for supplementing the flow of Des Moines Creek in times of low creek flow.

Seattle Water District operates three wells within the City. Two are located at S 146<sup>th</sup> St. and 24<sup>th</sup> Ave. S, and one at S 128<sup>th</sup> St. and 20<sup>th</sup> Ave. S

Land use issues related to this type of aquifer are addressed in the Environmental Management Policies.

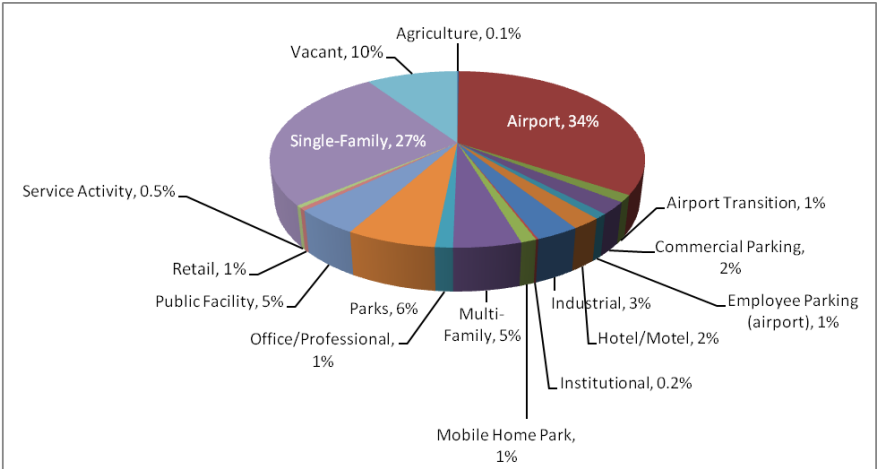
~~None of the other three water districts serving the City use wells located within the area.~~ The primary source of water for all four of the water districts serving the City districts is the Seattle Water Department.

# EXISTING LAND USE PATTERNS

Land uses in SeaTac reflect the general range of land uses that are found in an urban environment, such as residential, commercial and industrial development. Several prominent features of the study area include Sea-Tac International Airport, Angle and Bow Lakes and the several highways and major arterials that intersect SeaTac.

The City of SeaTac currently contains 8,072 acres, or 12.6 square miles, of land within its borders (this includes all streets, roads, highways, and other rights-of-way not shown in Figures A1.1 and A1.2). As shown in Figures A1.1 and A1.2 below, this land acreage consists primarily of Airport-related, single family residential, and commercial/retail land uses. The percentages cited below are based on a SeaTac acreage subtotal (5,492 acres) that excludes rights-of-way from the total amount. If included into the percentage breakdowns, rights-of-way would be among the single largest land use category with 2,580 acres (32 percent of the total land area). Map 1.4 illustrates the existing land use distribution in the City.

**Figure A1.1**  
**Land Use Summary Chart**



**Figure A1.2  
Land Use Summary Table**

The existing land use categories are described below.

<b>Land Use</b>	<b>Square Feet</b>	<b>Acres</b>	<b>Percent of Total</b>
Agriculture	351,530	8	0.1%
Airport	80,873,455	1,857	34%
Airport Transition	3,091,908	71	1%
Commercial Parking/Auto Rental/Sales	5,363,200	123	2%
Employee Parking (airport)	2,261,600	52	1%
Hotel/Motel	5,067,280	116	2%
Industrial	7,488,869	172	3%
Institutional	414,200	10	0.2%
Mobile Home Park	2,671,132	61	1%
Multi-Family	11,875,533	273	5%
Office/Professional	3,043,837	70	1%
Open Space/Park/Recreation	15,381,745	353	6%
Public/Quasi-Public Facility	11,895,952	273	5%
Retail	1,230,189	28	1%
Service Activity	1,080,461	25	0.5%
Single-Family	63,611,881	1,460	27%
Vacant	23,530,243	540	10%
<b>Total</b>	<b>239,233,015</b>	<b>5,492</b>	<b>100%</b>

## **RESIDENTIAL LAND USES**

A majority (53 percent) of SeaTac's residential units are **single family** homes (2012 Washington Office of Financial Management). In fact, 27 percent (1,460 acres) of the City's acreage is single family residential.



This situation represents the area's historic development trend, which initially was focused primarily on residential and agricultural land uses. It wasn't until the construction of SR 99 and, later, Seattle-Tacoma International Airport that significant commercial development started to appear within the community.

Much of the newer residential development in SeaTac has been **multi-family** in nature, although single family residential development continues through short platting and individual home construction. Recent multi-family developments include the 55-unit Sunset Station, 3351 S 176<sup>th</sup> St., completed in 2007, and the 90-unit Viewpoint Apartments, 21428 International Boulevard, completed in 2011. While there are pockets of multiple family housing in numerous sections of the City, two areas of major concentration are located in the vicinity of:

- A. S. 176th and S. 180th Streets between 32nd and 38th Avenues South; and
- B. S. 204th and S. 211th Streets between International Boulevard and I-5.

Multi-family development consumes less land per housing unit than single family housing. For example, multi-family residential units make up 41 percent of the total residential units in SeaTac, but only consume five percent of the City's area and 15 percent of the residentially used land.

SeaTac has a relatively large number of **mobile homes** (544 units), which make up five percent of the City's housing units. Most of the mobile homes are located in mobile home parks, which include the following (data are from the City's 2012 OFM Housing Unit and Population Estimate Report):

- Bow Lake Mobile Home Park                      408 Units  
18030 32nd Avenue South
- Firs Mobile Home Park                              73 Units  
20440 International Boulevard
- Angle Lake Mobile Home Park                      63 Units  
2916 S. 200th Street

The last of the mobile home parks west of International Boulevard were closed in January of 2010. The three mobile home parks listed above are located east of International Boulevard and are outside of the 65+ Ldn noise impact contour areas, and therefore are not subject to FAA noise insulation requirements.

## COMMERCIAL LAND USES

Due to the presence of Seattle-Tacoma International Airport, the City has a substantial number of **hotels, motels and restaurants**. There are 32 hotels with more than 5,500 hotel rooms. The type of establishment ranges from high end, national hotel chains like Hilton and Marriott to lower cost chains like Days Inn and Motel 6. Most of the City's hotels and motels are located along International Boulevard, with a concentration near the Airport, between S. 176th and S. 188th Streets. Many of the hotels have one or more restaurants located on their premises. There are also other restaurants in SeaTac, serving both ends of the market, ranging from sit-down restaurants to fast-food establishments.

The City's major **office** facility is the SeaTac Office Center, with two 13-story buildings and one four-story office/structured parking building. A four-building office complex is located just south of Angle Lake Park, and the SeaTac City Hall and other tenants presently occupy a three-story office building at 4800 S. 188th Street. Alaska Airlines has a large amount of office space within SeaTac, including its corporate headquarters building, a telephone reservations facility, a training facility, and an office building for its subsidiary business, Horizon Airlines. Washington Mutual Bank's national corporate training center is located in SeaTac at 18501 36th Avenue S. This facility features conference and meeting space as well as lodging facilities and an internal trail system.

Most of SeaTac's **retail** establishments are relatively small in scale, especially when compared to the regional retail businesses located in Tukwila's Southcenter Mall area. As a result, the retailers within SeaTac are oriented primarily to residents of the City and adjacent neighborhoods.

The demand for **parking and rental cars** generated by Sea-Tac International Airport has resulted in a proliferation of such establishments in SeaTac. In many instances, a parcel of land will have both types of activities taking place on it.

The Airport itself has a major parking structure, with direct access to the terminal building and a total capacity of 9,000 vehicles ~~(of which 8,000 stalls are for public use and 1,000 are used by car rental agencies)~~. It also has several surface parking lots that are primarily used for Airport-related employee parking. The Airport's high parking fees have created a demand for less expensive, off-site parking spaces. These private "park 'n fly" parking lots are located mainly along International Boulevard.

Most visitors interested in renting a car can pick up their leased vehicle at a dedicated section of the Airport's parking garage. Since this space can contain only a small number of rental cars, the car rental agencies use off-

site parking lots for vehicle storage. Some of the car rental agencies also use some of the off-site land for the sale of older rental cars.

In most cases, the park 'n fly parking and rental car land uses do not require the construction of major buildings. This situation allows the property owners to derive income from their land with a minimal investment, while reserving the ability to more intensively develop their property in the future.

## AIRPORT/AIRPORT-RELATED

One of the most significant land uses in SeaTac is the **Airport**. Of the 24.3 million passengers served by the Airport in 1996, 70 percent were Puget Sound residents or visitors (with the remaining 30 percent being “pass-through” travelers). The direct impact of the facility is estimated at \$2 billion a year, with direct jobs numbering some 15,000. Figure A1.3 summarizes the growth that has occurred between 1980 and 2000, in total passengers served (domestic and international), total operations (air carrier, commuter, general aviation, and military), and total air cargo (domestic and international air freight, as well as air mail).

**Figure A1.3**  
**Seattle-Tacoma International Airport 20-Year Air Travel Trends**

	1980	1990	2000	1980 – 2000 % Increase
<b>Passengers</b> (Millions)	9.2	16.2	27.4	197.8%
<b>Operations</b> (Thousands)	212.7	355.0	409.0	92.3%
<b>Air Cargo</b> (Thousand Metric Tons)	211.2	313.5	510.0	141.5%

Source: Sea-Tac International Airport, Planning Department, 1997.

The Airport’s Comprehensive Development Plan (CDP), the plan for airport growth to accommodate up to 45 million annual passengers (MAP) was adopted in 2007.

## INDUSTRIAL LAND USES

The City of SeaTac does not have a large amount of **industrial and manufacturing** activity at the present time. Instead, most of the City’s industrially zoned land, other than the Airport, is used for warehousing

and distribution. One example of SeaTac's warehousing and distribution is the Boeing Spares Distribution Facility, located at 2301 S. 144th Street. This large facility was sited in order to take advantage of the proximity to the Airport. Its highly automated systems capitalize on its location, focusing on rapid and efficient turnaround of replacement part orders.

## **PARK/RECREATION LAND AND OPEN SPACE**

The City of SeaTac contains several **parks**. They range in scale from small neighborhood parks, like Bow Lake Park, to a regional park, like North SeaTac Park. More information on parks may be found in the Parks, Recreation and Open Space Background Report, and the Capital Facilities Background Report.

## **PUBLIC FACILITY/INSTITUTION**

There are several buildings that are used for City of SeaTac purposes, including three fire stations, two community centers, City Hall, and a maintenance facility. The City of SeaTac contains several elementary schools, one middle school, and one high school. Several additional school structures are either being used for non-educational purposes or are vacant. The City also contains several churches, sewer and water district properties, and other public facility/institutional land uses.

# LAND USE GROWTH TARGETS

The growth targets used for planning by the City are allocations of regional and subregional growth estimates. The growth targets are not growth quotas (commitments to produce population and jobs) but are estimates of potential future growth, and are provided to demonstrate SeaTac's ability to accommodate its allocation of the regional growth estimates. This section describes the sources of SeaTac's future growth targets, and analyzes the City's ability to accommodate that growth.

The horizon year for SeaTac's Comprehensive Plan is 2035, representing 20 years from the Plan's 2015 adoption. Both the employment and household growth targets are consistent with the regional growth forecast used in the Puget Sound Regional Council's (PSRC) Vision 2040 and Transportation 2040 plans; and are consistent with the King County Growth Management Planning Council's (GMPC) adopted growth targets for 2031. (SeaTac's 2031 Targets were extended to 2035 by the straight line method-annualizing the 2006 to 2031 growth target, and adding 4 years of that growth to the 2031 target.)

## EMPLOYMENT: EXISTING AND TARGET

The City of SeaTac employment target was developed from data prepared by the ~~Puget Sound Regional Council (PSRC)~~ at the ~~FAZ (subregional)~~ level, and allocated to cities through a collaborative process of City and County staff working as the ~~Growth Management Planning Council's (GMPC)'s~~ Buildable Lands and Targets subcommittee. SeaTac's employment growth target is 29,348 additional jobs in the City by 2035, more than doubling the 2012 (covered) jobs estimate of 27,010. Total employment in SeaTac in 2000 was approximately 31,800 (with a population of 25,380). When SeaTac's growth target is added to the year 2000 baseline, the total employment is estimated to be 41,088 by the year 2022, if SeaTac experiences the growth represented by the target.

## HOUSEHOLDS: EXISTING AND TARGET

The City of SeaTac household target was developed from Washington Office of Financial Management's growth projection at the County level, and ~~distributed-allocated~~ to cities through a collaborative process of City and County staff working as the GMPC's Buildable Lands and Targets subcommittee. SeaTac's household growth target is 6,153 additional households, which, when added to the 2012 household baseline of 9,680 would bring SeaTac's total households to an estimated 15,833 by 2035. The total number of households in SeaTac in 2000 was 9,708. When

SeaTac's growth target is added to the year 2000 baseline, the total number of households is estimated to be 14,186 by the year 2022, if SeaTac experiences the growth represented by the target.

## **~~YEAR 2022 EMPLOYMENT AND HOUSEHOLD TARGETS~~**

The planning horizon for the City of SeaTac's Comprehensive Plan is the year ~~2022~~, consistent with the GMPC adopted growth targets for King County cities.

Figure A1.4 below shows the employment and household growth targets for the year ~~2022-2035~~ in the context of the ~~2000-2012 employment and household estimates, baselines and the estimated future totals for employment and housing.~~

**Figure A1.4**  
**Net New Growth for the Year ~~2022~~2035**

	<del>2000</del> 2012*	2022+2035	Growth Target+
Employment	<del>27,010</del> 31,800	56,358 41,088	<del>29,348</del> 9,288
Households	<del>9,680</del> 9,708	15,833 14,186	<del>6,153</del> 4,478

\* Sources: Employment Baseline: PSRC figures derived from analysis of geocoded Washington Employment Security Department (ESD) 2012 data. Washington ESD only reports "covered" employment. Covered employment refers to the employees covered under the State's unemployment insurance program, and excludes self-employed workers, proprietors, CEOs, ~~ete.~~, and other non-insured workers. Total employment in SeaTac is estimated to be as high as ~~35,900~~.

Households Baseline: Washington Office of Financial Management (OFM) estimate, based on U.S. Census of Population and Housing, 2010 ~~2000~~ and annual surveys of City building permit data for 2011 and 2012.

+ Sources: Employment and Household Growth Targets: The King County GMPC used Countywide projections of population (from Washington OFM) and forecasts of employment (from PSRC) and ~~distributed-allocated~~ these to cities through a collaborative process. Distribution of growth targets to cities was based partly on an estimate of land capacity that each City ~~produced-developed as part of the King County through the~~ Buildable Lands Analysis Report.

# LAND USE CAPACITY ESTIMATES

In support of the 2014 King County Buildable Lands Report, ~~the~~ City of SeaTac has researched the number of available acres that are zoned for development but are currently vacant. Additionally, the City's land capacity analysis identified parcels considered to as having redevelopment potential.

Opportunities for commercial redevelopment were assumed for those parcels where the existing density was less than 25% of the density assumed for the applicable zone (using floor area ratio (FAR) as the measure). That is, where redevelopment on the site would be 4 times more intense than the existing development. ~~assessed value of improvements is less than 50 percent of the assessed land value.~~

The single family redevelopment potential figure includes those parcels that are underutilized based on the minimum lot size allowed by zoning.

Potential for multi-family redevelopment was estimated by examining the gap between existing densities of development and the maximum densities allowed under current zoning. For each parcel a ratio of existing density to maximum allowed density was calculated. Parcels were considered redevelopable when that ratio fell below 0.5. That is, where redevelopment on the site would be 2 times the density of the existing development.

Publicly owned parcels (Federal, State, County, City, school district, utility district) were not considered to have any potential to accommodate future household or employment growth, and were removed from the analysis.

Parcels suitable for development or redevelopment were analyzed for sensitive areas using GIS data. Deductions were made for the ~~approximate~~ area of each parcel occupied by steep slopes, wetlands, water bodies, habitat areas, and buffers associated with these sensitive areas. Further deductions were made for rights-of-way and public purpose lands, as a percentage of the gross acreage. A portion of the resulting net acreage was deducted to account for land unavailable due to market factors and other unknown property owner considerations, yielding the amount of land available for further development. The process used is consistent with the King County Buildable Lands Report methodology and is used by the other King County cities as well as unincorporated King County, ~~and the County itself.~~

King County staff, working with staff from the Cities through the Buildable Land and Targets process between 2008 and 2010, developed a standard methodology for cities to use in estimating land use capacity. This is the methodology that SeaTac followed.

When SeaTac’s development capacity is translated into jobs and household numbers and compared with the 2022-2035 employment and household targets, it is clear that there is more than enough land capacity to accommodate the City’s residential (Figure A1.6) and employment (Figure A1.7) growth targets through 2022-2035.

The City’s 2006-2014 Buildable Lands analysis showed a residential capacity surplus of 810 units and an employment capacity surplus of 8,314 jobs relative to the City’s growth targets.

Figures A1.6 and A1.7 below illustrate the household and employment capacity represented by the vacant and redevelopable land in SeaTac, and show the City’s capacity to accommodate the household and employment growth targets forecast for the year 2022, which is the SeaTac Comprehensive Plan’s time horizon.

**Figure A1.6**  
**New Residential Growth Capacity Estimates – Year 2022-2035**

<u>Land Use</u>	<u>Within Urban Center</u>		<u>Outside Urban Center</u>		<u>Total Capacity</u>
	<u>Land Available</u>	<u>Capacity in Households</u>	<u>Land Available</u>	<u>Capacity in Households</u>	
<u>Single Family Residential</u>	<u>0 acres</u>	<u>0</u>	<u>310 acres</u>	<u>815</u>	<u>815 households</u>
<u>Multi-Family Residential</u>	<u>85 acres</u>	<u>3,103</u>	<u>43 acres</u>	<u>975</u>	<u>4,078 households</u>
<u>Mixed Use (Residential)*</u>	<u>178 acres</u>	<u>1,507</u>	<u>10 acres</u>	<u>117</u>	<u>1,624 households</u>
<u>Total Residential Capacity</u>	<u>4,610</u>		<u>1,907</u>		<u>6,517 households</u>
<u>Household Growth Target</u>					<u>6,153</u>
<u>Surplus/Deficit</u>					<u>-364</u>

\* These estimates represent total acreage for parcels designated for mixed use. The number of units represents the residential component of future mixed use projects.



**Figure A1.6**  
**New Residential Growth Capacity Estimates—Year 2022**

<b>Land Use</b>	<b>Total Land Available to Accommodate 2022- Forecast (Acres)</b>	<b>Capacity of Land in Total Households</b>
Single Family Residential	349	940
Multi Family Residential	139	3,472
Mixed Use (Residential)*	137	876
<b>Total Residential Capacity:*</b>		<b>5,288</b>
<b>Household Growth Target:</b>		<b>4,478</b>
	<b>Surplus/Deficit:</b>	<b>810</b>

**Figure A1.7**  
**New Employment Growth Capacity Estimates – Year ~~2022~~ 2035**

<u>Land Use</u>	<u>Within Urban Center</u>		<u>Outside Urban Center</u>		<u>Total Capacity</u>
	<u>Land Available</u>	<u>Capacity in Jobs</u>	<u>Land Available</u>	<u>Capacity in Jobs</u>	
<u>Commercial</u>	<u>0 acres</u>	<u>0</u>	<u>2 acres</u>	<u>126</u>	<u>126 jobs</u>
<u>Industrial</u>	<u>26 acres</u>	<u>779</u>	<u>134 acres</u>	<u>3,512</u>	<u>4,291 jobs</u>
<u>Mixed Use (Jobs)*</u>	<u>178 acres</u>	<u>26,363</u>	<u>10 acres</u>	<u>1,955</u>	<u>28,318 jobs</u>
<u>Total Employment Capacity</u>	<u>27,142 jobs</u>		<u>5,593 jobs</u>		<u>32,735</u>
<u>Employment Growth Target</u>					<u>29,348</u>
<u>Surplus/Deficit</u>					<u>3,387</u>

\* These estimates represent total acreage for parcels designated for mixed use. The number of ~~units-employees~~ represents the commercial ~~capacity component~~ of future mixed use projects.

Source for A1.6 and A1.7: City of SeaTac Department of ~~Planning and~~ Community and Economic Development, ~~2006-2014~~ Buildable Lands Report.

**Figure A1.7  
New Employment Growth Capacity Estimates—Year 2022**

<b>Land Use</b>	<b>Total Land Available To Accommodate 2022 Forecast (Acres)</b>	<b>Capacity of Land in Total Employees</b>
Commercial	2	128
Industrial	165	3,145
Mixed Use (Commercial)*	137	14,329
<b>Total Employment Capacity:</b>		<b>17,602</b>
<b>Employment Growth Target:</b>		<b>9,288</b>
	<b>Surplus/Deficit:</b>	<b>8,314</b>

**ASSUMED FUTURE DENSITIES**

As explained above, City staff identified land that was vacant or likely to redevelop during the 20-year planning time frame. Estimates of the number of dwelling units or jobs (the “land capacity”) represented by that land, assumptions about future densities were applied. The assumed future densities are based on recent development in this city or in similar areas of other local cities.

For residential uses and the residential components of mixed-use areas, the densities are given in dwelling units per acre (DU/Ac.)

For commercial uses or the commercial components of mixed use areas, and for industrial areas the square footage of buildings is estimated for each vacant or redevelopable parcel using a floor area ratio (FAR). FAR is a measure of how intensely a piece of land is developed. For example, if a building covered an entire site at one story, the FAR would be 1. If a building covered ½ of a site at one story, the FAR would be 0.5. A building that covered half of a site at 4 stories would have an FAR of 2. When an assumed FAR is applied to a site where the size of the site is known, the result represents an estimated size of the future building. In the case of mixed use areas, assumptions are also made regarding the

proportions of the site that will be in residential and non-residential uses.

SeaTac used local examples of existing development to determine existing densities and FARs. Where there weren't local examples of some expected future development types, staff referred to existing examples in neighboring cities for those types of developments. Recommended examples were compiled by King County staff and others.

Table xxx below shows the assumptions that were used for the City's estimates of land capacity to accommodate the growth targets.

Table xxx

<u>ZONE</u>	<u>ASSUMED DU/Ac</u>	<u>ASSUMED FAR</u>	<u>ASSUMED RESIDENTIAL/NON-RESIDENTIAL SPLIT</u>
<u>UL-5000</u>	<u>6.86</u>	<u>N/A</u>	<u>100% Res.</u>
<u>UL-7200</u>	<u>4.77</u>	<u>N/A</u>	<u>100% Res.</u>
<u>UL-9600</u>	<u>4.04</u>	<u>N/A</u>	<u>100% Res.</u>
<u>UL-15000</u>	<u>2.15</u>	<u>N/A</u>	<u>100% Res.</u>
<u>UM-3600</u>	<u>13.29</u>	<u>N/A</u>	<u>100% Res.</u>
<u>UM-2400</u>	<u>15</u>	<u>N/A</u>	<u>100% Res.</u>
<u>UH-1800</u>	<u>26</u>	<u>N/A</u>	<u>100% Res.</u>
<u>UH-900</u>	<u>55</u>	<u>N/A</u>	<u>100% Res.</u>
<u>UH-UCR</u>	<u>70</u>	<u>N/A</u>	<u>100% Res.</u>
<u>Townhouse (in Urban Center)</u>	<u>22</u>	<u>N/A</u>	<u>100% Res.</u>
<u>Townhouse (outside Urban Center)</u>	<u>15</u>	<u>N/A</u>	<u>100% Res.</u>
<u>O/C/MU</u>	<u>30</u>	<u>0.6</u>	<u>66% Res./34% Non-res.</u>
<u>O/CM</u>	<u>45</u>	<u>0.6</u>	<u>66% Res./34% Non-res.</u>
<u>CB</u>	<u>100</u>	<u>3.0</u>	<u>10% Res./90% Non-res.</u>
<u>ABC (North of SR 509 ext.</u>	<u>75</u>	<u>2.5</u>	<u>20% Res./80% Non-res.</u>

<u>ZONE</u>	<u>ASSUMED DU/Ac</u>	<u>ASSUMED FAR</u>	<u>ASSUMED RESIDENTIAL/NON-RESIDENTIAL SPLIT</u>	
<u>ABC (South of SR 509 ext.</u>	<u>0</u>	<u>0.4</u>	<u>100% Non-res.</u>	
<u>Ind</u>	<u>0</u>	<u>0.35</u>	<u>100% Non-res.</u>	
<u>BP</u>	<u>0</u>	<u>0.33</u>	<u>100% Non-res.</u>	
<u>AVC (outside Urban Center)</u>	<u>0</u>	<u>0.35</u>	<u>100% Non-res.</u>	
<u>AVC (in Urban Center)</u>	<u>0</u>	<u>0.45</u>	<u>100% Non-res.</u>	

# LAND USE GROWTH FORECASTS

The preceding sections address the King County GMPC growth targets and the City’s ability to accommodate them. The level of residential growth that SeaTac has actually experienced is much less than the growth represented by the growth target, though. If the residential growth target is annualized, it would represent increases of ~~307~~ ~~224~~ households each year for the next 20 years; SeaTac has actually grown by only an average of ~~62~~ ~~22~~ housing units per year since ~~1992~~ ~~1993~~. Based on this, the City does not expect the growth represented by the growth target.

~~This section~~ ~~addresses~~ SeaTac’s need for locally relevant growth forecasts, City staff has developed forecasts using ~~PRSC draft forecasts of households and employment, informed by~~ land capacity estimates developed as part of the ~~2000-2014~~ Buildable Lands work, and local knowledge of development trends and conditions. SeaTac’s forecast for households and employment is shown in Figure A1.8, below.

**Figure A1.8**  
**2000—2020 Forecasts of Households and Employment Growth Through 2035**

<u>LAND USE</u>	<u>IN URBAN CENTER</u>	<u>OUTSIDE URBAN CENTER</u>	<u>TOTAL GROWTH</u>
<b><u>Housing</u></b>			
<u>Single Family</u>	<u>0</u>	<u>404</u>	<u>404</u>
<u>Multi-family</u>	<u>1,642</u>	<u>310</u>	<u>1,952</u>
<u>Mixed Use</u>	<u>621</u>	<u>16</u>	<u>637</u>
<b><u>Housing Growth</u></b>	<b><u>2,262</u></b>	<b><u>731</u></b>	<b><u>2,993</u></b>
<b><u>Employment</u></b>			
<u>Commercial</u>	<u>0</u>	<u>12</u>	<u>12</u>
<u>Industrial</u>	<u>438</u>	<u>1,398</u>	<u>1,836</u>
<u>Mixed Use</u>	<u>9,678</u>	<u>72</u>	<u>9,750</u>
<b><u>Employment Growth</u></b>	<b><u>10,116</u></b>	<b><u>1,481</u></b>	<b><u>11,597</u></b>

**Figure A1.8  
2000—2020 Forecasts of Households and Employment**

	<b>2000</b>	<b>2010</b>	<b>2020</b>
Retail	2,574	2,852	3,437
FIRES*	6,604	10,575	12,028
Government	1,963	2,235	2,303
Education	401	753	821
WCTU**	19,004	20,064	23,693
Manufacturing	759	514	490
<b>Employment Totals***</b>	<b>31,800</b>	<b>36,993</b>	<b>42,772</b>
Single-Family Households	5,383	6,193	6,839
Multi-Family Households	4,325	4,657	5,918
<b>Total Households</b>	<b>9,708</b>	<b>10,850</b>	<b>12,757</b>

\*—FIRES is an acronym representing the Finance, Insurance, Real Estate and Services employment sectors.

\*\*—WCTU is an acronym representing the Wholesale, Communications, Transportation and Utilities employment sectors.

\*\*\*—The 2000 employment total includes 495 construction jobs. Construction employment is not used in the PSRC forecasts, so is not listed among the sectors in this table to facilitate comparison of growth to the forecast years in each employment sector.

According to these forecasts, SeaTac expects **31** percent household growth and ~~35~~ **43** percent employment growth by the year ~~2035~~**2020**.

# DESCRIPTION OF LAND USE ALTERNATIVES

An Environmental Impact Statement (EIS) was prepared for this Comprehensive Plan, in accordance with the requirements of the State Environmental Policy Act (SEPA). As part of the EIS process, different growth alternatives for SeaTac were developed, and their impacts analyzed. The three land use alternatives were:

- “Current Plan,” or No Action, Alternative
- “City Center” Alternative
- “Urban Villages” Alternative

In addition, a fourth option that was briefly considered, but then rejected as an alternative, the “Dispersed Growth” Alternative.

Detailed descriptions and analyses of the three major land use alternatives may be found in the Comprehensive Plan’s Environmental Impact Statement.

The adopted Comprehensive Plan is based on a refinement of the Urban Villages alternative.

## ~~FUTURE~~ LAND USE PLAN

The comprehensive planning process provides the opportunity to identify an overall vision for future community development that encompasses all major facets of City life including land use, transportation, housing, and capital facilities, to name just a few.

The assumed forecast year for SeaTac’s Comprehensive Plan is ~~2020~~2035, consistent with the regional Vision ~~2020-2040~~ plan (prepared by the Puget Sound Regional Council), the Regional Transit System Plan and other major project planning (for example, the SR 509 Extension project) in the SeaTac area. Thus, a forecast period of 20 years is provided. This two-decade period allows a wide range of changes to occur in the physical character of the City. Whether the changes incorporated in the plan actually occur in a given year is not as important as establishing a clear direction for the City of SeaTac to achieve its agreed-upon goals and objectives.

The future land use plan for the City of SeaTac is depicted on the Land Use Plan Map, Map 1.5 of this Comprehensive Plan. SeaTac’s future land

use along International Boulevard would be characterized by three clusters, or “nodes,” of intensive development, each serving the needs of adjacent mixed use development as well as nearby residential neighborhoods. Sound Transit’s ~~Airport-Link~~ light rail project ~~will connect~~ the ~~three nodes, each of which is served by a light rail transit station:~~ Tukwila International Boulevard Station (South 154th Street and International Boulevard), ~~and~~ SeaTac/Airport Station (South 176th Street and International Boulevard); ~~and Angle Lake Station (scheduled to open in 2016)~~. ~~A future extension will connect the light rail system to a station located at South 200th Street and International Boulevard.~~ The three centers ~~will~~ ~~would be focused on multi-modal transportation centers,~~ but each ~~with~~ have a different emphasis:

- **Tukwila International Boulevard Station:** Located north of SR 518/east of International Boulevard in Tukwila with one-quarter mile TOD area extending into SeaTac. An auto-oriented activity area which would ~~provides~~ easy access from SR 518 and International Boulevard. Parking ~~is~~ ~~would be~~ provided to accommodate HCT users at ~~the station~~ ~~reasonable cost~~. Although parking might be a major land use, street frontages with transit access should accommodate office, commercial and multi-family land uses. Convenience retail ~~would~~ will also be available. The station area is defined as lying between South 150th Street to the north and South 154th Street to the south with 30th Avenue South as the western boundary and portions of Military Road and International Boulevard acting as the eastern border.
- **SeaTac/Airport Station:** A gateway center ~~would~~ will be developed with high density, high rise (12 to 16 stories approximately), mixed use office commercial, support retail, entertainment, and multi-family residential land uses within SeaTac’s designated City Center. This area will develop around the light rail transit station, which ~~will be~~ is located on Port property west of the intersection of South 176th Street and International Boulevard ~~and is connected to the City by:~~ ~~A~~ pedestrian bridge ~~will connect the station~~ to the northeast corner of the intersection ~~where:~~ Sound Transit ~~will~~ has constructed a public plaza with vertical circulation to the pedestrian bridge. The City is encouraging the development of a significant mixed use project on the site.
- **Angle Lake Station** ~~International Boulevard/South 200th Street:~~ The City envisions ~~A~~ an Airport-use-oriented business center here, ~~would develop,~~ attracting regional offices for international corporations, regional business services, ~~and~~ local office headquarters and retail serving local needs. Multi-family



residential uses would also ~~occur~~ expand on the east side of International Boulevard, along with hotels and Airport-related and transit-related traveler services. ~~This area may also include a Phase Two LRT terminal station, serving as the south County's access point to the regional LRT system.~~

Outside the three subareas above, International Boulevard would continue to attract land uses such as parking, distribution and services, some of which might be displaced from the four centers. Much of the southwestern area of the City would transition from existing low density residential to industrial/business park development, while other existing neighborhoods would be preserved and enhanced.

## ~~FUTURE~~ LAND USE DESIGNATIONS

The land use plan is depicted on the City of SeaTac's Land Use Plan Map (see Map 1.5 in the Land Use Element). There are several different land use designations on the Future Land Use Map, which fall into one of the following broad categories:

- Residential
- Commercial
- Business Park/Industrial/Airport Industrial
- Park/Other

### RESIDENTIAL LAND USE DESIGNATIONS

#### Residential – Low Density (Single Family)

Land within the Residential – Low Density areas is, and will continue to be, primarily single family in nature. The ~~intent purpose~~ of this designation is to stabilize and protect existing single family residential neighborhoods, and foster an environment that provides high quality housing, diversity and affordability.

Accessory units (sometimes called “mother-in-law units”) will be allowed in single family designations in order to provide additional housing opportunities and income sources for homeowners.

Single family areas will be served by bus and a growing network of sidewalks and bicycle paths. Open space will be provided within subdivisions, in neighborhood and community parks, and through

~~shared use of at-school playfields, s and neighborhood parks, with larger facilities located within North SeaTac and Angle Lake Parks.~~

The single family designations will be buffered from higher intensity uses by landscaping/buffering and “transitional” residential uses, including townhouses and small scale, residentially oriented, mixed use development. This will promote the stabilization and enhancement of single family neighborhoods.

### **Townhouse**

Townhouse designated areas are residential areas creating a buffer between adjacent Residential – Low Density areas and more intensely developed higher density residential or commercial/mixed use areas. These areas will be residential in character, with design features intended to help foster a sense of community: a good relationship to the street, unobtrusive parking arrangements, requirements for open space to be used by residents, attention to detail in building design, and minimum site size requirements to minimize neighborhood fragmentation. Heights will be limited to three stories. These development characteristics are intended to result in a building type that has single-family characteristics at densities that support transit ridership and nearby commercial activities.

### **Residential – Medium Density**

Residential – Medium Density areas are residential areas with a higher density than single family areas while maintaining a desirable family environment. Ideally, they provide a transition between lower density and higher density areas. ~~to be located between higher density uses and single family residences, or townhouses in some cases. These areas will be primarily residential in character, with some supporting residentially oriented commercial uses.~~ Building heights will be limited to four or five stories, with possible height bonuses through a conditional use ~~process~~ or ~~special~~ administrative/staff review process, or incentive program. Examples of the types of uses that would be found in this designation are two- to four-story apartments and townhouses. ~~Some mixed use residential commercial buildings containing services like dry cleaning, doctor’s offices, hair salons, coffee shops and video stores will also be allowed at specific sites. Careful attention will be given to the amount and type of commercial uses to ensure project feasibility and maximize the positive impacts of these business uses in residential areas.~~ In Residential – Medium Density areas, a range of different types of open space will be provided, from decks and balconies to small yards and pocket parks. Parking will be integrated into the site plan to reduce its visual impact. Where possible, alleys should be used to separate service access and parking from the street frontage.

### **Residential – High Density**

Residential – High Density areas are residential areas that provide a higher density living option that may include some residentially oriented commercial uses. Ideally Residential – High Density areas provide a transition between lower density and higher density areas. to be located between Residential High – Mixed Use areas and Residential Medium Density areas. In some cases Residential – High Density uses may be located adjacent to Residential – Low Density areas, but in these cases additional buffering, building setbacks or upper story setbacks may be required. ~~These areas will be primarily residential in character, with some supporting residentially oriented commercial uses.~~ Building heights will be limited to four or five stories, with possible height bonuses through a conditional use ~~process, or special~~ administrative/~~staff~~ review process, or an incentive program. Examples of the types of uses that would be found in this designation are two- to four-story apartments and townhouses. Some mixed-use residential-commercial buildings containing services like dry cleaning, doctor's offices, hair salons, coffee shops and video stores ~~will may~~ also be allowed at specific sites. Careful attention will be given to the amount and type of commercial uses to ensure project feasibility and maximize the positive impacts of these business uses in residential areas. In Residential – High Density areas, a range of different types of open space will be provided, from decks and balconies, to small yards and pocket parks. Parking will be integrated into the site plan to reduce its visual impact. Where possible, alleys should be used to separate service access and parking from the street frontage.

### **Residential High – Mixed Use**

The intent of the Residential High – Mixed Use designation is to promote the development of a high density residential area that complements the bordering high density commercial area. Together, these areas will form the core of SeaTac's Urban Center.

Heights will be limited only by FAA requirements, and building setbacks on the ground floors will be minimal. Public open space will be provided in neighborhood pocket parks and plazas. Private open space will be provided through terraces, courtyards, and private balconies. In this designation, commercial uses will be allowed on the first floors of buildings. Such commercial activities will be primarily oriented toward serving the needs of the residents.

## COMMERCIAL LAND USE DESIGNATIONS

### **Commercial ~~Mixed Use~~—Low ~~Intensity~~-Density**

~~Commercial Low Density areas are generally located outside the Urban Center and provide convenient daily shopping and some services for a limited service area. They are intended to enhance low to medium density residential neighborhoods by locating goods and services within a convenient distance for residents. Commercial low Density areas may also serve as a neighborhood hub for bus or other transit facilities. Some areas along International Boulevard will be outside the one-quarter to one-half mile radius from the planned light rail station location and will not be within easy walking distance of the station. Consequently, these areas would not benefit from high intensity, transit supportive land uses. These areas could, however, potentially be served by the personal rapid transit (PRT, or similar system providing a similar function) system if feasible. The areas designated as Commercial Mixed Use—Low Intensity will provide opportunities to retain many of the necessarily auto-oriented, small scale uses that make up the present character of International Boulevard. Examples of this type of development include nurseries, hardware and home supply stores, car sales, automotive repair garages, and department stores. Guidelines for businesses in these areas will be directed at improving their function and visual appearance. It is expected that there will be minimal housing in these designated areas. Transit service would consist of bus service and possible PRT (or similar system providing a similar function).~~

### **Office/Commercial/Mixed Use**

The Office/Commercial/Mixed Use designation anticipates a mixed use medium density type of development that is more residential in character than the Commercial Medium Density designation. Most retail and commercial uses should be allowed only in the mixed use context, with lower building height limits being applied in this designation.

### **Commercial ~~Mixed Use~~—Medium ~~Intensity~~-Density**

The Commercial ~~Mixed Use~~—Medium ~~Intensity~~-Density designation anticipates a lower intensity of development than the High Intensity designation. Building heights will be around five to seven stories with additional stories (~~up to 12~~) allowed through a bonus system. Typical activities will include dense corporate parks(?), individual office buildings, smaller hotels and restaurants, and relatively dense retail developments. Developers will be encouraged to mix uses, either within an individual building or within different buildings on a multiple building development site. Mid-rise apartments (~~4-5 stories~~) or mixed, residential/commercial developments could be built within

this area. Structured parking will also be encouraged in this area, ~~but may not be as feasible due to the lower intensity of development.~~ As with the high intensity designation, developers will be encouraged to locate surface parking in a way that allows for redevelopment as structured parking becomes feasible.

### **Commercial ~~Mixed Use~~—High ~~Intensity~~ Density**

The Commercial ~~Mixed Use~~—High ~~Intensity~~ Density designation allows the highest concentration of development. The building heights in this area will be limited only by FAA height limits. Activities within this designation will include hotels, office towers and high density housing. Retail and service-oriented businesses will be encouraged to locate within the first floors of large scale, multi-story developments. Some of these commercial activities would be oriented toward employees, providing them with convenience shopping, eating establishments and places to complete daily errands without having to drive. Other commercial activities such as specialty shops, restaurants, and movie theaters could be oriented to serve City residents and travelers staying at hotels. Some opportunities may also exist for convention center activities which this designation would support. The SeaTac Office Center and the Red Lion Hotel are ~~some~~ examples of the types of development that are envisioned for the Commercial ~~Mixed Use~~—High ~~Intensity~~ Density designation. Structured parking will be encouraged as land values make this feasible. In the interim, while surface parking is still necessary, developers will be encouraged to orient their site plans to allow for redeveloping the surface parking at a later date. Developers will be encouraged to provide open spaces, eating and sitting areas within their projects. The City will also work to encourage the provision of small pocket parks. The SeaTac/Airport Station area will include bus and paratransit service at the plaza/~~“kiss and ride”~~ to provide a high level of convenient multi-modal transit service. The Personal Rapid Transit (PRT, or similar system providing a similar function) system could eventually link development within these areas to the Airport and other large developments. Sound Transit’s two stations will provide an efficient transit link to the rest of the region.

### **Aviation Business Center**

The Aviation Business Center (ABC) land use designation ~~reflects the existing/potential ABC zoning and related development standards. One purpose of the designation is to promote will support~~ a major center supporting with high concentrations of customers, visitors, employees, and pedestrian activity to create a quality development area in which people can work, shop and access child care. This area will also A second related purpose is to encourage create a development area with a ~~businesses~~ orientation to the Airport and compatible with Airport operations. This designation will encourage

flexible development programs to improve the design, character, and quality of new development, facilitate the provision of streets and utilities, and preserve natural and scenic features. ~~The ABC area also establishes minimum lot sizes to encourage projects of sufficient scale to increase the viability of high capacity transit and PRT (or similar system providing a similar function) in this area. With the coming of the Angle lake Light rail Station in 2016, the northern part of the ABC area (north of the SR 509 Extension right-of-way) will focus on a pedestrian orientation and Transit Oriented Development.~~

## **BUSINESS PARK/INDUSTRIAL LAND USE DESIGNATIONS**

### **Business Park**

The Business Park designation would allow non-polluting business, such as biotechnology, non-polluting light manufacturing, electronics, computer technology or communications equipment establishments. Land uses with significant impacts, ~~such as truck terminals,~~ would be expressly prohibited.

Land uses with the following impacts or effects will be prohibited from Business Park areas:

- Emit significant quantities of dust, dirt, cinders, smoke, gases, fumes, odors or vapors into the atmosphere;
- Emit any liquid or solid wastes or other matter into any stream, river, or other waterway;
- Emit radiation or discharges glare or heat, or emits electromagnetic, microwave, ultrasonic, laser or other radiation levels over what is considered safe by the FCC;
- Emit radiation or discharges glare or heat, or emits electromagnetic, microwave, ultrasonic, laser or other radiation levels that would adversely impact electronic equipment of residences or businesses outside of the boundaries of the property the business is located;
- Heavy trucking as a principal use such as truck terminals;
- Produce excessive noise or ground vibration perceptible without instruments at any point exterior to any lot; and
- Utilize open storage.

Design and lot coverage standards for Business Park areas will be implemented to foster high quality development and to minimize the impacts of such development.

### **Airport**

This designated area provides for the Seattle-Tacoma International Airport and high intensity Airport-related facilities and activities. The Land Use Plan Map utilizes a single designation (“Airport”) for all properties owned or to be owned by the Port of Seattle under the Airport Master Plan, as ~~updated—amended August 1, 1996.~~ Development of the Airport shall be in accordance with the Interlocal Agreement between the City and the Port of Seattle (ILA), which shall resolve any conflicts with other provisions of this Comprehensive Plan. To the extent the ILA establishes development standards as defined in RCW 36.70B.170 et seq., the ILA also constitutes a “development agreement.” The Airport designation provides for Airport-related facilities and activities associated with Seattle-Tacoma International Airport that are related to either “Aviation Operations” or “Aviation Commercial” uses.

**Aviation Operations** shall include only those uses listed in Attachment A-2 to the ILA. The Aviation Operations zone (AVO) is designated for development of the range of facilities that provide for safe and efficient commercial operations and support, together with security, access, the needs and convenience of the traveling public, and handling of air cargo.

**Aviation Commercial** shall include those uses listed in Attachment A-2 to the ILA. The Aviation Commercial zone (AVC) is designated for development that provides support to operations of the Airport, the traveling public, and air cargo, and for other development that provides economic benefit to the Airport and community while maintaining compatibility with Airport operations and activities.

### **Industrial**

The purpose of this designation is to provide for the location and grouping of industrial enterprises and activities involving manufacturing, assembly, fabrication, processing, bulk handling, storage, warehousing and heavy trucking. ~~These areas could be served by both automobiles.~~

## **PARK/OTHER LAND USE DESIGNATIONS**

**Park**

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

**HCT (High Capacity Transit) District**

HCT Districts include the areas within a one-quarter-mile radius around the two planned and one proposed Sound Transit light rail stations. These HCT Districts are intended to encourage transit-supportive, mixed use development and to discourage inappropriate uses and development patterns. Public infrastructure financing and regulatory incentives will be directed to the HCT Districts in the station areas.

**RELATIONSHIP BETWEEN THE LAND USE PLAN MAP AND THE ZONING MAP**

The designations on the Land Use Plan Map depict both existing and future land uses within the City of SeaTac. In some cases, such as with “Residential – Low Density,” “Residential – Medium Density” and “Residential – High Density,” the Comprehensive Plan’s land use designations are general categories that encompass more than one zoning classification on the City’s Zoning Map. For example, the “Residential – Medium Density” designation includes several Urban Medium zoning classifications, as well as the Mobile Home Park zone. In such cases, it is the Official Zoning Map that will determine the actual “potential zone” classification that emanates from a parcel’s Land Use Plan Map designation. The following chart lists the zoning classifications that correspond to the Comprehensive Plan designations.

<b>Comprehensive Plan Designations</b>	<b>Zoning Classifications</b>
Residential Low Density:	UL-15,000
	UL-9,600
	UL-7,200
	UL-5,000 Floating Overlay
Townhouse:	Townhouse
Residential Medium Density:	UM-3,600
	UM-2,400
	MHP



<b>Comprehensive Plan Designations</b>	<b>Zoning Classifications</b>
Residential High Density:	UH-1,800
	UH-900
Residential High – Mixed Use:	UH-UCR
Commercial Low Density:	NB (Neighborhood Business)
Office/Commercial/Mixed Use:	O/C/MU (Office/Commercial/Mixed Use)
Commercial Medium Density:	OCM (Office/Commercial Medium)
Commercial High Density:	CB (Community Business) and CB-C (Community Business in the Urban Center)
Aviation Business Center:	Aviation Business Center (ABC)
Business Park:	BP
Industrial (I):	Industrial (I)
Airport:	AVC (Aviation Commercial)
	AVO (Aviation Operations)
Park:	Park

# ESSENTIAL PUBLIC FACILITIES

The Washington Growth Management Act (GMA) requires that city local comprehensive plans include a process for identifying and siting “essential public facilities.”

An initial list of essential public facilities for SeaTac includes, but is not limited to, airports; State and local correction facilities; State educational facilities; State and regional transportation facilities; landfills; solid waste handling facilities; sewage treatment facilities; major communication facilities and antennas (excluding wireless telecommunications facilities); and in-patient facilities, such as group homes (excluding those facilities covered by the Washington Housing Policy Act), mental health facilities, secure community transition facilities (SCTFs), and substance abuse facilities.

Specific essential public facilities that already exist or are under development in SeaTac include Seattle-Tacoma International Airport, Interstate 5, SR 509, SR 518, the King County solid waste transfer station (off South 188th Street) and the Federal Detention Center.

The City shall examine the proposed facility under the following criteria:

**1. Analysis of Proposed Site and Review of Alternatives.**

The applicant shall provide an explanation of the need and suitability for the proposed facility in the proposed location and an analysis of alternative sites considered for the proposed facility, including a description of the process used to identify and evaluate the alternative sites.

**2. Financial and Infrastructure Analysis.**

The City shall review the proposal in order to discern if any disproportionate financial burden may fall on its jurisdiction resulting from a facility of a Statewide or regional nature locating within the City. In such a case, an interjurisdictional agreement shall be sought to mitigate or avoid this expense.

**3. Analysis of Physical Characteristics.**

Given the difficulty in siting some essential public facilities, design and development standards shall address the following:

- The potential adverse impacts, such as noise, odor, traffic and pollution.
- The availability and physical constraints of land.

- The capability of the site to meet basic infrastructure needs, such as vehicular access, and the availability of necessary utilities and services.
- Compatibility with adjacent and nearby land uses.
- State criteria (risk factors) for siting secure community transition facilities.

The applicant shall be required to mitigate significant adverse impacts as the City may deem appropriate.

With respect to the review process, an ad-hoc review committee may be established by the City Council, as needed, in response to a request to site an essential public facility in SeaTac.

In addition, any entity proposing to site an essential public facility in SeaTac shall be required to follow established procedures, including but not limited to the following:

- 1. Public Notice and Participation:** The applicant shall be required to give substantial public notice about the proposed development. The intent of this requirement is to ensure public knowledge of any proposed facilities and allow time for the public to comment on it; and
- 2. Conditional Use Permits/Special District Overlay Zones:** A particular “essential public facility” will be subject to the conditional use permit (CUP) process (see Figure A1.9 and the City of SeaTac Zoning Code). In addition, the impacts generated by an essential public facility may necessitate the creation of a special district overlay zone for the affected area, in order to address specific impacts caused by the proposed facility. If a proposed essential public facility is not specifically listed in Figure A1.9 or otherwise addressed by the City’s Zoning Code, then the City Council shall need to identify the appropriate standards for the proposed type of facility. Secure community transition facilities are allowed as conditional uses in all zones; all other in-patient facilities are conditionally allowed only in commercial zones.

The City of SeaTac has several existing essential public facilities located within its limits, including (but not limited to) Seattle-Tacoma International Airport (Sea-Tac Airport), the Federal Detention Center, SR 509, and Interstate 5.

Due to issues regarding proposed expansion of Sea-Tac Airport, the City of SeaTac has come to an understanding of land use jurisdiction in regard to Sea-Tac Airport as follows:

The Port of Seattle is a Washington municipal corporation that owns and operates Seattle-Tacoma International Airport, which is located primarily within the City limits. The Port of Seattle adopted the Master Plan Update on August 1, 1996, by Resolution 3212 (as amended) (“Port Master Plan”). In addition, the third runway has been incorporated into the Metropolitan Transportation Plan adopted by the Puget Sound Regional Council. The City’s Comprehensive Plan recognizes Seattle-Tacoma International Airport as an Essential Public Facility, and its importance for the City as well as the region. The ILA ~~dated September 4, 1997, and adopted by the Port and City~~ comprises appropriate mitigation and operating conditions for the Port Master Plan consistent with RCW 36.70A.200.

The City recognizes that the current planned development at Seattle-Tacoma International Airport has undergone a thorough regional planning review before the Puget Sound Regional Council, including a review of alternative sites and interjurisdictional analysis. Similarly, the specific planned development in the Airport’s Master Plan Update has been the subject of intensive public review and comment in the joint

project review by the Port of Seattle and the Federal Aviation Administration, including the joint SEPA/NEPA environmental review process. That analysis included examination of each of the City’s essential public facilities siting criteria including analysis of proposed sites and review of alternatives, interjurisdictional analysis, financial and infrastructure analysis, analysis of physical characteristics, public notice and participation, and conditional use permits/special district overlay zones. Therefore, the City’s essential public facility siting process is deemed to have been completed regarding those projects listed in ILA Attachment A-1, “List of Port Master Plan Projects.”

**Figure A1.9  
Summary of Regulatory Approaches to  
Certain Essential Public Facilities<sup>(1)</sup>**

	General Zoning Classification				
General Type of Facility	Single Family	Multi-Family	Commercial	Industrial	Airport
<b>Airports</b>	—	—	—	—	Permitted (if consistent with provisions of the ILA)
<b>Correction Facilities</b>	—	—	Conditional Use	Conditional Use	Conditional Use
<b>Landfill; Solid Waste Handling Facilities; Sewage Treatment Facilities</b>	—	—	—	Conditional Use	Conditional Use
<b>Educational Facilities</b>	Conditional Use	Conditional Use	Conditional Use	—	—
<b>Major State and Regional Transportation Facilities</b>	Conditional Use	Conditional Use	Conditional Use	Conditional Use	Conditional Use
<b>In-Patient Facilities</b>	SCTF: Conditional Use Other in-patient facility: —	SCTF: Conditional Use Other in-patient facility: —	Conditional Use	SCTF: Conditional Use Other in-patient facility: —	SCTF: Conditional Use Other in-patient facility: —

(1) Appropriate mitigation measures to be determined by the City of SeaTac.

# URBAN GROWTH AREA/~~POTENTIAL~~ ~~ANNEXATION AREAS~~

All counties planning under the Growth Management Act (GMA) must designate an Urban Growth Area in agreement with cities (RCW 36.70A.110). Land within the Urban Growth Area will accommodate projected 20-year growth. Development will be phased in order to coordinate infrastructure with development and to promote efficient use of land. Cities are required to designate “urban growth boundaries” if there is adjacent unincorporated land which a city would like to annex. SeaTac has no Potential annexation Areas. The land within SeaTac’s current corporate boundary constitutes the City’s Urban Growth Area. A city can only annex land identified as its potential annexation areas. In addition, annexations should only occur when a city is able to provide a full range of urban services to an area.

~~The Countywide Planning Policies (CPPs) specify that potential annexation areas shall not overlap with any other city and must be specific to one city. Once a potential annexation area is designated, a city will then develop annexation criteria that conform with the CPPs and also provide a schedule for providing urban services and facilities (CPP Policy LU-31).~~

~~Development of a city’s potential annexation areas should occur according to that city’s and King County’s growth phasing plans. Once a potential annexation area is established and if an annexation will not occur immediately, then interlocal agreements between a city and the County shall be created to specify minimum applicable zoning and development standards (CPP Policy LU-33).~~

~~In 2002, SeaTac formally removed all land designated as a “Potential Annexation Area” from the City’s Urban Growth Area map. In 2007, the City adopted a potential annexation area, a portion of Boulevard Park in the North Highline Unincorporated Area. In 2008, this PAA was also removed. Accordingly, SeaTac’s Urban Growth Area now consists of all land within the City’s corporate boundaries with no PAA.~~