

APPENDIX H

Land Use

Land Use Technical Report (Report and Attachments updated for the SEPA EIS unless otherwise noted)

Attachments

- Attachment 1 – 2018 Interlocal Agreement (no change)
- Attachment 2 – Envision SeaTac 2044, Land Use Element
- Attachment 3 – SeaTac City Center Plan
- Attachment 4 – Angle Lake District Station Area Plan (no change)
- Attachment 5 – Imagine Des Moines 2044, Chapter 2: Land Use Element
- Attachment 6 – Imagine Des Moines 2044, Chapter 3: Transportation Element
- Attachment 7 – Imagine Des Moines 2044, Chapter 7 Housing Element
- Attachment 8 – Burien 2044 Comp Plan Land Use
- Attachment 9 – Burien 2044 Comprehensive Plan, Community Health and Well Being
- Attachment 10 – Tukwila 2024-2044 Comp Plan Goal 8
- Attachment 11 – Tukwila 2024-2044 Comp Plan Policy T-5.1
- Attachment 12 – Vision 2050, Economic Policy MPP-EC-4 and MPP-EC-5
- Attachment 13 – Vision 2050, Transportation Policy MPP-T-28
- Attachment 14 – SeaTac Parks Comp Plan



Sustainable Airport Master Plan – Near-Term Projects

Land Use Technical Report

January 2024

PREPARED FOR
Port of Seattle

PREPARED BY
Landrum & Brown, Incorporated

UPDATED FOR THE SEPA EIS BY
Parametrix
April 2026



Contents		Page
1.	Introduction	1
1.1	Description of the Proposed Action	1
2.	Regulatory Setting	1
3.	Existing Conditions	5
3.1	Existing Land Use	5
3.2	Planned and Future Land Use	5
3.2.1	Port and City of SeaTac Interlocal Agreement (ILA) (2018)	5
3.2.2	Envision SeaTac 2044 (updated in 2024)	7
3.2.3	Imagine Des Moines 2044 (updated in 2025)	11
3.2.4	Burien 2044 Comprehensive Plan (updated in 2024)	11
3.2.5	Tukwila 2024 - 2044 Comprehensive Plan (updated in 2024)	11
3.2.6	Puget Sound Regional Council Vision 2050 (adopted in 2020)	12
4.	Potential Impacts	12
4.1	Alternative 1: No Action	12
4.2	Alternative 2: Proposed Action and Alternative 3: Hybrid Terminal Option	12
4.2.1	Consistency with Local Plans	13

List of Exhibits		Page
Exhibit 1,	Proposed Action	3
Exhibit 2,	Interlocal Agreement – Airport Activity Areas	9



1. Introduction

Landrum & Brown prepared this Land Use Technical Report to determine the potential land use impacts resulting from the Sustainable Airport Master Plan (SAMP) Near-Term Projects (NTP) at the Seattle-Tacoma International Airport (SEA or Airport).

1.1 Description of the Proposed Action

The Port of Seattle (Port) identified a set of NTPs to address the near-term activity levels projected to occur at the Airport. The NTPs include over 30 projects that would improve efficiency, safety, access to the Airport, and support facilities for airlines and the Airport. The NTPs (as a whole) are the Proposed Action and are shown on **Exhibit 1**.

In addition to the Proposed Action, a Hybrid Terminal Option was also evaluated in the Environmental Assessment (EA). This alternative includes the same elements as the Proposed Action. The only differences in the two alternatives are the location of passenger loading bridges and aircraft hardstands.

2. Regulatory Setting

Table 1 lists the federal statutes, regulations, and Executive Orders relevant to land use.

TABLE 1: FEDERAL STATUTES, REGULATIONS, AND EXECUTIVE ORDERS RELATED TO LAND USE

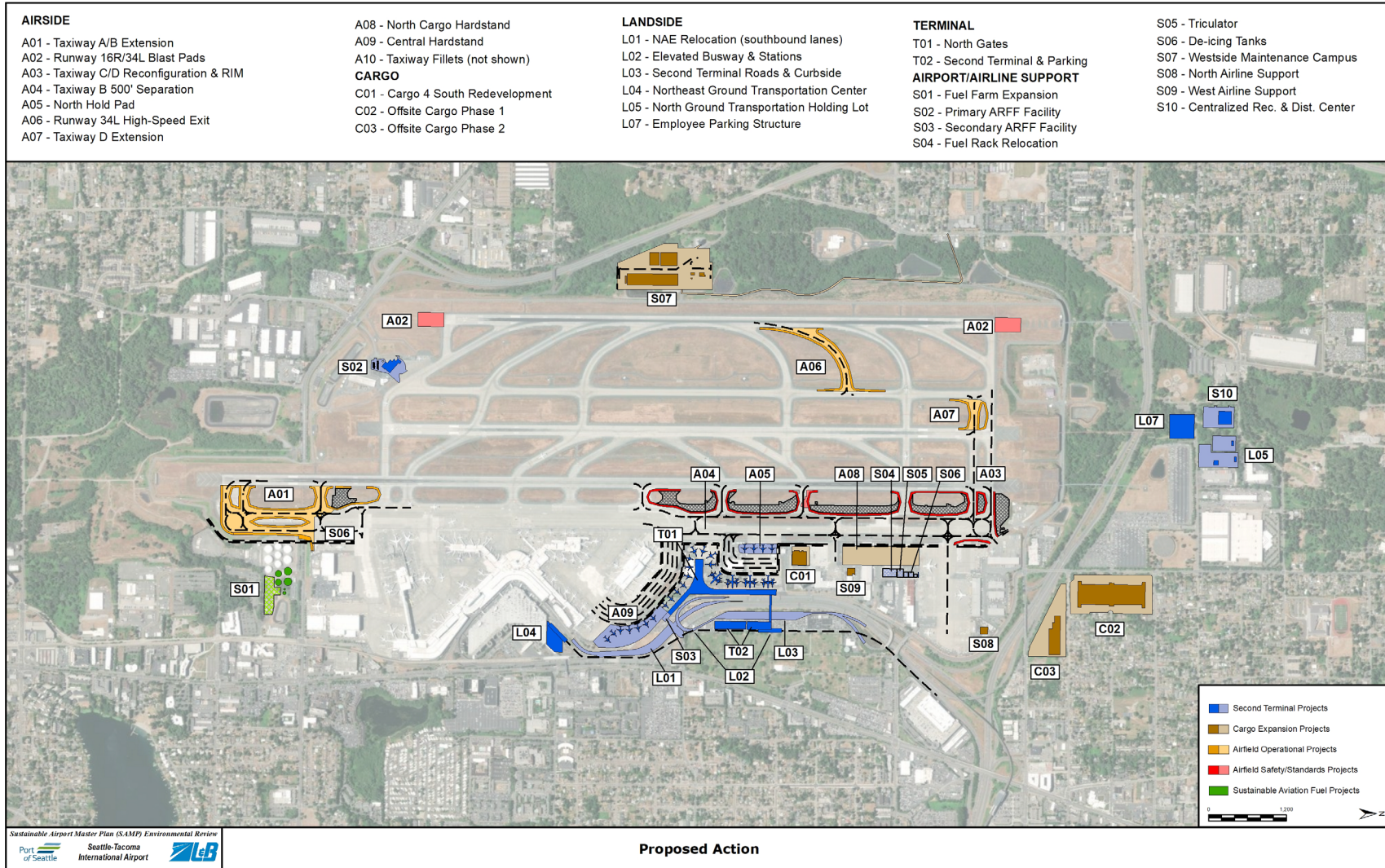
Statute	US Code Implementing Regulation	Oversight Agency	Summary
Airport and Airway Improvement Act of 1982, and subsequent amendments	49 U.S.C. § 47107(a)(10)	FAA	AIP funding for an airport development project may not be approved unless the Secretary of Transportation receives written assurance satisfactory to the Secretary that appropriate action, including the adoption of zoning laws, has been or will be taken, to the extent reasonable, to restrict the use of land adjacent to or in the immediate vicinity of the airport to activities and purposes compatible with normal airport operations, including the landing and take-off of aircraft.
Airport Improvement Program	49 U.S.C. § 47106(a)(1)	FAA	AIP funding for an airport development project may not be approved unless the Secretary of Transportation is satisfied that a project is consistent with plans (existing at the time a project is approved) of public agencies for development of the area in which the airport is located.
Airport Safety, Protection of Environment, Criteria for Municipal Solid Waste Landfills	40 CFR § 258.10	EPA	Addresses restrictions on municipal solid waste landfills relative to airports.

Note: AIP = Airport Improvement Program; CFR = Code of Federal Regulations; EPA = U.S. Environmental Protection Agency; FAA = Federal Aviation Administration; U.S.C. = United States Code.



THIS PAGE INTENTIONALLY LEFT BLANK

EXHIBIT 1, PROPOSED ACTION





THIS PAGE INTENTIONALLY LEFT BLANK

3. Existing Conditions

The land use analysis completed for this EA focused on the areas within the General Study Area (GSA) where the Proposed Action or alternatives may create impacts that are incompatible with existing or future planned land uses. The analysis considered the City of SeaTac (where the Airport is located) and those jurisdictions within the GSA including the cities of Burien, Des Moines, and Tukwila.

3.1 Existing Land Use

The predominant existing land use within the GSA is commercial/industrial. Land uses surrounding the Airport property include parkland, single-family and multifamily residential, industrial, and commercial.

3.2 Planned and Future Land Use

General land use within each jurisdiction is established through a comprehensive plan and applied through zoning regulations. Zoning provides an indication of possible future land use and does not always reflect the current land use. Zoning directly adjacent to Port-owned property is predominantly commercial along the east; a park and single-family residential to the north; mixed use to the south; and mixed commercial, industrial, and residential to the west.

Title 36, Chapter 36.70.547 of the Revised Code of Washington requires every county, city, and town in which there is located a general aviation airport that is operated for the benefit of the general public, whether publicly-owned or privately-owned public use, shall, through its comprehensive plan and development regulations, discourage the siting of incompatible uses adjacent to such general aviation airport. Thus, local plans and land use regulations have been developed by adjacent jurisdictions to discourage uses incompatible with airport operations.

Local and county comprehensive plans, local redevelopment plans, regional transportation plans, and other agreements from the jurisdictions within the GSA were collected for this EA to understand planned and future land uses. These included the following:

- Port and City of SeaTac Interlocal Agreement (ILA) (2018)
- Envision SeaTac 2044 (December 10, 2024)
- Imagine Des Moines 2044 (September 25, 2025)
- Burien 2044 Comprehensive Plan (October 28, 2024)
- Tukwila 2024 – 2044 Comprehensive Plan (December 16, 2024)
- Puget Sound Regional Council (PSRC) Vision 2050 (adopted in October 2020)

Each of these plans is described in the following sections.

3.2.1 Port and City of SeaTac Interlocal Agreement (ILA) (2018)

The Port of Seattle Commission and SeaTac City Council approved a new ILA on December 20, 2017.¹ Among other topics, this agreement established a cooperative system for land use management of Port-owned property located within the City of SeaTac. Per the ILA, all Port-owned property within the City of SeaTac is zoned either “Aviation Operations (AVO) or “Aviation Commercial (AVC).” The AVO zone is designated for “facilities or structures that provide safe and efficient movement of the traveling public, employees, and goods and services associated with airport operations.” The AVC zone is designated for

¹ See Attachment 1: 2018 Interlocal Agreement



“airport related and non-airport related commercial, industrial or light manufacturing use, while maintaining compatibility with airport operations and activities.” The AVO and AVC designations allow only certain land uses, including the land uses indicated in **Table 2** that are relevant to this project.

TABLE 2: RELEVANT ILA ALLOWABLE LAND USES

Land Use	AVO	AVC
Aircraft Fueling Facilities	Yes	No
Aircraft Maintenance Facilities	Yes	No
Aircraft Storage Area	Yes	No
Airport Airfield Facilities	Yes	Yes ¹
Airport Cargo Facilities	Yes	Yes
Airport Landside Facilities	Yes	Yes
Airport Support Facilities	Yes	Yes
Airport Terminal Complex	Yes	No
Consolidated Rental Car Facility	Yes	Yes
Helipad/Heliport and Facilities	Yes	Yes
Inter/Intra Terminal Transfer Facilities	Yes	Yes
Distribution Center/Warehouse	Yes	Yes
Public/private Parking	Yes	Yes
Utility Use	Yes	Yes

¹ Limited to only facilities that support airport and aircraft operations whose location is fixed by function or FAA requirements.

Note: This table does not include all land use types, only those relevant to this EA.

Source: The Port/City of SeaTac 2018 ILA, Appendix 3B: AVO and AVC Allowed Land Uses Chart

The ILA also established an Airport Activity Area (AAA). The AAA consists of parcels that are:

1. Generally used for airport operational uses; or
2. Physically connected to the airfield, including facilities or aids that support the airfield or aircraft operations, or airfield development whose location is fixed by function as defined by the Federal Aviation Administration or other federal agency.

3.2.1.1 Projects located inside the AAA or Future AAA Boundary

- Parcels located within the AAA boundary are exempt from ILA development standards and regulations, and are exempt from the City of SeaTac Municipal Code, and are instead subject to the Port’s Architecture Guidelines and Standards and Landscape Standards.
- Parcels designated as “Future AAA” have the potential to be utilized for airport operations in the future, but only if the Port adopts the SAMP and commences with the development actions. These parcels are also exempt from ILA development standards and guidelines.
- Within the AAA, the ILA also identifies “edge properties,” defined as Port-owned property that abuts public right-of-way, property owned by other public agencies other than the Port, or private property. Specific policies and standards have been established for the development of edge properties that would incorporate aesthetic treatments and screening in balanced consideration of future capacity and operational needs.

3.2.1.2 Projects located outside the AAA

- Development projects located outside of the AAA fall under the principles and guidelines contained within the ILA and City of SeaTac Municipal Code. These include setback requirements, maximum building lot coverage, signage standards, landscape design standards, and parking standards.

The locations of the Proposed Action project elements and their relation to the AAA are depicted on **Exhibit 2**.

3.2.2 Envision SeaTac 2044 (updated in 2024)

Envision SeaTac 2044 outlines community goals and policies, as well as specific steps for achieving them. It also contains a future land use map that guides the ultimate physical development of the City of SeaTac. The plan is supported by three stand-alone subarea plans:

- The City Center Plan (February 2020)
- The South 154th Street Plan (December 2006)
- The Angle Lake District Station Area Plan (July 2015)

The land use element of the plan focuses on directing future development to appropriate areas, specifically the urban center, creating walkable transit-oriented communities, and providing equitable access to neighborhood services.² All land that is owned or to be owned by the Port under the approved Airport Master Plan is designated as “airport,” and surrounded by a mix of commercial, business, park, and low-density residential (north of SR 518) zoning. The City of SeaTac’s zoning code mirrors the ILA allowable land uses within these Airport areas.

Of the three subarea plans, the City Center Plan and Angle Lake District Station Area Plan would be applicable to this project. The City Center Plan³ includes policies that focus on encouraging airport-compatible development, coordinating motorized and nonmotorized transportation in the vicinity of SEA, and integrating SEA into the community image and development. Additional land use plans for areas around SEA emphasize connectivity with SEA and airport-oriented development.

The City Center Plan was put on hold to ensure alignment with Envision SeaTac 2044. With the adoption of the updated comprehensive plan in late 2024, work on the City Center Plan is continuing.⁴

The Angle Lake District Station Area Plan⁵ focuses on transit connectivity and community development near light rail stations. It also identifies key land use strategies for Port-owned property located within the Angle Lake District Station Area Plan to encourage “transit-oriented, people-intensive commercial land uses that help activate the District Center;” promote uses and design features that enhance and are compatible with the transit and people-oriented environment of the District Center; and affirm continued commitment to the ILA with the Port.

The November 2020 Parks, Recreation, and Open Space Element of the Plan has established two policies for the area surrounding Tub Lake: Objective 7B⁶ seeks to preserve the area surrounding Tub Lake as a natural wetland and increase opportunities for public enjoyment of the area; and Objective 7C⁷ calls for the development of environmentally sensitive public trails connecting the “Lakes to Sound Trail” to SeaTac Community Center and natural features such as Tub Lake and adjacent wetlands.

² See Attachment 2: Excerpt from the Envision SeaTac 2044, Land Use Element

³ See Attachment 3: City Center Plan Update Phase I, Vision Report

⁴ SeaTac. <https://www.seatacwa.gov/government/city-departments/community-and-economic-development/planning-division/seatac-city-center-airport-district-subarea-plan>. Accessed March 26, 2026.

⁵ See Attachment 4: Excerpt from the Angle Lake District Station Area Plan

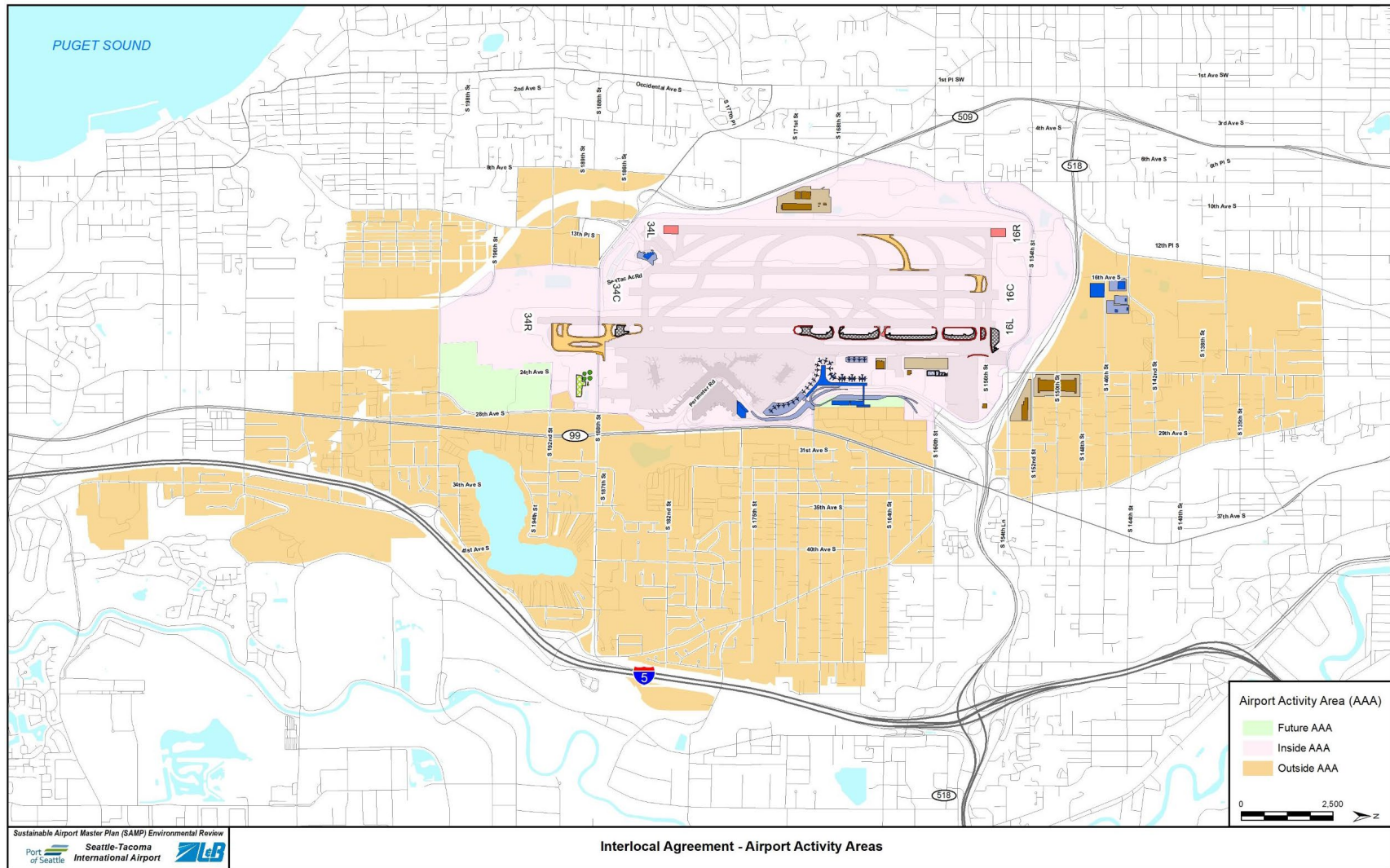
⁶ See Attachment 13: Excerpt from City of SeaTac Comprehensive Parks, Recreation, and Open Space Plan – Inventory and Management, Policy 7B

⁷ See Attachment 13: Excerpt from City of SeaTac Comprehensive Parks, Recreation, and Open Space Plan – Inventory and Management, Policy 7C



THIS PAGE INTENTIONALLY LEFT BLANK

EXHIBIT 2, INTERLOCAL AGREEMENT – AIRPORT ACTIVITY AREAS





THIS PAGE INTENTIONALLY LEFT BLANK

3.2.3 Imagine Des Moines 2044 (updated in 2025)

Imagine Des Moines 2044 serves as the city’s official policy guide that defines, through goals, policies and implementation strategies, how Des Moines should best accommodate forecast household and job growth in ways that “provide economic development and jobs; create strong neighborhoods with a range of housing, commercial, and transportation options; and achieve healthy communities that provide families with a clean environment”. The Land Use element of this plan⁸ outlines a goal to seek a harmonious blend of living, working, shopping, recreational, and cultural land uses. It is noted that part of the goal is to regulate the siting of incompatible land uses adjacent to SEA. The Transportation Element⁹ lists policy and implementation strategy TR 8.3 “Collaborate with WSDOT, King County, and the Port of Seattle to ensure that operations and improvements at SeaTac International Airport and county/state facilities advance Des Moines’ goals and policies as well as minimize adverse impacts to the wellbeing of Des Moines’ residents. The Housing element¹⁰ lists policy and implementation strategy HOU 3.1 which directs Des Moines to protect residential areas from adverse impacts associated with incompatible land uses or nearby transportation facilities/activities.

3.2.4 Burien 2044 Comprehensive Plan (updated in 2024)

The Burien 2044 Comprehensive Plan outlines the city’s plans for sustainable development, including the growing costs of capital facilities, services, and construction; the shifting needs of population and workplaces; and people’s need for identity, community and sense of place. The land use component (Chapter 2-1) of the plan¹¹ focuses on establishing a pattern of development that maintains and enhances the character of Burien’s well-established neighborhoods; protects critical areas from the impacts of development; enhances the attractiveness and vitality of downtown; and preserves the city’s small-town character.

Goal 2.11 calls for Burien to “prevent community and environmental degradation by limiting air and noise impacts to safeguard the health and safety of Burien’s residents as progress and change occur.” Several policies (2.11-1 through 2.11-16) to encourage reduction of airport noise impacts and discourage actions that would introduce noise impacts to sensitive land uses are listed.

Goal 7.3 of the Burien 2044 Comprehensive Plan calls for the improvement of air quality conditions and the minimization of air quality impacts on sensitive groups by the reduction of point source emissions particularly in sensitive communities. Goal 7.6 is “minimize excessive noise exposure of vehicles and aircraft to noise-sensitive land uses through application of site compatibility measures and attenuation in new or retrofitted buildings”.¹²

3.2.5 Tukwila 2024 - 2044 Comprehensive Plan (updated in 2024)

Tukwila’s 2024 – 2044 Comprehensive Plan notes the convenient access to SEA, and the challenge to preserve this access while buffering the neighborhoods from SEA and connecting roads. Goal 8¹³ of the plan relates to ensuring that land uses within and next to the City are located and managed in such a way that lessens nuisances and health impacts. The plan then outlines policies to meet the goal.

⁸ See Attachment 5: Imagine Des Moines 2044, Chapter 2: Land Use Element

⁹ See Attachment 6: Imagine Des Moines 2044, Chapter 3: Transportation Element

¹⁰ See Attachment 7: Imagine Des Moines 2044, Chapter 7: Housing Element

¹¹ See Attachment 8: Burien 2044 Comprehensive Plan, Chapter 2-1: Land Use

¹² See Attachment 9, Burien 2044 Comprehensive Plan, Chapter 7, Community Health and Well-being

¹³ See Attachment 10: Tukwila 2024 – 2044 Comprehensive Plan, Goal 8

Policy T-5.1¹⁴ of the plan's Transportation element calls for the city to participate with the Port in the updating of the Airport Master Plan to enhance Tukwila goals and policies, incorporate Tukwila land use plans and regulations, minimize adverse impacts to Tukwila residents, and prevent the encroachment of incompatible land uses.

3.2.6 Puget Sound Regional Council Vision 2050 (adopted in 2020)

VISION 2050's multicounty planning policies, actions, and regional growth strategy were intended to guide how and where the region grows through 2050. Among many important regional goals, VISION 2050 calls for cities and counties to continue preserving industrial lands and limit the encroachment of incompatible land uses around airports, particularly in the critical approach and departure paths. Within this Vision, Economic Policy MPP-EC-4¹⁵ calls for the region to leverage its position as an international gateway by supporting businesses, airports, seaports, and agencies involved in trade-related activities. Economic Policy MPP-EC-5¹⁶ recognizes the region's airports as critical economic assets that support the region's businesses, commercial aviation activities, aerospace manufacturing, general aviation, and military missions.

4. Potential Impacts

4.1 Alternative 1: No Action

The No Action Alternative is not anticipated to result in impacts to existing and future planned land uses.

4.2 Alternative 2: Proposed Action and Alternative 3: Hybrid Terminal Option

The Proposed Action and Hybrid Terminal Option (Action Alternatives) would occur entirely on Port-owned property and would be consistent with the conditionally approved Airport Layout Plan. Each of the local land use plans for jurisdictions adjacent to or in the vicinity of SEA have recognized the Airport operations, including in some cases specifically addressing the potential for additional development of Airport property or property in the vicinity of SEA for airport related operations. The State Growth Management Act, RCW 36.70.547 further protects airport development and operations from inconsistent or incompatible land uses being developed adjacent to the airport. For those reasons, the Action Alternatives are consistent with these local land use plans. Furthermore, all the proposed projects would be considered allowable land uses under the terms of the Port and City of SeaTac's Interlocal Agreement (ILA).

Because the Action Alternatives would be consistent with all SEA and local jurisdiction planning documents, would not significantly alter the general land use patterns in the area, disrupt or divide an established community, cause residences to relocate, or induce adverse socioeconomic impacts, the Action Alternatives would not result in significant land use impacts.

¹⁴ See Attachment 11: Tukwila 2024 -2044 Comprehensive Plan, Policy T-5.1

¹⁵ See Attachment 12: Vision 2050, Economic Policy MPP-EC-4

¹⁶ See Attachment 12: Vision 2050, Economic Policy MPP-EC-5

4.2.1 Consistency with Local Plans

The Proposed Action and Hybrid Terminal Option were evaluated for conformance with the following local land use plans: the City of SeaTac Interlocal Agreement (ILA), Envision SeaTac 2044 (updated in 2024), Imagine Des Moines 2044 (updated in 2025), Burien 2044 Comprehensive Plan (updated in 2024), Tukwila 2024 – 2044 Comprehensive Plan (2024), and Puget Sound Regional Council - Vision 2050 (adopted in 2020). This analysis is on land use consistency only and does not include surface transportation impacts for which a separate analysis was completed.

4.2.1.1 Port and City of SeaTac Interlocal Agreement (ILA) (2018)

All elements would be considered allowable land uses per the ILA and are therefore consistent with this agreement.

4.2.1.2 Envision SeaTac 2044 (updated in 2024)

All project elements would occur in the City of SeaTac, within the areas governed by this plan. All project elements would be consistent with this plan, as the city's zoning code mirrors the ILA allowable land uses within the airport areas.

The Action Alternatives would change the use of some Port-owned land parcels, particularly for the cargo development elements (C02 and C03) where the land uses are currently vacant (former residential). The proposed improvements would be accessible via existing roadways and the required utility connection would occur via public right-of-way without disrupting adjacent land uses. Because the Action Alternatives would shift some cargo warehousing functions north of SR 518, there is potential for additional truck traffic in these areas that would otherwise remain along Air Cargo Road (surface transportation impacts are discussed in Section 4.3.12). The development of these parcels for cargo warehousing has been proposed for at least ten years and coordination with the City of SeaTac has occurred throughout that period. As such, these elements have been included in the overall planning for the area and are consistent with local plans.

Other improvements north of SR 518 include the north Ground Transportation (GT) holding lot (L05), employee parking structure (L07), and the centralized receiving and distribution center (S10). Each of these proposed projects would be located on Port-owned property, between existing industrial buildings and businesses of similar use. There is potential for additional automobile and truck traffic in these areas due to the additional parking lots. Intersections on the surrounding street network were analyzed for PM peak-hour level of service (LOS). Five intersections near the land uses have Port-proposed mitigation identified to address the additional vehicle and truck traffic. These intersections and improvements are listed below:

- Des Moines Memorial Drive S at SR 518 Eastbound Ramps: Construct new single lane roundabout
- Des Moines Memorial Drive S at SR 518 Westbound Off-Ramp: Construct new single lane roundabout
- Des Moines Memorial Drive S at S 144th Street: Added channelization and signal timing/phasing improvements
- 16th Avenue S at S 144th Street: Added channelization
- 24th Avenue S at S 146th Street: New signal constructed

Although the Action Alternatives would result in development in the vicinity of Tub Lake, associated with L05 and S10, the proposed land uses would be consistent with the existing land use east, west, and south of Tub Lake, and would not restrict SeaTac's implementation of the Parks, Recreation, and Open

Space Element Objectives 7B or 7C.¹⁷ Therefore, the Action Alternatives would be consistent with the Envision SeaTac 2044 Comprehensive Plan.

4.2.1.3 Imagine Des Moines 2044 (updated in 2024)

None of the project elements, nor significant direct or indirect impacts of the Action Alternatives, would occur within the City of Des Moines. Therefore, the Action Alternatives would be consistent with the Imagine Des Moines 2044 Comprehensive Plan.

4.2.1.4 Burien 2044 Comprehensive Plan (updated in 2024)

None of the project elements, nor significant direct or indirect impacts of the Action Alternatives, would occur within the City of Burien. Therefore, the Action Alternatives would be consistent with the Burien 2044 Comprehensive Plan.

4.2.1.5 Tukwila 2024 – 2044 Comprehensive Plan (2024)

None of the project elements, nor significant direct or indirect impacts of the Action Alternatives would occur within the City of Tukwila. Therefore, the Action Alternatives would be consistent with the Tukwila 2024 – 2044 Comprehensive Plan.

4.2.1.6 Puget Sound Regional Council - Vision 2050 (adopted in 2020)

The VISION 2050 calls for cities and counties to continue preserving industrial lands and limit the encroachment of incompatible land uses around airports, particularly in the critical approach and departure paths. Because the Action Alternatives would be compatible with airport operations and would not encroach upon the critical approach and departure paths, they would be considered compatible with this goal. The Action Alternatives would also support growth at SEA, and therefore be consistent with the PSRC's goals to leverage the region's position as an international gateway and optimize commercial aviation activities.

¹⁷ See Attachment 14: Excerpt from City of SeaTac Comprehensive Parks, Recreation, and Open Space Plan – Inventory and Management, Policies 7B and 7C

Attachment 1:

2018 Interlocal Agreement



2018 INTERLOCAL AGREEMENT

TABLE OF CONTENTS

INTERLOCAL AGREEMENT 1

CHAPTER I: PREAMBLE 1

CHAPTER II: GENERAL PROVISIONS..... 6

 2.1. Good Faith. 6

 2.2. No Surprises..... 6

 2.3. Term. 6

 2.4. Dispute Resolution..... 6

 2.4.1. Matters Not Subject to Dispute Resolution. 6

 2.5. Payments. 7

 A. Surface Water Management Fees. 7

 B. Fees for Service – Quality Assurance..... 7

 C. Community Relief Contribution. 7

 D. Late Invoices. 7

 2.6. Binding Agreement; Authority. 7

 2.7. Amendment Process..... 7

 2.8. Joint Advisory Committee. 8

 2.9. Governing Law. 8

 2.10. Interpretation; Severability; Changes in Law. 8

 2.11. Indemnity and Hold Harmless 8

 2.12. Coordination; Notice..... 9

 2.13. Time of Essence..... 9

 2.14. Headings. 9

 2.15. Authorities Concerning this Agreement. 9

 2.16. Shared Legislative Strategies..... 9

 2.17. Federal, State and Local Laws..... 9

CHAPTER III: LAND USE AND DEVELOPMENT STANDARDS 12

 3.1. Purpose..... 12

 3.2. Chapter Review..... 12

 3.3. Comprehensive Planning, Zoning, and Land Uses..... 12

 A. Comprehensive Plan and Zoning Designations. 12

 B. Comprehensive Plan Designation..... 12

 C. Zoning Designations. 12

 D. Airport Land Use Chart. 13

 3.4. Airport Activity Area (AAA)..... 13

 3.5. Development Standards for Port-owned Properties Zoned AVO or AVC and Located Outside the AAA..... 15

 A. Dimensional Standards Chart. 15

 B. Signage..... 15

 1. General Sign Standards..... 15

 2. Business Signage Standards..... 16

 3. Wall or Building Mounted Signs. 17

 C. Landscaping. 17

D.	Parking.....	17
1.	Parking Standards Outside the AAA – Non-Primary Use.....	17
2.	Parking Standards Outside the AAA – Primary Use.....	18
E.	Departure(s).....	19
1.	Departure Criteria.....	19
2.	Departure Process.....	20
3.6.	Aviation Hazards.....	20
A.	Federal Airspace Regulations.....	20
B.	Hazardous Wildlife Attractants.....	20
	Appendix 3A: Airport Activity Area Map.....	22
	Appendix 3B: AVO and AVC Allowed Land Uses Chart.....	23
CHAPTER IV: TRANSPORTATION		28
4.1.	Purpose.....	28
4.2.	General.....	28
4.3.	Transportation Impacts/Concurrency.....	28
A.	Transportation Impacts.....	28
B.	Transportation Concurrency.....	29
4.4.	Coordination and Cooperation.....	29
A.	Transportation Planning.....	29
1.	Transportation Modeling.....	29
2.	Information Sharing and Data Collection.....	29
B.	Transportation Projects.....	30
1.	Project Coordination.....	30
2.	Funding and Planning for Projects of Joint Interest.....	30
C.	Roadway Standards.....	30
D.	Local Public Access.....	30
E.	Right-of-Way Access Management.....	31
4.5.	Operational Planning.....	31
A.	Construction Traffic.....	31
B.	Holiday/Special Events.....	31
C.	Emergency Management.....	31
	Appendix 4A: Transportation Task Schedule and Assignees.....	32
CHAPTER V: PERMITTING AND INSPECTIONS.....		34
5.1.	Purpose.....	34
5.2.	General.....	34
5.3.	Permitting Roles and Responsibilities.....	35
A.	Port.....	35
B.	City.....	35
5.4.	Applicable Permitting Codes and Requirements.....	35
A.	Adopted Building and Fire Codes.....	35
B.	Surface Water Design Manual.....	36
C.	Certifications.....	36
D.	City Permitting Requirements.....	36
1.	Permitting Services Provided by the Port.....	36
2.	Permit Tracking System.....	37

3.	When requested by the City, the Port shall provide the following to the City:.....	38
4.	Quality Assurance.....	38
E.	Fire Code Coordination.....	38
1.	Fire Code Review and Approvals.....	38
2.	Operational Permits – Fire Codes.....	39
5.5.	Permit Process.....	40
A.	City Process.....	40
B.	Port Process.....	40
C.	Permit Fees.....	40
1.	Project Valuation.....	40
D.	Fees for Service – Quality Assurance.....	40
5.6.	Verification of Permitting and Development Requirements.....	41
A.	Pre-Application Checklist.....	41
B.	City Review of Pre-Application Checklist.....	42
C.	Pre-Application Meeting.....	42
5.7.	Business Licensing.....	42
A.	Authority.....	42
B.	Notification.....	42
C.	Requirement.....	42
D.	Initial Inspections.....	42
E.	Renewal.....	43
F.	Audit.....	43
5.8.	Records Management.....	43
A.	Record Ownership.....	43
B.	Records Custodian.....	43
1.	Retention of Records.....	43
2.	Destruction of Records.....	43
3.	Requests for Records.....	43
C.	Audit.....	44
	Appendix 5A: Pre-Application Checklist.....	45
CHAPTER VI: ENVIRONMENTAL REGULATIONS		48
6.1.	SEPA.....	48
A.	Lead Agency Status.....	48
B.	Consultative Process.....	48
6.2.	Critical Areas.....	49
A.	Applicable Standards.....	49
B.	Port Proposals Located Within the AAA.....	49
1.	Exemptions.....	50
C.	Proposals located outside the AAA, including those on Port-owned roads and other Port property.....	50
D.	For all proposals, regardless of location.....	50
6.3.	Surface Water Management.....	51
A.	Introduction.....	51
B.	Storm Water Utility Fee.....	51
1.	Airport Storm Water Utility Boundary Area.....	51

2.	All Other Port-Owned Properties.....	52
C.	Surface Water Design Standards.	52
D.	Regional Detention Facilities.....	52
E.	Surface Water Coordination.	53
1.	Joint Participation in Basin Initiatives.	53
2.	Credit for Joint Funding.....	53
3.	Data and Reports.....	53
6.4.	Noise.....	53
6.5.	Air Quality and Sustainability.	53
	Appendix 6A: Airport Storm Water Boundary Map	54
CHAPTER VII: PUBLIC SAFETY & GENERAL SERVICES.....		56
7.1.	Police Jurisdiction and Authority.....	56
7.2.	Police Emergency Planning and Operations.....	56
7.3.	911 Calls for Police Service.....	56
7.4.	Fire Emergency Planning and Operations.	57
7.5.	Permit Parking Program.....	57
7.6.	Community Relief.....	58
7.7.	Economic Opportunity and Workforce Development.	58
DEFINITIONS.....		60
	Acronyms and Abbreviations:	60
	Definitions:	62
SIGNATURE PAGE.....		72

INTERLOCAL AGREEMENT

THIS INTERLOCAL AGREEMENT (“Agreement” or “ILA”) is entered into effective the _____ day of _____, 2018 between the PORT OF SEATTLE (“Port”), a Washington municipal corporation, and the CITY OF SEATAC (“City”), a Washington municipal corporation, collectively referred to as the “Parties.”

CHAPTER I: PREAMBLE

1.1. WHEREAS, pursuant to Chapter 39.34 of the Revised Code of Washington (RCW), the Interlocal Cooperation Act, the Parties desire to enter into a new agreement with one another in order to jointly establish a mutual and cooperative system for exercising their respective jurisdictional authority to avoid disputes or potential claims and to obtain fair and equitable resolution of any potential disputes or claims;

1.2. WHEREAS, the Port owns and operates Seattle-Tacoma International Airport (“Sea-Tac Airport” or “Airport”) and owns other real property located within the boundaries of the City;

1.3. WHEREAS, the Parties previously entered into an Interlocal Agreement (“ILA-1”) dated September 4, 1997, along with Amendment #1 dated December 14, 1999, Amendment #2 dated December 15, 1999, Amendment #3 dated December 5, 2000, and Amendment #4 dated December 26, 2001, all of which expired on September 4, 2007;

1.4. WHEREAS, the Parties previously entered into another Interlocal Agreement (“ILA-2”) dated February 16, 2006, along with Amendment #1 dated September 11, 2007, Amendment #2 dated December 11, 2007, Amendment #3 dated November 8, 2013, and Amendment #4 dated December 30, 2015, all of which will expire on February 16, 2018;

1.5. WHEREAS, it is in the best interests of the Port, the City, and the community for the Parties to work together cooperatively to carry out the intent of this Agreement and to prevent potential claims, disputes and litigation;

1.6. WHEREAS, this ILA provides the best mechanism for ensuring the Parties place a high priority on a cooperative relationship in order to carry out the intent of this Agreement, and to avoid potential claims and disputes regarding the subject matter of this Agreement; and, to resolve any such claims and disputes in a fair and equitable manner;

1.7. WHEREAS, the City is governed by multiple sources of authority, including but not limited to the Washington State Constitution, and extensive sections of Chapters 19.27, 35A.01, 35A.11, 35A.24.010, 35A.63, 36.70, 36.70A, 36.70A.510, 36.70A.547, 36.70B, and 43.21C RCW;

1.8. WHEREAS, the Port is governed by multiple sources of authority, including but not limited to the Washington State Constitution, and extensive sections of Chapters 14.08 and 14.12 and Title 53 RCW, and any other applicable laws;

1.9. WHEREAS, the City and the Port signed a Letter of Understanding regarding the environmental review of the Sustainable Airport Master Plan (SAMP), dated September 15, 2015 that states the Port's commitment to "identify transportation and other improvements necessary to accommodate future growth and mitigate where necessary" when proceeding with the Airport's Master Plan and its environmental documents;

1.10. WHEREAS, the Parties desire to reach agreement pertaining the Port's payment of City Storm Water Utility Fees;

1.11. WHEREAS, Chapter 19.27.031 RCW provides that the City enforces Chapter 19.27 RCW, the State Building Code;

1.12. WHEREAS, the City may authorize the Port to act on behalf of the City as its agent to carry out the function of State Building Code enforcement on Port-owned properties for all activities that are subject to the State Building Code;

1.13. WHEREAS, all actions undertaken by the Parties are governed by the State Environmental Policy Act (SEPA), Chapter 43.21C RCW, and both Parties have lead agency authority to the extent provided in the SEPA rules promulgated in Chapter 197-11 of the Washington Administrative Code (WAC);

1.14. WHEREAS, collaborative and philosophical operational agreements between the Port Police and City Police Departments, and their respective dispatch centers, benefit public safety by improving timely police responses and reducing jurisdictional confusion for dispatch centers and first responders of both agencies;

1.15. WHEREAS, the Port and the City wish to take advantage of the benefits provided by the Airport while addressing other impacts upon the community from certain activities from the Airport;

1.16. WHEREAS, the annual surface water management fee paid by the Port to the City shall be consistent with the Federal Aviation Administration (FAA) Revenue Use Policy and calculated consistently for the airport and other comparable units or cost center of government;

1.17. WHEREAS, Airport projects must be consistent with Grant Assurances #6 and #7, concerning the projects being reasonably consistent with local plans and that fair consideration is given to the interest of the communities in or near the project location;

1.18. WHEREAS, the Port must abide by all federal grant obligations, revenue use policies, the requirements of Part 139, and the National Environmental Policy Act (NEPA) with respect to all Airport property, including Airport property that is located outside of the Air Operations Area (AOA);

1.19. WHEREAS, the development of Airport property that is federally obligated and located outside of the AOA must be consistent with federal obligations, including Grant Assurances #5 and #21, and be consistent with the adopted Airport Layout Plan (ALP);

1.20. WHEREAS, permit related fees for quality assurance services must be consistent with value that the Port receives from the City; and,

1.21. WHEREAS, the City and the Port shall work together in a cooperative effort to support workforce development in the City for businesses and employees associated with airport operations.

NOW, THEREFORE, for good and valuable consideration the receipt and adequacy of which is hereby acknowledged, the Port and City agree as follows:

GENERAL PROVISIONS

CHAPTER II: GENERAL PROVISIONS

2.1. Good Faith.

Each party will use good faith in implementing and maintaining the other party's interests as reflected in this Agreement.

2.2. No Surprises.

Each party shall maintain a "no surprises" policy that keeps one another informed of issues that may have an impact on the ability of the Parties to carry out the intent of this ILA.

2.3. Term.

This Agreement shall be binding on the Parties for a term of ten (10) years. In the fifth year of this Agreement, staff for each of the Parties shall make a recommendation to the Joint Advisory Committee (JAC) to either complete the term without renegotiating the provisions of the Agreement, or reopen negotiations immediately. Subsequently, members of the JAC shall make a recommendation to the Council and Commission, respectively, for formal action to either complete the term of the Agreement without renegotiating the provisions of the Agreement, or open negotiations immediately. In the event either party decides to reopen negotiations in the fifth year of this Agreement, then negotiations will commence within thirty (30) days. In the event both Parties decide not to reopen negotiations concerning the provisions of the Agreement, then negotiations for a subsequent Agreement shall commence no later than 24 months prior to the expiration of this Agreement. Regardless of whether or not either the Council or the Commission votes to reopen negotiations, or if reopened negotiations are not successful, this Agreement shall continue in effect until either the term expires or the Parties formally adopt revisions to the Agreement. Notwithstanding the provisions above, either party may notify the other in writing of its intent to withdraw from and terminate this Agreement with not less than two (2) years' notice.

2.4. Dispute Resolution.

Any disputes or questions of interpretation of this Agreement that may arise between the Parties shall be governed by these Dispute Resolution provisions. The Parties agree that cooperation and communication are essential to resolving issues efficiently and effectively. If a dispute about the implementation of this Agreement arises, staff from each party shall endeavor to resolve the dispute at the staff level. If the dispute is still unresolved, then the Managing Director, Aviation Division for the Port of Seattle and the City Manager for the City shall meet to discuss and attempt to resolve the dispute in a timely manner. If the Managing Director and the City Manager are unable to resolve the dispute, then the Parties may pursue their legal remedies or agree to pursue alternative dispute resolution options such as mediation or arbitration. At all times, while resolution of the dispute is underway, the Parties shall continue to carry out their responsibilities under the Agreement. All resolutions of disputes shall be documented in writing (emails, letters, memos, etc.) and incorporated into this Agreement.

2.4.1. Matters Not Subject to Dispute Resolution.

If a dispute arises between the Parties that is not subject to these Dispute Resolution

procedures and not resolved by these Dispute Resolution procedures, then either party may enforce this Agreement by pursuing any applicable legal remedies.

2.5. Payments.

A. Surface Water Management Fees.

Pursuant to Chapter VI, Subsection 6.3.B.1., the City shall invoice the Port for Surface Water Management Fees payable in equal portions by March 31 and October 31 of each calendar year.

B. Fees for Service – Quality Assurance.

These fees to be paid pursuant to the provisions of Chapter V, Subsection 5.5.

C. Community Relief Contribution.

Pursuant to Chapter VII, Subsection 7.6., the City shall invoice the Port for the Community Relief Contribution prior to March 1 of each calendar year, which shall be paid by the Port no later than March 31st.

D. Late Invoices.

Failure of the City to invoice the Port for any payments owed shall not be deemed a waiver, and the Port shall have 45 days to make payment of any late invoices.

2.6. Binding Agreement; Authority.

The terms and conditions of this Agreement are binding on both Parties, and govern only during the term of this ILA, and upon expiration each party reserves all of its rights pertaining to the subject matter contained herein. Each party represents and warrants it has the authority and has undertaken all actions necessary to authorize this as a binding agreement.

2.7. Amendment Process.

This Agreement may need to be amended as circumstances change or issues arise.

A. If a minor amendment is needed, then the Agreement may be amended by a Letter of Agreement (LOA) between the Airport Managing Director and the City Manager. A minor amendment is one that does not change the substance or intent of the existing Agreement. Some illustrative examples include simple editing errors, corrections of any maps, exhibits or tables, or changes that may be needed to better clarify the intent, procedures or practical application of the existing agreement. All LOA's will be attached to this Agreement. Copies of the LOAs will be forwarded to the JAC after they have been fully executed.

B. All major amendments must go through the JAC to the City Council and the Port Commission for formal action. A major amendment is one that may change or alter the intent or substance of the agreement or introduces new elements or new conditions to the agreement.

C. Any amendment to this Agreement shall be in writing signed by both Parties.

2.8. Joint Advisory Committee.

A. The JAC shall be comprised of three (3) members of the City Council and two (2) members of the Port Commission. At a minimum, the JAC shall meet on a quarterly basis. The JAC will:

1. Provide policy direction to the City and Port staff in regards to the ILA;
2. Receive regular briefings and updates regarding implementation of the ILA;
3. Report and make recommendations to Council and Commission respectively;
4. Discuss current issues, topics and proposals involving and affecting the Airport and the City;
5. Receive and review all LOAs pertaining to minor amendments to the ILA; and
6. Review and recommend all major amendments to the ILA prior to the Council and Commission action.

2.9. Governing Law.

This Agreement shall be governed by the laws of the State of Washington.

2.10. Interpretation; Severability; Changes in Law.

This Agreement is intended to be interpreted to the full extent authorized by law as an exercise of each party's authority to enter into agreements. If any provisions of this Agreement are declared unenforceable or invalid by a court of law, then the Parties shall diligently seek to modify this Agreement (or seek the court's determination of whether and how the agreement is to be modified if the Parties cannot reach agreement) consistent with the Parties' intent to the maximum extent allowable under law and consistent with the court decision. If there are changes in applicable law, court decisions, or federal regulations or interpretations that make either party's performance of this Agreement impossible or infeasible, then the Parties shall diligently seek to modify this Agreement consistent with the Parties' intent and consistent with the good faith obligations set forth in Chapter II, Subsection 2.1.

2.11. Indemnity and Hold Harmless

To the extent permitted by law, the Port and the City shall protect, defend, indemnify, and save harmless each other, their respective officers, officials, employees, and agents, while acting within the scope of their employment as such, from any and all costs, claims, judgment, and/or awards of damages, arising out of, or in any way resulting from, Indemnifying Party's negligent acts or omissions. Neither the Port nor the City will be required to indemnify, defend, or save harmless each other if the claim, suit, or action for injuries, death, or damages is caused by the sole negligence of the other party. Where such claims, suits, or actions result from concurrent negligence of the Port and the City, the indemnity provisions provided herein shall be valid and enforceable only to the extent of the Port's or the City's own negligence. The Port and the City agree that its obligations under this subsection extend to any claim, demand, and/or cause of action brought by, or on behalf of, any of its employees or agents. For this purpose, the Port and the City, by

mutual negotiation, hereby waives, with respect to the other party only, any immunity that would otherwise be available against such claims under the industrial insurance provisions of Title 51 RCW. In the event that the Port or the City incurs any judgment, award, and/or cost arising therefrom, including attorneys' fees, to enforce the provisions of this section, all such fees, expenses, and costs shall be recoverable by the prevailing party. This indemnification shall survive the termination of this Agreement.

2.12. Coordination; Notice.

Each party shall designate in writing a contact person for implementation of this Agreement. Any notice or demand under this Agreement shall be in writing and either (a) delivered personally, (b) sent by electronic transmission with confirmation, or (c) deposited in the U.S. mail, certified mail, postage prepaid, return receipt requested, and addressed to the designated contact person.

2.13. Time of Essence.

Time is of the essence of this Agreement in every provision hereof. Unless otherwise stated, "days" shall mean calendar days. If any time for action occurs on a weekend or legal holiday, then the time period shall be extended automatically to the next business day.

2.14. Headings.

The headings are inserted for reference only and shall not be construed to expand, limit or otherwise modify the terms and conditions of this Agreement.

2.15. Authorities Concerning this Agreement.

The Parties have identified specific City, Port, or mutually developed standards that govern the topics identified in this Agreement. Any disputes between the Parties concerning applicable standards shall be resolved in accordance with the Dispute Resolution process set forth in Chapter II, Subsection 2.4.

2.16. Shared Legislative Strategies.

To the degree reasonably possible, each party will share proposed legislative strategies in advance of state and federal legislative sessions in order to consider opportunities for mutual support.

2.17. Federal, State and Local Laws.

Any references to Federal, State, or Local laws and regulations includes any future amendments unless otherwise stated.

2.18. Effective Date and Termination of Prior Agreements.

This Agreement shall be effective on February 17, 2018. Upon the effective date of this Agreement, ILA-2 and its amendments shall no longer be in effect. In addition, the 1999 911 Settlement Agreement is expired.

LAND USE AND DEVELOPMENT STANDARDS

CHAPTER III: Land Use and Development Standards

3.1. Purpose.

The purpose of this Chapter is to establish a coherent and cooperative system for the Parties to express their agreement concerning the identification and management of land uses and development standards for Port-owned property located within the City. These standards include comprehensive planning, zoning, regulatory controls, and exceptions.

3.2. Chapter Review.

The Parties shall review this Chapter every two (2) years to determine whether any amendments are necessary.

3.3. Comprehensive Planning, Zoning, and Land Uses.

A. Comprehensive Plan and Zoning Designations.

One comprehensive planning designation and two zoning designations shall apply to Port-owned property located within the City as described below.

B. Comprehensive Plan Designation.

1. Port-owned property located within the City shall be designated as "Airport" under the City's Comprehensive Plan.
2. If the Port acquires property located within the City after the effective date of this Agreement, the Port shall follow the City's procedures identified in City Resolution 97-001 to request amendment of the property's Comprehensive Plan designation to "Airport." The City's Comprehensive Plan may only be amended pursuant to procedures established by the Community and Economic Development Director and no more frequently than once each calendar year, except as provided in Chapter 16A.25.040 (C) of the SeaTac Municipal Code (SMC) or state law.

C. Zoning Designations.

1. Port-owned property located within the City shall be zoned either "AVO--Aviation Operations" or "AVC--Aviation Commercial". The descriptions of the AVO and AVC zones are as follows:
 - a. **Aviation Operations (AVO).**
The Aviation Operations zone is designated for facilities or structures that provide safe and efficient movement of the traveling public, employees, and goods and services associated with airport operations.
 - b. **Aviation Commercial (AVC).**
The Aviation Commercial zone is designated for airport related and non-airport related commercial, industrial or light manufacturing use, while maintaining compatibility with airport operations and activities.

2. If the Port acquires property located within the City after the effective date of this Agreement, the Port shall request a site specific rezone pursuant to SMC 15.115.050 (and as authorized by 35A.63.170 RCW) to rezone the property to either AVO or AVC. The City shall facilitate the processing of the Port's application for a rezone of Port-owned property to the AVO or AVC zoning designations in a timely and consistent manner pursuant to the process found in SMC 15.115.050.

D. Airport Land Use Chart.

Airport uses allowed within the AVO and AVC zones are found in Appendix 3B, AVO and AVC Allowed Land Use Chart and Definitions, of this Chapter.

3.4. Airport Activity Area (AAA).

- A. A map ("AAA Map" as depicted in Appendix 3A) has been created to identify Port-owned properties that will be included within the Airport Activity Area (AAA). The AAA consists of parcels that are:
 1. Generally used for airport operational uses; or
 2. Physically connected to the airfield, including facilities or aids that support the airfield or aircraft operations, or airfield development whose location is fixed by function as defined by the Federal Aviation Administration or other federal agency;
- B. Properties located within the AAA boundaries are exempt from the development standards and regulations described in this Chapter and the SeaTac Municipal Code.
 1. Notwithstanding Section 3.4(B) above, rooftop signs are prohibited on all properties located within the AAA.
- C. Parcels designated as "Future AAA" on the AAA Map have the potential to be utilized for Airport Operations in the future. The AAA Map shall be amended to include some or all of these parcels in the AAA when these parcels are proposed for use for airport operational uses. However, amendments to the boundaries of the AAA shall only occur after the Port adopts the Sustainable Airport Master Plan (SAMP) and commences development projects after project authorization, which implements the South Aviation Support Area (SASA) component of the SAMP.
- D. AAA "Edges" Properties.
 1. Airport development located within the AAA shall address land use issues associated with the "Edges" of the AAA. The "Edges" are defined as the locations where new development on Port-owned property located within the AAA is adjacent to, or abuts:
 - a. public right-of-way, or
 - b. property owned by public agencies other than the Port, or

- c. privately-owned property.
- 2. Policies and Standards for Development of Edges Properties.

The Parties share an interest in coordinating, planning, and designing development on Port-owned property that is located on the Edges. The Parties further acknowledge the importance of ensuring that the Airport can meet future capacity and operational requirements through the efficient layout of airport facilities. The design of these facilities along the Edges shall incorporate aesthetic treatment and screening, in balanced consideration of future capacity and operational needs. In order to provide flexibility to the Port, ensure compatibility with adjacent private and public properties or roadways, and provide certainty and transparency to both Parties, the following principles are established to guide current and future Airport development along the Edges:

 - a. Minimize the height, bulk and scale and/or appearance of any retaining walls by alternative design approaches including, but not limited to, green walls, use of texture and color, or stepped walls.
 - b. Design project lighting with consideration to on-site and off-site uses, taking care to provide illumination to serve building needs while avoiding off-site glare and light pollution.
 - c. Minimize and mitigate visual impacts on adjacent right-of-way and private or public properties through enhanced landscape screening, open space and/or commercial development to form a continuous screen.
 - d. Arrange new or remodeled buildings taking into consideration the characteristics of the site and surrounding area to reduce the perceived mass of the structures.
- E. Federal Preemption of ILA Standards on Port-owned Property Located Outside of the AAA.

Development on Port-owned property located outside of the AAA is exempt from the development standards and regulations described in this Chapter and the SeaTac Municipal Code if the development includes facilities or aids that support airport and aircraft operations, or whose locations are fixed by function, as defined by the FAA (FAA Advisory Circular 150-5360-9) or as defined by other federal authorities with regulatory authority over these developments.
- F. Previously Leased and Designed Developments Located on Port-owned Property Located Outside of the AAA.

Any development to be located on Port-owned property that has already been approved for a Port lease and designed in compliance with land use standards in effect prior to the effective date of this Agreement is not subject to the terms of this

Agreement, provided that the permits have been properly issued and construction commences within one (1) year after the effective date of this Agreement.

G. Application of Development Standards on Port-Owned Property Located Outside the AAA.

All developments on Port-owned property located outside the AAA are subject to the development standards of this Agreement unless exceptions described elsewhere in this Agreement apply.

3.5. Development Standards for Port-owned Properties Zoned AVO or AVC and Located Outside the AAA.

A. Dimensional Standards Chart.

Development Standard	AVO/AVC
Minimum Lot Area	N/A
Minimum Lot Width	N/A
Minimum Front Yard Setback	10'
Maximum Front Yard Setback	N/A
Minimum Side Yard Setback	5'
Minimum Rear Yard Setback	5'
Maximum Building Lot Coverage	85%
Maximum Impervious Surface	N/A
Maximum Structure Height	Per FAA/Building Code requirements

B. Signage.

Projects located in the AVO or AVC zones outside of the AAA shall be governed by the following signage standards:

1. General Sign Standards.

- a. Flashing signs, rotating signs, billboards, roof signs, temporary signs, including but not limited to banners, reader boards, A-frames, signs placed on fences, and signs painted on exterior surfaces of vehicles used as signs are not permitted unless required for airport security and approved by the Port. For the purposes of this Agreement, a billboard shall be defined as being a large (greater than 85 square feet) outdoor advertising sign, containing a message (commercial or otherwise) unrelated to the use on the property on which the sign is located, and which is customarily leased for commercial purposes.
- b. Where multiple tenants occupy a building, the total exterior area of all signage may not exceed ten percent (10%) of the face of the wall on which it is mounted. Illuminated signs must be non-flashing and may be internal or externally illuminated.

- c. Off-premises signs outside the site or ground lease area are not allowed, except for temporary use (i.e. grand opening, sale, or special event signs), which may be allowed for up to twenty-eight (28) consecutive days.

2. Business Signage Standards.

- a. Monument and Freestanding Signs.
 - i. One (1) freestanding or monument sign is allowed per site or ground lease area and must be stationary, non-flashing, and may not exceed eighty-five (85) square feet in area and fifteen (15) feet in height, including the structure and component parts as measured from the grade to the top of the sign.
- b. Where a site or ground lease area has multiple street frontages, one (1) monument or freestanding sign shall be allowed on each street frontage, providing that there shall be a minimum of one hundred (100) feet between each freestanding or monument sign.
- c. Setbacks shall be five (5) feet from the front and side property lines, except that a monument or freestanding sign may be set back zero (0) feet from front or side property lines provided it conforms to the following:
 - i. A survey of the location of the front or side property line, relative to the proposed sign, is prepared, staked in the field, and submitted by a surveyor licensed in Washington State.
 - ii. A sight distance study by a licensed professional engineer verifying that the proposed sign location will not interfere with sight distances of pedestrians and vehicles at a public or private road intersection or at driveway approaches.
 - iii. The sign is not located in an area where road right-of-way may be necessary for future road projects as currently identified by the City's 10-year transportation improvement plan.
 - iv. The sign shall not preclude or interfere with any utility lines located within an easement, including but not limited to public water, sewer, storm drainage, electric, communications, or signalization.
- d. Monument or Freestanding signs may use internal illumination or backlighting. Low-intensity spotlights are permitted if they do not create glare and the fixture itself is screened from view.

3. Wall or Building Mounted Signs.

One (1) business identification wall sign may be placed on an exterior building or structure wall in each development. However, in no case shall the total area of all signage exceed ten percent (10%) of the face of the wall on which it is mounted. Only the name, business title or logo will be allowed.

- a. Wall signs may also use internal or backlit illumination. Bare neon signs and spotlighted wall signs are not permitted. No other wall signs used for advertising shall be permitted.
- b. Wall or building mounted signs shall not extend above the highest exterior wall of the building, including the parapet.
- c. No sign shall be mounted on top of a marquee, porte-cochere, canopy, roof, or other similar structure.
- d. Any wall or building mounted sign, including marquee sign or awning sign attached to a building, shall not project more than six (6) feet from the face of the building to which the sign is attached. Any structural supports shall be an integral part of the design or concealed from view.
- e. Window signs shall be considered building mounted signs and shall be counted as part of the aggregate sign surface area allowed.

C. Landscaping.

All AVO or AVC zoned properties located outside the boundaries of the AAA shall be governed by the Seattle-Tacoma International Airport (STIA) Landscape Design Standards.

D. Parking.

1. Parking Standards Outside the AAA – Non-Primary Use.

Projects located in the AVO or AVC zones outside of the AAA where parking is a not a primary use shall be governed by the following parking standards:

- a. Parking areas in front of a building should be limited to customer and visitor parking, be visibly designated by signage, and not intrude on any required landscaping buffers. Employee or tenant parking should be located away from frontage areas when site constraints cannot accommodate this requirement.
- b. Passenger parking spaces shall be consistent with the following minimal dimensional requirements:

Parking Space Dimensions			
Angle	Stall Width	Stall Depth	Aisle Width

30°	8'-6"	18'-0"	14'-0"
45°	8'-6"	18'-0"	15'-0"
60°	8'-6"	18'-0"	18'-0"
90°	8'-6"	18'-0"	24'-0"

- c. **Parking Area Lighting.**
All parking lot luminaires shall be cut-off luminaires as defined by the Illuminating Engineering Society of North America (IESNA) Handbook. The maximum mounting height of luminaires shall not exceed twenty-five (25) feet. Parking lot lighting should provide the minimum lighting necessary to ensure adequate vision and comfort in parking areas, and avoid glare or direct illumination onto adjacent properties or streets.

- d. The minimum off-street street parking requirements are as follows:

Minimum Off-Street Parking Ratios	
Use	Requirement
Business Services and Retail Uses	4 per 1,000 gross square feet
Professional Office	3 per 1,000 gross square feet
Manufacturing Uses	2 per 1,000 gross square feet
Warehouse/Storage Uses	1 per 1,000 gross square feet
Warehouse/Storage Office Areas	3 per 1,000 gross square feet

- e. All parking shall be screened from adjacent properties and the street, per the Seattle-Tacoma International Airport (STIA) Landscape Design Standards.

2. Parking Standards Outside the AAA – Primary Use.

All airport projects located in the AVO or AVC zones outside of the AAA where parking is the primary use shall be governed by the following standards:

- a. Areas exclusively for employee parking facilities shall be consistent with the following minimal dimensional requirements:

Parking Space Dimensions				
Angle	Stall Width	Stall Depth	Aisle Width One-Way	Aisle Width Two-Way
30	8'	16'-0"	12'-0"	22'-0"
45	8'	16'-0"	14'-0"	22'-0"
60	8'	16'-0"	16'-0"	22'-0"
90	8'	16'-0"	22'-0"	22'-0"

- b. Areas exclusively for general public parking shall be consistent with the following minimal dimensional requirements:

Parking Space Dimensions				
Angle	Stall Width	Stall Depth	Aisle Width One-Way	Aisle Width Two-Way
30	8'-6"	18'-0"	12'-0"	22'-0"
45	8'-6"	18'-0"	14'-6"	22'-0"
60	8'-6"	18'-0"	16'-0"	22'-0"
90	8'-6"	18'-0"	24'-0"	24'-0"

- c. Areas for commercial ground transportation parking shall be consistent with the following minimum dimensional requirements:
- i. Passenger Vehicle Parking: 8'-6" wide by 18'-0" deep
 - ii. Airporter/Shuttle Parking: 10'-0" wide by 25'-0" deep
 - iii. Bus Parking: 11'-0" wide by 40'-0" deep
 - iv. Tandem parking is allowed outside the AAA in commercial ground transportation parking areas. There is no depth requirement for tandem parking, but shall follow the minimum width by vehicular, as follows: passenger vehicles shall be a minimum of 8'-6" wide, airporter/shuttle vehicles shall be a minimum of 10'-0" wide and buses shall be a minimum of 11'-0" wide.

E. Departure(s).

The Parties may agree to a Departure from the standards of this Chapter to promote well-designed developments which may not strictly comply with these standards described in this Agreement. The criteria for the City's review of a Departure application by the Port are identified below. Any proposed Departures from the development standards of this Chapter may be jointly reviewed by the Parties, but shall be subject to the City's approval.

1. Departure Criteria.

The Port's request for a Departure must meet the following criteria:

- a. Identify how the requested Departure meets the intent of the applicable design standard; and,
- b. Describe how the proposed Departure is part of an overall, thoughtful and comprehensive approach to the design of the project as a whole and how any detrimental effects on adjacent or nearby properties will be mitigated to the greatest extent possible.

2. Departure Process.

- a. The Port shall notify the City in writing that it is seeking a Departure by submitting a Departure worksheet describing the unique circumstances requiring the Departure;
- b. Both Parties will agree to meet regarding the Port's Departure request within thirty (30) days of the City's receipt of a Departure worksheet;
- c. The City shall respond to the Port's request for a Departure in writing within fourteen (14) days after the Parties meet. If the City seeks additional information, it shall identify the information it seeks, or the City can issue a determination in response to the Port's request for a Departure;
- d. If the City seeks additional information from the Port, the Port shall submit the requested information within ten (10) days of the date that it received the City's request;
- e. The City shall complete review of the Port's Departure request and shall issue a written letter of decision within ten (10) days of receipt of all requested information. If the City grants the Departure, the City will issue a written approval letter signed by the City Manager or designee within ten (10) days after the date that it receives the requested information from the Port;
- f. If the City declines to grant the Departure, the Parties agree to initiate the dispute resolution process as outlined in Chapter II, Subsection 2.4.

3.6. Aviation Hazards.

A. Federal Airspace Regulations.

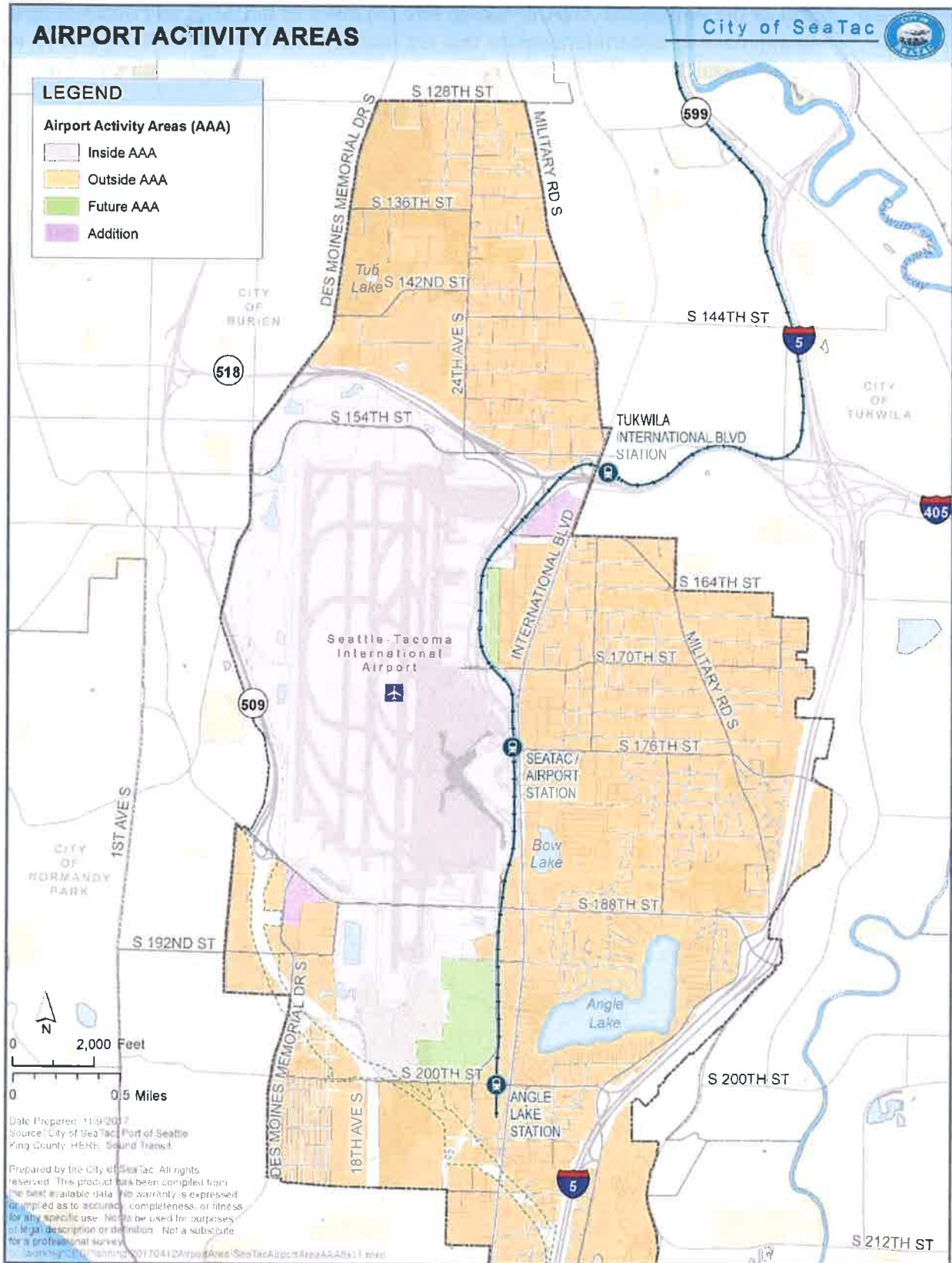
Federal airspace regulations, administered by the Federal Aviation Administration (FAA), may limit development within the City since it is in close proximity to the airport. Federal Regulation 49 CFR Part 77 established standards and notification requirements for objects affecting navigable airspace and property owners are required to submit a Notice of Proposed Construction or Alteration (FAA Form 7460-1) when applicable. The City agrees to make property owners aware of these requirements and the FAA's Obstruction Evaluation/Airport Airspace Analysis website that includes a Notice Criteria tool.

B. Hazardous Wildlife Attractants.

FAA Advisory Circular 150-5200 33B, Hazardous Wildlife Attractants on or Near Airports, requires airport operators, local planners, and developers to take into account whether proposed land uses, including new development projects, will increase wildlife hazards.

The Port and the City will work together to identify proposed projects within 10,000 feet of the designated AOA or within five (5) miles of the AOA and under or next to approach or departure airspace that are listed in AC 150-5200 33B as known to attract hazardous wildlife and to determine if a 7460-1 should be submitted to the FAA.

Appendix 3A: Airport Activity Area Map



Appendix 3B: AVO and AVC Allowed Land Uses Chart

Allowable Land Uses:

The land uses identified in the table below are allowed in the Aviation Operations (AVO) and Aviation Commercial (AVC) land use zones.

LAND USE	AVO	AVC
ANIMALS		
Apiary	Yes	Yes
Kennel/Cattery	No	Yes
Veterinary Clinic	No	Yes
AVIATION		
Aircraft Fueling Facilities	Yes	No
Aircraft Maintenance Facilities	Yes	No
Aircraft Storage Area	Yes	No
Airport Airfield Facilities	Yes	Yes (1)
Airport Cargo Facilities	Yes	Yes
Airport Landside Facilities	Yes	Yes
Airport Support Facilities	Yes	Yes
Airport Terminal Complex	Yes	No
Consolidated Rental Car Facility	Yes	Yes
Helipad/Heliport and Facilities	Yes	Yes
Inter/Intra Terminal Transfer Facilities	Yes	Yes
BUSINESS SERVICES		
Commercial/Industrial Accessory Uses	Yes	Yes
Conference/Convention Center	No	Yes
Construction/Landscaping Yard	Yes	Yes
Distribution Center/Warehouse	Yes	Yes
Equipment Repair, Large	Yes (2)	Yes
Equipment Repair, Small	No	Yes
Professional Office	No	Yes
Truck Terminal	No	Yes

LAND USE	AVO	AVC
CIVIC AND INSTITUTIONAL		
Fire Facility	Yes	Yes
High Capacity Transit	Yes	Yes
Police Facility	Yes	Yes
Public Agency Office	Yes	Yes
Public Agency Yard	Yes	Yes
MANUFACTURING		
Batch Plants	Yes (3)	Yes
Biomedical Product Facility	No	Yes
Food Processing	Yes	Yes
Laboratories, Research, Development and Testing	Yes	Yes
Manufacturing, Light	No	Yes
Manufacturing, Medium	No	Yes
Off-Site Hazardous Waste Treatment and Storage Facilities	Yes	Yes
Recycling Processing	No	Yes
Winery/Brewery/Distillery	No	Yes
MOTOR VEHICLES		
Automotive Service Center	No	Yes
Electric Vehicle Infrastructure	Yes	Yes
Fueling/Service Station	Yes	Yes
Mobile Refueling Operations	Yes	No
Public/Private Parking	Yes	Yes
Vehicle Repair, Large	Yes (4)	Yes (4)
Vehicle Repair, Small	Yes	Yes
RECREATIONAL AND CULTURE		
Health Club	No	Yes
Nonprofit Organization	No	Yes
Recreational Center	No	Yes
Sports Club	No	Yes
Stadium/Arena	No	Yes
RETAIL AND COMMERCIAL		
Dry Cleaner	No	Yes
Financial Institution	No	Yes
Restaurant	No	Yes
Restaurant, Fast Food	No	Yes
Retail, Big Box	No	Yes

LAND USE	AVO	AVC
Retail, General	Yes	Yes
UTILITIES		
Communications Facility	Yes	Yes
Utility Substation	Yes	Yes
Utility Use	Yes	Yes
Wireless Communications Facilities	Yes	Yes

Land Use Table Notes:

1. Airport Airfield Facilities are limited in AVC to only facilities and aids that support airport and aircraft operations whose location is fixed by function or FAA requirements.
2. Equipment Repair, Large also includes the parking and storage of large equipment if located within AVO and the AOA.
3. Batch Plant is allowed as a temporary facility, in support of construction only, if located within AVO.
4. Vehicle Repair, Large also includes the parking and storage of large vehicles if located within AVO or AVC.

TRANSPORTATION

CHAPTER IV: Transportation

4.1. Purpose.

The purpose of this Chapter is to establish a collaborative process by which the City and the Port will work together to address current and future transportation related matters and needs.

4.2. General.

A. The City operates, maintains, and manages all City-owned Rights-of-Way (ROW). The Parties have separate agreements concerning Port-owned infrastructure located in the ROW.

B. The Port has the authority to manage, control, and govern roadways at Sea-Tac Airport per the Revised Airports Act (Chapter 14.08 RCW) and other applicable authorities. These roadways are located on public property owned by the Port.

C. The Port and the City disagree about the applicability and payment of Transportation Impact Fees by the Port on development projects located within the AAA. In order to resolve this dispute, the Parties agree to address Transportation Impact Fees and Concurrency as set forth in this Chapter.

D. The City and Port staff who will serve as points of contact for transportation related matters addressed in this Chapter are identified in Appendix 4A.

4.3 Transportation Impacts/Concurrency.

A. Transportation Impacts.

1. The Parties acknowledge that transportation impacts shall be addressed for all Port development located within the City. The Parties further acknowledge that development at the Airport within the AAA associated with Air Operations Area, Airport Airfield Facilities, and Airport Terminal Complex are unique trip generators.

2. The FAA Policies and Procedures Concerning the Use of Airport Revenue, including FAA Grant Assurance #25, require that airport revenue can only be used for the capital or operating costs of the airport, the local airport system, or other local facilities owned or operated by the airport owner or operator. In addition, FAA Grant Assurance #25 provides that the use of airport revenue must be directly and substantially related to the transportation of passengers or property. For these reasons, transportation impact fees imposed by the City Code will not be charged to development located within the AAA during the term of this Agreement.

3. The Parties agree that for all development located within the AAA, including development that accommodates future growth, the Port shall use the SEPA environmental review process to fully and appropriately assess and mitigate transportation related impacts within the City.

4. All development on Port-owned properties located outside of the AAA shall be subject to Transportation Impact Fees pursuant to Chapter 36.70A RCW and Chapter 11.15 of the SeaTac Municipal Code.

B. Transportation Concurrency.

1. For all development located within the AAA, the Port shall use the SEPA environmental review process to evaluate and address concurrency requirements that relate to airport development.
2. All development on Port-owned properties located outside of the AAA shall be subject to the transportation concurrency requirements of State law (RCW) and the SeaTac Municipal Code.

4.4. Coordination and Cooperation.

A. Transportation Planning.

Both Parties benefit by coordinating their respective transportation planning efforts. Therefore, the Parties commit to such coordination including, but not limited to: maintenance and joint ownership of a regional travel demand traffic model, collection and sharing of relevant transportation planning data and information, and briefings to update each other's staff and elected officials on upcoming or on-going transportation studies and projects.

1. Transportation Modeling.

It is essential that traffic planning studies led by either party are consistent with each other's planning studies in regards to inputs and assumptions. Therefore, the Parties shall create and maintain a jointly-owned regional travel demand traffic model. Additionally:

- a. Each party shall be responsible for all costs associated with its use of the regional travel demand traffic model;
- b. Each party shall maintain a detailed log of all changes made to the regional travel demand traffic model and provide a copy to the other party each time an update/change is made;
- c. The Parties may share in the cost of labor intensive updates to the regional travel demand traffic model that benefit both Parties, such as incorporating new land use and economic data that change fundamental model assumptions;
- d. Each party shall make a good faith effort to coordinate significant updates to the regional travel demand traffic model.

2. Information Sharing and Data Collection.

- a. The Parties shall adequately inform each other about upcoming and on-going transportation planning efforts in a timely manner. Each

Party shall provide briefings to the other party upon request. Furthermore, the Parties shall act in good faith to initiate staff briefings for the other party's benefit if there is a need to share important information.

- b. The Parties shall share transportation related data and information as it becomes available, including but not limited to, traffic counts or surveys.

B. Transportation Projects.

The Parties acknowledge the benefits of working together to pursue funding and/or advocate for transportation related capital projects of mutual interest and/or benefit. These projects may be sponsored by either party or other agencies.

1. Project Coordination.

The Parties share an interest in ensuring that transportation improvements identified through environmental review or planning studies are included in their respective capital programs. Prior to annual Commission adoption, the Port shall review its Capital Improvement Program (CIP) with City staff. The Port agrees to identify projects that may impact local access when reviewing their CIP project list. Prior to annual City Council approval, the City shall review its Transportation Improvement Program (TIP) with Port staff.

2. Funding and Planning for Projects of Joint Interest.

The Parties shall support each other as a transportation project sponsor in order to aid in the pursuit of grant funding for transportation projects of mutual interest. The Parties shall also work collaboratively to advocate for transportation projects of mutual interest and/or benefit.

C. Roadway Standards.

The Parties recognize the benefits of coordinating and integrating roadway standards at appropriate locations in order to provide a more integrated, uniform and aesthetically pleasing experience for SeaTac residents and the visiting public. Therefore, the Port and City shall work together to identify opportunities to implement and achieve this goal.

D. Local Public Access.

1. Maintaining sufficient motorized and non-motorized local public access to and from the Airport is essential for SeaTac businesses and Airport customers, visitors, and employees.
2. The Port is responsible for the planning, design, and construction of Airport roadways.
3. The Parties acknowledge that the Port's ability to provide local public access to the Airport is constrained by existing and planned facilities located

both on and off Airport property. However, since the number, type, and location of Airport access points play a significant role in the efficiencies of the local transportation system, it is in the interest of the Parties to closely coordinate the creation or alteration of local public access, especially during the pre-design phase of any projects.

E. Right-of-Way Access Management.

To increase security at the airport and improve the functionality and aesthetics of the right-of-way within the City of SeaTac, the Port shall actively explore opportunities to reduce the number of current non-public access points to City right-of-way, with a priority on those access points that are no longer used or needed by the Port. The Port, in coordination with the City, shall also actively explore opportunities to combine multiple access points into single points of access.

4.5. Operational Planning.

A. Construction Traffic.

The City is responsible for reviewing and accepting traffic control plans involving the City roadway system. The Port is responsible for reviewing and accepting traffic control plans involving the Airport roadway system. Both Parties agree to coordinate management of traffic when traffic control plans involve both Parties' roadway systems, or traffic detours that impact the other party's roadway system.

B. Holiday/Special Events.

Traffic Management for peak holiday travel and/or special events shall be coordinated and planned jointly by the City and the Port.

C. Emergency Management.

The Parties shall inform and coordinate with each other emergency management activities that may impact each other's operations.

Appendix 4A: Transportation Task Schedule and Assignees

Task Description	Frequency	City Point of Contact	Port Point of Contact
Transportation Impact Fee Calculation and Payment for Projects	Project Basis	City Engineer, Engineering Review	Aviation Project Management
Review of Port CIP	Annual	City Engineer, Planning	Aviation Planning
Review of City 6-year TIP	Annual	City Engineer	Aviation Planning
Funding/Planning for Joint Interest Projects	Project Basis	City Engineer	Aviation Planning
Local Public Access Pre-Design Coordination	Project Basis	City Engineer, Planning	Aviation Planning
Public ROW Access Management	Project Basis	Engineering Review	Aviation Project Management
Traffic Control Coordination	Project Basis	Engineering Review, City Police	Airport Operations, Port Police
Holiday/Special Event Planning	As Requested	City Police	Airport Operations, Port Police
Emergency Management Coordination	As Requested	Emergency Management	Port Police

PERMITTING AND INSPECTIONS

CHAPTER V: Permitting and Inspections

5.1. Purpose.

The purpose of this Chapter is to clarify permitting and inspection roles, responsibilities, and requirements for real property owned by the Port of Seattle and located within the City of SeaTac.

5.2. General.

A. Acting as an agent of the City, the Port shall administer and enforce the permitting requirements identified in this Chapter for the following properties:

1. Properties located within the boundaries of the AAA.
2. The following properties described below that are physically located outside the boundaries of the AAA are subject to the same regulatory controls that apply to the properties located within the boundaries of the AAA. These properties are depicted in the AAA map as “Addition” in Appendix 3A:
 - a. The Consolidated Rental Car Facility, located at 3150 South 160th Street.
 - b. Runway Protection Zone Parcel located along Des Moines Memorial Drive S., and within the runway protection zone of Runway 34L.
3. The properties described below, except if any of these properties are subject to a change of use, expansion, redevelopment, or demolition, for uses other than those uses associated with airport operations, the City shall administer and enforce the permitting requirements for future development. However, the Port shall administer and enforce the permitting requirements for any construction trailers, field offices, and equipment mobilization and demobilization on the Logistics Lots identified in Subsection 3(c) below.
 - a. Transit Operations Center (2585 South 194th Street), including the Bus Wash Facility and Compressed Natural Gas Fueling Facility;
 - b. Clean Energy Compressed Natural Gas Fueling Facility (19425 28th Avenue South);
 - c. Logistics Lot 1 (2542 South 194th Street), Lot 2 (2624 South 194th Street), Lot 3 (2708 South 194th Street), Lot 4 (2529 South 194th Street), and Lot 5 (19332 24th Avenue South);
 - d. Maintenance Distribution Center (2645 South 194th Street); and
 - e. Port Construction Services Yard (19425 28th Avenue South).

B. The City shall administer and enforce the permitting requirements identified in this

Chapter for all other Port-owned properties.

5.3. Permitting Roles and Responsibilities.

A. Port.

The Port shall have the following responsibilities when administering and enforcing the requirements of this Chapter.

1. The Port shall administer and enforce the Building and Fire Codes as identified in Subsection 5.4. However, the Washington State Department of Labor and Industries shall be responsible for regulating and enforcing the National Electrical Code on properties for which the Port carries out permitting responsibilities.
2. The Port shall administer and enforce the storm water requirements as described in Subsection 6.3.C.
3. The Port shall administer and enforce critical area review as further outlined in Chapter VI, Section 6.2.

B. City.

The City shall have the following permitting roles and responsibilities on Port-owned property located outside of the AAA boundaries.

1. The City shall administer and enforce the Building and Fire Codes as adopted by the City in Title 13 of the SeaTac Municipal Code.
2. The City shall administer and enforce the storm water requirements as described in Subsection 6.3.C.
3. The City shall ensure that developments located on real property owned by the Port and developed by a third party are authorized by the Port before the City issues any permits.
4. The City shall administer and enforce critical area review as further outlined in Chapter VI, Section 6.2.

5.4. Applicable Permitting Codes and Requirements.

A. Adopted Building and Fire Codes.

1. The City has adopted the State Building and Fire Codes, with amendments, as identified in SeaTac Municipal Code Title 13.
 - a. The City shall consider legislation to include a reference to the Port's Fire Codes identified in the Rules for Airport Construction. The Port's Fire Codes shall be applicable to developments located on all real property owned by the Port.
2. The Port shall utilize the following Building and Fire Codes as identified in SeaTac Municipal Code to implement the provisions of this Chapter:

- a. International Building Code – SeaTac Municipal Code Chapter 13.110 Building Code;
 - b. International Fire Code – SeaTac Municipal Code Chapter 13.150.020 Fire Code;
 - c. The National Electrical Code;
 - d. City Clearing and Grading Code – SeaTac Municipal Code Chapter 13.190;
 - e. International Mechanical Code – SeaTac Municipal Code Chapter 13.160 Mechanical Code;
 - f. Uniform Plumbing Code – SeaTac Municipal Code Chapter 13.170 Plumbing Code; and,
 - g. International Energy Conservation Code – SeaTac Municipal Code Chapter 13.220 Energy Code.
3. When the City proposes amendments to Title 13 of the SeaTac Municipal Code, or the Port proposes amendments to the Rules for Airport Construction, both Parties shall work collaboratively so any amendments support continued implementation of these Codes.

B. Surface Water Design Manual.

The Surface Water Design Manuals are described in Chapter VI: Environmental Regulations, and the Port and the City shall use the requirements of these manuals to implement the provisions of this Chapter.

C. Certifications.

The persons responsible for implementing this Chapter shall hold and maintain the appropriate certifications and/or professional licenses, as required by applicable law to undertake the responsibilities of their positions.

D. City Permitting Requirements.

1. Permitting Services Provided by the Port.

The Port shall provide the following Permitting Services on real property owned by the Port that is located within the AAA:

- a. Create and develop forms, letters, and other documents to assist in the application of the adopted Building Codes as identified in this Chapter.
- b. Create and adopt policies and procedures to assist in the application of the adopted Building Codes as identified in this Chapter.

- c. Provide permit process program services to include the logging and routing of plans, assembling and routing of completed application packages, issuance of permits, and data entry of all activities.
- d. Provide code compliance program services to include processing code complaints or inquiries from the public, investigating complaints, responding to inquiries, and data entry of all activities.
- e. Provide development/plan review and inspection program services to include attending meetings, reviewing plans for code compliance, approval of plans, inspections, the issuance of Certificates of Occupancy, and data entry of all activities.
- f. Ensure all contractors and subcontractors have current City Business licenses. Permits from the Airport Building department shall not be issued to contractors who do not have current City Business licenses.
- g. Ensure performance of all duties necessary to enforce the adopted Building Codes as identified in this Chapter.
- h. Exercise all ministerial and discretionary authority necessary to implement the permitting responsibilities of this Chapter.

2. Permit Tracking System.

By the 5th day of each month, the Port shall provide a report to the City that contains the following permitting data listed below in (a)–(i) for the City’s implementation of this Chapter.

- a. Permit number
- b. Project information (project name, project address, parcel number, description of work) and value of work
- c. Applicant information (name, address, phone number, email address)
- d. Owner information (name, address, phone number) and owner contact/agent information (name , phone number, email address)
- e. Tenant information (name, phone number, email address)
- f. Contractor information (name, state contractor’s license number, City business license number, phone number, email address)
- g. Architect/designer information (name, address, phone number, email address)

- h. Building information (square footage of structure/work area, construction type, occupancy classification), and type of work (new, addition, remodel, tenant improvement, repair, demolition, other)
- i. Grading information (cut and fill volumes)

3. When requested by the City, the Port shall provide the following to the City:

- a. Inspection reports
- b. Certificates of occupancy
- c. Determinations and justifications for code modifications, in accordance with International Building Code (IBC) Section 104.10 and International Fire Code (IFC) Section 104.8
- d. Determinations and justifications for code alternatives, in accordance with IBC Section 104.11 and IFC Section 104.9
- e. Determinations and justifications for performance-based design alternatives, in accordance with IFC Section 5001.3

4. Quality Assurance.

The City will conduct periodic reviews of approved plans and inspections of permitted projects to ensure compliance with the adopted Building Codes.

- a. When requested by the City to do so, the Port shall provide the City with a copy of approved plans, calculations, and technical reports for review. A City-designated qualified professional shall perform the permit review for the City. If the qualified professional makes any significant findings, the City shall discuss these significant findings with the Airport Building Department.
- b. When requested by the City to do so, the Port shall provide City staff with access, subject to Airport security and site safety requirements, to Port property for the purposes of reviewing permitted projects. The City's review of the permitted projects will be performed by a City-designated qualified professional. If the qualified professional makes any significant findings, the City shall discuss these findings with the Airport Building Department.

E. Fire Code Coordination.

1. Fire Code Review and Approvals.

- a. For developments located on real property owned by the Port and located outside the AAA, the City shall provide one (1) copy of

submitted drawings and specifications to the Port for review and comment regarding fire code requirements and/or operational needs.

- b. The Port may provide comments and/or recommend permit conditions to the City which shall be included into the City's review comments and/or permit conditions. The Port's comments and/or conditions must be received by the City within the established permit review timeframe which will not be less than seven (7) working days from receipt of the drawings or plan specifications. It will be the Port's sole discretion as to whether or not it provides comments and/or recommends permit conditions to the City.
- c. Joint Inspections. The Port shall notify the City if it desires joint inspections between the City's and the Port's fire departments during the permit review timeframe. If the Port requests that it do so, the City shall make joint inspection by the Port and the City a condition of the permit.
- d. For developments involving the Port's water or fire alarm systems, the City agrees to use the Port's Utility Shutdown Process identified in the Rules of Airport Construction.
- e. The City shall provide the Port with a copy of the approved plans and/or as-built plans for all developments located on real property owned by the Port and located outside the AAA.

2. Operational Permits – Fire Codes.

- a. Notwithstanding the provisions of Subsection 5.3, above, the Port shall administer the operational permits on Port-owned properties located within the AAA and properties identified as Additions to properties located within the AAA boundary. The City shall administer the operational permits on all other Port-owned property.
- b. The City shall notify the Port if an operational permit inspection needs to be scheduled. Once the City has notified the Port, the Port shall notify the City whether it will participate with the City in the inspection. The City shall coordinate with the Port to schedule a joint inspection within the inspection cycle.
- c. The Port shall administer fire prevention programs on real property owned by the Port.
- d. For operational permits involving the Port's water systems, the City agrees to use the Port's Utility Shutdown Process identified in the Rules of Airport Construction.

- e. If the Port requests that it do so, the City shall provide emergency response and/or permitting information to the Port to facilitate emergency response to those permitted facilities.
- f. The City shall provide a copy of all operational permits that it issues to the Port for real property owned by the Port and located outside the AAA.

5.5. Permit Process.

A. City Process.

The City shall follow approved City processes for all permitting conducted by the City for developments located on real property owned by the Port and located outside the AAA. The City shall provide the Port with pre-submittal consultation for Port projects if the Port requests the City's assistance.

B. Port Process.

The Port shall follow approved Port processes for all permitting conducted by the Port for developments located on real property owned by the Port and located inside the AAA. All permits issued by the Port shall have permit fees assessed in accordance with the Port's most current adopted fee schedule.

C. Permit Fees.

The City shall assess fees to the Port for permits that it issues as established by the City's Fee Schedule in effect at the time of permit application.

1. Project Valuation.

The Port may use its established methodology for determining valuation of building projects. The Port will determine project valuation using valuations computed from the most current Building Valuation Data Tables provided by the International Code Council in absence of a construction project's bid valuation.

D. Fees for Service – Quality Assurance.

- 1. The Parties intend for the Port to act as the agent of the City for the purposes of administrating and enforcing the State Building Code on Port property located within the AAA and/or subject to additions to the AAA boundaries. In order to ensure that the Port is properly carrying out its responsibilities and to demonstrate that the City is fulfilling its obligations as the Local Code Authority, the City shall implement a quality assurance review of the Port's administration of the State Building Code on Port property located within the AAA and/or subject to additions to the AAA boundaries. The Port shall pay the City an annual fee for the City's quality assurance review which shall not be less than two-hundred twenty-six thousand six-hundred dollars (\$226,600.00), adjusted by the September to September Consumer Price Index - Washington (CPI-W) (Seattle-Tacoma-Bremerton).

The City shall perform the following minimum quality assurance activities:

- a. Post-permit review and inspection
 - b. Input of permitting data into the City permitting system
 - c. Records Management – Auditing
 - d. General Administrative Oversight and Implementation
 - e. IT support for City systems
 - f. Verification of Port permitting and development regulations
2. The fee paid by the Port to the City for quality assurance review shall be called the “Minimum Payment.” The Minimum Payment is a calculated fee for the quality assurance activities based upon an estimated annual project valuation of three-hundred million (\$300 million) and annual permits calculated at \$550 per one-million valuation, plus associated Technology Fees as provided for in the City of SeaTac Fee Schedule. The City shall calculate the total annual payments upon actual project valuations and the number of permits issued by the Port. The Minimum Payment shall not be less than \$226,600 per year.
 3. The Minimum Payment shall be paid to the City by March 31st of each year. If permitting valuation exceeds \$300 million, the Port is required to pay additional fees for quality assurance services based on the actual project valuation and number of permits issued the preceding quarter, by the 15th day of the second month in the following quarter.
 4. On an annual basis, the City will provide the Port with information describing how it utilized the Port’s payments to undertake these quality assurance activities listed above.
 5. The Parties agree to reassess the amount of the Minimum Payment five (5) years after the date of execution of the ILA to determine if the Minimum Payment should be adjusted. The Parties agree to use the same fee calculation outlined above for the readjustment.

5.6. Verification of Permitting and Development Requirements.

A. Pre-Application Checklist.

1. For all projects in the City where the Port is the project proponent, the Port shall submit a completed Pre-Application Checklist (“Checklist”) in order for the Parties to identify and discuss certain permitting and development requirements addressed in the Checklist. A copy of the Checklist is shown in Appendix 5A.
2. The completed Checklist shall be submitted to the City’s Community and

Economic Development Director or designee and shall include a vicinity map and site plan if available.

B. City Review of Pre-Application Checklist.

1. Within five (5) working days of receipt of the Checklist, the City shall determine and notify the Port if the City requests a Pre-Application meeting.
 - a. If a Pre-Application meeting is requested, the City may also provide initial comments pertaining to the Checklist.
 - b. If a Pre-Application meeting is not requested, the City shall provide any comments pertaining to the checklist.

C. Pre-Application Meeting.

If a Pre-Application meeting is requested:

1. The Port shall coordinate with the City to establish a date and time for the Pre-Application meeting, at which time the Checklist and any possible revisions will be discussed.
2. No later than five (5) working days prior to the meeting, the Port shall provide an agenda for the meeting and any supporting documents or information that would aid the Parties with discussing the permitting and development requirements addressed in the Checklist.
3. Within five (5) working days after the Pre-Application meeting, the City shall make a final determination regarding any revisions to the Checklist and transmit it to the Port.

5.7. Business Licensing.

A. Authority.

The Port acknowledges that the City has the authority to require a business license for businesses identified in Chapter 5.05 SeaTac Municipal Code to conduct business within the city limits. The City's limits specifically includes portions of Seattle-Tacoma International Airport.

B. Notification.

The Port agrees to notify its tenants, subtenants, service providers, contractors, and subcontractors of the City's requirement to obtain a City Business License.

C. Requirement.

The Port will require its tenants, subtenants, service providers, contractors, and subcontractors that are subject to the provisions of the City's Business License Code to obtain a valid City Business License prior to executing a lease, service (vendor) contract, or the issuance of a construction permit with the Port.

D. Initial Inspections.

The City will notify the Port when a business license has been issued by the City for a business located on real property owned by the Port and located within the

AAA. The Port will conduct a fire and life safety inspection of the business's premises and will ensure that the business's premises comply with the applicable fire codes. The Port will notify the City when it has completed the fire and life safety inspection of the business.

E. Renewal.

Annual Renewals of City of SeaTac Business Licenses are due April 1 of each calendar year. The City will identify any businesses that have not renewed their licenses and notify these delinquent businesses for the Port. These notifications will occur on accounts that have become delinquent accounts at thirty (30) and sixty (60) days. If the Port determines that a business is still operating without a current business license and the City determines that the business is more than ninety (90) days delinquent, the City may take action in accordance with the SeaTac Municipal Code.

F. Audit.

The Port will allow the City staff to access Port property, subject to Airport security and site safety requirements, and to review relevant records by City staff for the purposes of the City performing an audit of business licensing records. The frequency of the City's audit will be determined by the City and the Port.

5.8. Records Management.

A. Record Ownership.

Records created, prepared, used or provided by the Port pursuant to the services provided to the City are considered City records. Records created, prepared, used or provided by the City pursuant to the services provided to the Port are considered Port records.

B. Records Custodian.

The City allows the physical custody of City records by the Port, and the Port allows the physical custody of Port records by the City, for the implementation of this Chapter.

1. Retention of Records.

Both Parties agree to abide by the record retention schedule of the State of Washington Archivist.

2. Destruction of Records.

The destruction of all City records by the Port must be coordinated with the City Clerk or other designated City Records Manager. The destruction of Port records by the City must be coordinated with the Port.

3. Requests for Records.

Both Parties agree to fulfill all record requests in accordance with the Washington Public Records Act.

C. Audit.

The Parties shall allow access and inspection of their records by the other party for compliance with applicable State laws.

Appendix 5A: Pre-Application Checklist

Project Information:

Project Name:	Enter here
Project Description:	Provide 2-3 sentences, attach site plan if available
Project Location:	Provide address/intersection, facility name, attach vicinity map
Land Use Zoning:	<input type="checkbox"/> AVO <input type="checkbox"/> AVC <input type="checkbox"/> Other: Identify.
Compatible Use:	<input type="checkbox"/> Yes <input type="checkbox"/> No
Estimated Cost:	Est Construction Cost
Estimated Schedule:	Construction Start: Date Finish: Date

Is the Project located within the Airport Activity Area (AAA)? Yes No Exempt Area
 Is the Project located within the Airport Storm Water Utility (ASU) boundary? Yes No
 Is the Project located adjacent to or within critical areas? Yes No
 Is the Project visible to Public ROW? Yes, Enter street name here No, N/A
 Do Port Landscape Standards Apply? Yes No, explain.

Port Contact Information:

Enter Port PM name	<input type="text"/> Enter email address	<input type="text"/> Enter phone #
--------------------	--	------------------------------------

Environmental Review Information:

Is SEPA anticipated for this Project?	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Unknown
Is the Project covered under existing environmental review document?	<input type="checkbox"/> Yes, Enter document name <input type="checkbox"/> No <input type="checkbox"/> Unknown
Is the Project eligible for a SEPA Exemption?	<input type="checkbox"/> Yes, Enter SEPA Exemption reference <input type="checkbox"/> No <input type="checkbox"/> Unknown

General Permit Information:

Building Permit	<input type="checkbox"/> City <input type="checkbox"/> Port <input type="checkbox"/> N/A
Electrical Permit	<input type="checkbox"/> City <input type="checkbox"/> L&I <input type="checkbox"/> N/A
Fire Permit	<input type="checkbox"/> City <input type="checkbox"/> Port (included with Building Permit) <input type="checkbox"/> N/A
Site/Grading Permit	<input type="checkbox"/> City <input type="checkbox"/> Port <input type="checkbox"/> N/A
Mechanical Permit	<input type="checkbox"/> City <input type="checkbox"/> Port <input type="checkbox"/> N/A
Plumbing Permit	<input type="checkbox"/> City <input type="checkbox"/> Port <input type="checkbox"/> N/A
Sign Permit	<input type="checkbox"/> City <input type="checkbox"/> Port (included with Building Permit) <input type="checkbox"/> N/A

If the project is located outside the Airport Activity Area Boundary as identified in Appendix 3A of Chapter III: Land Use and Development Standards of the Interlocal Agreement then City of SeaTac permits are required if applicable.

Other Permit Information:

ROW Use Permits	<input type="checkbox"/> Class B (Temporary lane/street closures, over legal loads) <input type="checkbox"/> Class C (Work within ROW, e.g. driveway, utilities) <input type="checkbox"/> N/A
-----------------	---

Completed by: Enter Port PM name here

Date: Date

City Review:

Is a Pre-Application Review Meeting required? No Yes, then date held: Date

Is a Pre-SEPA Checklist meeting requested? No Yes

Does the City request early review of the SEPA Checklist? No Yes N/A, located within AAA

Comments:

-
-
-

Completed by: Enter City Staff name here

Date: Date

ENVIRONMENTAL REGULATIONS

CHAPTER VI: Environmental Regulations

6.1. SEPA.

A. Lead Agency Status.

The City and Port recognize that an important purpose of this Agreement is to establish procedures to facilitate and expedite development of Port properties. The development review process shall ensure that the project complies with the State Environmental Policy Act (SEPA), Chapter 43.21C RCW and 197-11 WAC. In order to eliminate the need for case-by-case discussions in the future, the Parties agree that service as SEPA lead agency on Port-owned properties will be as follows:

1. For projects located within the AAA boundaries, the Port will serve as SEPA lead agency.
2. For proposals for private development on Port property located outside the AAA:
 - a. The City will serve as SEPA Lead Agency, and the Port will be a Consulted Agency per WAC 197-11-724, for those proposals that are not associated with Airport Operations.
 - b. The Port will serve as SEPA Lead Agency, and the City will be a Consulted Agency per WAC 197-11-724, for those proposals that are associated with Airport Operations.
 - c. Proposals that are associated with Airport Operations are defined as proposals for Airport Airfield Facilities, Airport Cargo Facilities, Airport Landside Facilities, Airport Support Facilities or Airport Terminal Complex. (See Definitions.)

B. Consultative Process.

1. The Parties agree to early and ongoing consultation to ensure proposals are clearly defined, and that impacts are identified and mitigated. However, both Parties reserve their rights to file an appeal of a SEPA determination.
2. The consultative process outlined below will apply only in instances where a party anticipates issuing a Determination of Non-significance (DNS) or Mitigated Determination of Non-significance (MDNS) threshold determination.
 - a. Proposals located within the AAA.

Port staff will engage City staff in review of environmental issues through use of the Port's pre-application checklist. The City shall provide written comments, if any, within two (2) weeks from its receipt of the pre-application checklist from the Port. If requested to do so by the City, the Port agrees it will meet within the two-week timeframe and discuss the City's concerns prior to the Port's release of SEPA documents (both SEPA checklists and SEPA determinations). The Port will not issue a SEPA determination prior

to expiration of this two-week time period.

- b. Proposals located outside the AAA.
 - i. If the City is the lead agency, the City will process the SEPA checklist and development application pursuant to the requirements of applicable City code and State law, including administration of the required public notification and comment periods. Each parties' SEPA Responsible Official or designee will serve as their respective point of contact. The Port will be given the opportunity to review public comments and draft City SEPA documents prior to the City's release of these documents. If requested to do so by the Port, the City agrees that it will meet to review public comments and discuss the Port's concerns prior to the City's release of SEPA documents. The Port shall provide written comments, if any, within two (2) weeks of its receipt of SEPA documents. The City shall not issue a SEPA determination prior to expiration of this two-week period.
 - ii. If the Port is the lead agency, the consultative process shall be consistent with the process that the Parties have agreed to use for projects located inside the AAA and set forth in Subsection 6.1.B.2.a. above.
3. For threshold determinations resulting in a Determination of Significance (DS), coordination shall occur through the processes identified for agency scoping in WAC 197-11-360 and 197-11-408.

6.2. Critical Areas.

A. Applicable Standards.

On Port property, the City's Critical Areas regulations (SeaTac Municipal Code Chapter 15.700), as those regulations exist on the date of this Agreement, shall apply except for the following:

1. Mitigation projects/sites established under Clean Water Act Section 404 Permit #1996-04-02325 (Amended-2) and the associated Washington State Department of Ecology Section 401 Certification.
2. Future development projects requiring Washington State Hydraulic Project Approval, Section 401 Water Quality Certifications and/or Section 404 permits and associated compensatory mitigation.

B. Port Proposals Located Within the AAA.

The Port shall administer the process for critical area review for properties located within the boundaries of the AAA. Critical area reports and other supporting material shall be prepared by a qualified professional as defined by SMC 15.700.015. The qualified professionals retained by the Port shall not be required

to be on the City's list of professionals described under SMC 15.700.100(B), nor shall the Port be required to pay for third party review under SMC 15.700.100(C).

1. Exemptions.

- a. Emergencies, which are exempt from the critical areas regulations specified in SMC 15.700.040.A include those associated with Airport Operations, as determined by the Port's Executive Director or federal law.
- b. Utility-related activities as described in SMC 15.700.040 located on Port-owned roads and other Port property are exempt.

C. Proposals located outside the AAA, including those on Port-owned roads and other Port property.

The City shall administer the process for critical area review for properties located outside the boundaries of the AAA. Critical area reports and other supporting material shall be prepared by a qualified professional as defined by SMC 15.700.015. For private development proposals on Port property, critical area reports and other supporting documentation shall be prepared or reviewed by a qualified professional approved by the City, in accordance with SMC 15.700.100.

D. For all proposals, regardless of location.

1. Critical areas regulations, including applicable exemptions and exceptions, will be flexibly administered on a case-by-case basis to harmonize state and federal regulations, advisory circulars or similar provisions affecting airports and/or the special circumstances presented by airport operations.
2. Before impacting any critical area or its buffer, the project proponent shall apply the mitigation sequencing specified in SMC 15.700.120. Avoidance and minimization of impacts will occur whenever these approaches can be reasonably accomplished through practicable alternatives. A "practicable alternative" is an alternative that is available and capable of being accomplished after taking into consideration cost, existing technology, and logistics in light of overall project purposes.
3. The bonding requirements of SMC 15.700.130 shall not apply to any Port project.
4. Regardless of whether the Port or the City are acting as the permitting agency, the City's Critical Areas regulations shall not restrict development on Port property when there is no other practical alternative to the proposed development with less impact on the critical area and the proposal minimizes and/or mitigates the adverse impact on the critical areas as identified in the Critical Areas Report.
5. The Port will provide the City with maps and other data identifying revised

and/or updated delineations of critical areas on Port property as determined by a qualified professional.

6. The requirement for a Notice on Title in SMC 15.700.160 shall not apply to projects located on Port property.

6.3. Surface Water Management.

A. Introduction.

1. The City is subject to and responsible for meeting its National Pollutant Discharge Elimination System (NPDES) Phase II Permit requirements within the corporate limits of the City.
2. The Port is required to implement and enforce all conditions of its individual NPDES permit, WA-002465-1, for those areas the Department of Ecology determines are subject to the permit.

B. Storm Water Utility Fee.

The City acknowledges that the Port is a unique partner in addressing storm water related issues on airport properties through meeting its individual NPDES Storm Water Permit requirements, and also through participation in the Miller-Walker Creek and Des Moines Creek Basin Committees and the operation of several regional detention facilities that benefit both Port-owned and non-Port-owned properties.

1. Airport Storm Water Utility Boundary Area.

The Port agrees to pay the City an annual surface water management fee of \$1,274,952.87 as described in Subsection 2.5.A. for properties located within the Airport Storm Water Utility Boundary Area, as further depicted in Appendix 6A, beginning in 2018 for the duration of the Agreement. The City and Port agree that the Airport and the areas within the Airport Storm Water Utility Boundary are unique within the rate structure identified in SeaTac Municipal Code 12.10.225. Therefore, the City and the Port agree that the Airport Storm Water Utility Boundary Area shall be treated as a single aggregate parcel consisting of 2,005.00 acres to establish a surface water fee for the term of this Agreement, which is calculated in the table below.

Airport Storm Water Utility Boundary Area Fee Calculation Table	
Description	Amount
2018 Storm Water Fee (Based on 2005.00 acres at \$1,220.29 per acre) ¹	\$2,446,681.45
25% NPDES Phase II Compliance Rebate (non-residential parcels) ²	<\$611,670.36>
15% NPDES Permit Compliance Rebate (airport specific) ³	<\$367,002.22>
Regional Flow Control Facility and Natural	<\$193,056.00>

Airport Storm Water Utility Boundary Area Fee Calculation Table	
Description	Amount
Resources Area Credit ⁴	
Annual Surface Water Fee	<i>\$1,274,952.87</i>

1. The Airport Storm Water Utility Boundary Area has an overall percent impervious surface of between 45% and 65%.
2. As an incentive for businesses with storm water facilities to maintain these facilities in good working order, the City offers a 25% rebate on surface water fees for those that request the rebate and meet the requirements outlined in City Code.
3. Port Industrial Storm Water Permit Activities include: NPDES Permit reporting, inspection and compliance; onsite water quality and flow control, stream monitoring, industrial waste system (IWS) operation and education and outreach.
4. A significant portion of the Airport Storm Water Utility Boundary Area serves regional storm water detention and undeveloped natural areas.

2. All Other Port-Owned Properties.

Port properties located outside the Airport Storm Water Utility Boundary Area shall be subject to the surface water management fee structure as outlined in City code.

C. Surface Water Design Standards.

The City has adopted and follows the 2016 King County Surface Water Design Manual (KCSWDM) and the City addendum to the KCSWDM, collectively referred to as the Surface Water Design Manual (SWDM). This manual is equivalent to the Department of Ecology's Storm Water Management Manual for Western Washington (SMMWW). Development on Port property that is outside of the Airport Storm Water Utility Boundary Area shall be subject to the City's Surface Water Design Manual as amended.

The Port has adopted and follows the most recent version of the Department of Ecology's Storm Water Management Manual for Western Washington (SMMWW). Development within the Airport Storm Water Utility Boundary Area shall be subject to meeting the requirements of the SMMWW.

New development and redevelopment within the Des Moines Creek Basin shall be subject to the Des Moines Creek Basin-specific flow control standard as approved by the Department of Ecology in letter dated July 23, 2003 unless otherwise directed by the Department of Ecology.

D. Regional Detention Facilities.

The Parties acknowledge that the Miller Creek and Tyee Regional Detention facilities are owned and operated by the Port. The Port agrees that it will maintain and operate these facilities in accordance with the design and operating standards established by King County for the shared benefit of all jurisdictions whose storm water drains to those facilities. The Port agrees to consult with these neighboring jurisdictions before undertaking any alterations to the facility. Any alterations that increase or reduce benefit or use to neighboring jurisdictions shall result in a

proportionate adjustment in the Storm Water Fee Credit given to the Port.

E. Surface Water Coordination.

1. Joint Participation in Basin Initiatives.

The Port and City agree to cooperatively participate in initiatives that support watershed improvements including basin planning and other basin wide water quality initiatives. In the event that the Port and City agree to jointly fund watershed initiatives, the level of funding by the Port and City shall be based on the percent impervious surfaces on Port-owned properties for the Port and non-Port-owned properties within the City. The Parties can agree to jointly fund new initiatives; new initiatives will not include those already required by either the Port's individual NPDES permit or City's Phase II NPDES Permit.

2. Credit for Joint Funding.

The full amount of Port funding of projects that are mutually agreed upon by the City and the Port to be of benefit to the City's storm water management system will be credited against the annual Surface Water Management Fee.

3. Data and Reports.

The Port and City agree to share upon request storm water related data, reports and infrastructure information including but not limited to: receiving water quality and flow data, water resource studies and reports, storm water conveyance/treatment system mapping data, and NPDES-required reports.

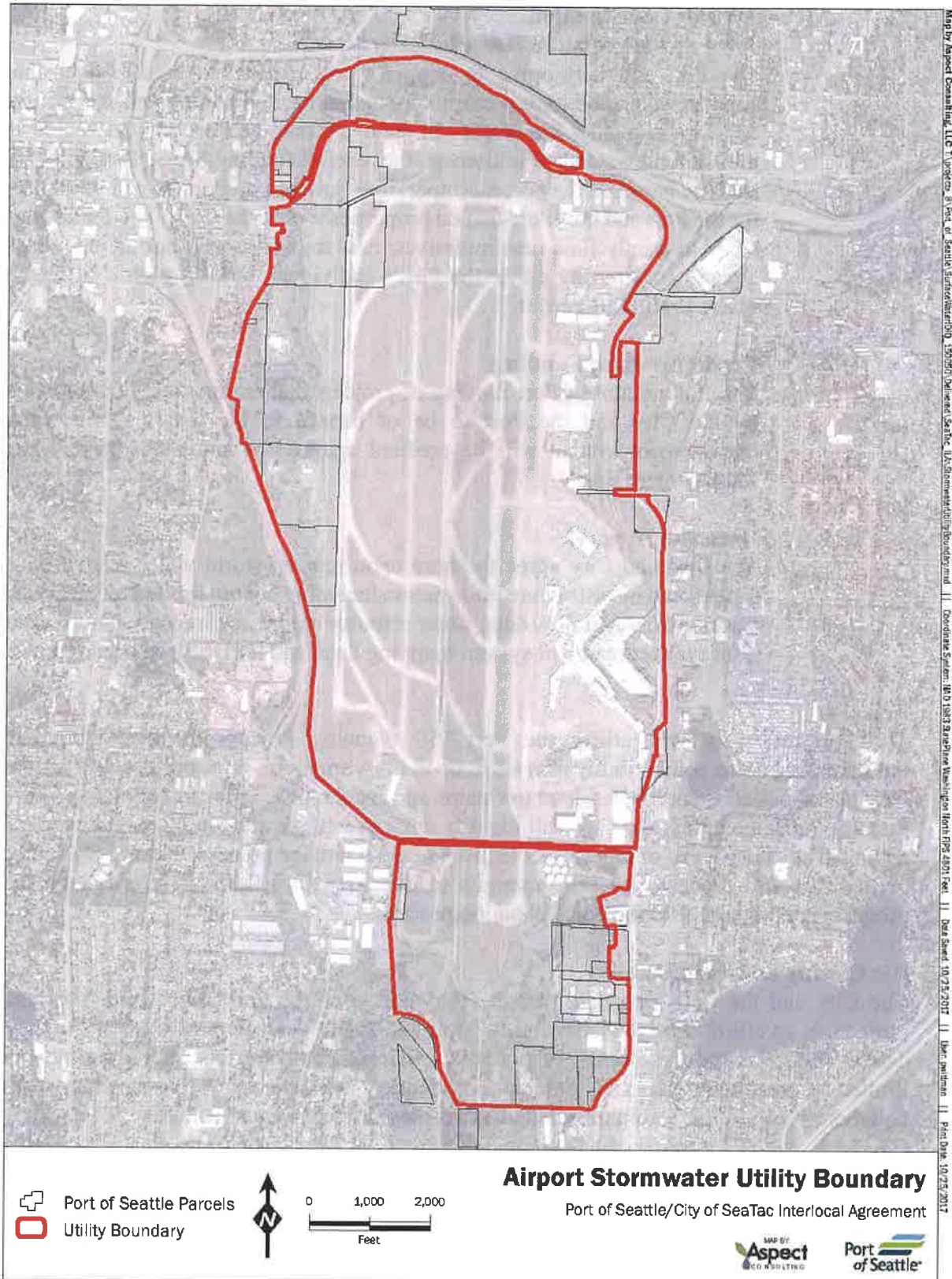
6.4. Noise.

The Port and City will utilize the Part 150 Planning Process for evaluating and incorporating noise compatibility measures, upon FAA approval, into appropriate Port and City plans, policies, and related land use maps and regulations. Prior to beginning future Part 150 noise planning, the City will identify a representative and alternate to serve on a technical advisory panel or other panel to provide input into the process. During the course of the Part 150 process, the Port commits to quarterly City Council briefings on the progress and outcomes of the noise planning process.

6.5. Air Quality and Sustainability.

The City and the Port recognize that the Port will continue to advance initiatives and projects in an effort to meet sustainability goals and objectives voluntarily set by the Port. These initiatives reduce a range of potential environmental impacts, including but not limited to, greenhouse gases and other air pollutants. The Parties agree that they may work collaboratively on these voluntary initiatives if they provide mutual benefit.

Appendix 6A: Airport Storm Water Boundary Map



PUBLIC SAFETY & GENERAL SERVICES

CHAPTER VII: Public Safety & General Services

7.1. Police Jurisdiction and Authority.

The City and Port have, through their respective authorities and jurisdictions, established their own police forces to provide police services to their own jurisdictions. The City and Port Police Departments are authorized to engage as outlined in the Mutual Aid Police Powers Act, Chapter 10.93 RCW to provide emergency assistance to each other as needed.

7.2. Police Emergency Planning and Operations.

A. The Parties agree there is mutual benefit to frequent communications about crime, civil disorder, Homeland Security and public safety issues which may have shared impact. Therefore, the Parties will establish and maintain working relationships that support such communication.

B. The Parties shall strive to visit each other's worksites annually, for guided familiarization tours consistent with local security needs and to conduct joint, pre-emergency planning and training drills as feasible.

C. When planned events are foreseen to impact both jurisdictions (such as dignitary visits, Seahawks, and protests) the Parties agree to work together to develop/implement strategies for successful resolution. If the City issues permits for such events is permitted through the City's special event permit process, the City may assist the Port in recovering associated costs.

D. The Parties agree to develop agency specific event plans that will not negatively impact the resources of the other party. If it becomes obvious that an agency specific event or event plan will negatively impact the other party, the Party that will be impacted will notify the other Party of the potential impacts. In such cases, the Parties agree to work together to mitigate the impacts. All reciprocal services performed to mitigate the impacts shall be rendered without reimbursement unless the Parties agree to reimburse each other.

E. The Parties agree to review the contents of this Chapter every five (5) years or as requested by either party during the term of the ILA.

7.3. 911 Calls for Police Service.

The intent of this Section is to demonstrate collaborative philosophical and operational agreements between the Port and City Police Departments and their respective dispatch centers to ensure timely police responses for the benefit of public safety. The Parties also seek to reduce jurisdictional confusion for the Parties' dispatch centers and first responders because a lack of clarity about jurisdictional response can negatively impact public safety.

The Parties agree to the following pertaining to law enforcement jurisdiction and routing of 911 calls for police service:

1. The Port shall have law enforcement jurisdiction for Port-owned properties within the AAA, the Airport Employee Parking Lot located in the 15000 Block of 24th Avenue S., and the Port's Consolidated Rental Car Facility. 911 calls for police service at these properties shall be routed to the Port Dispatch Center for response by the Port of Seattle Police.
2. Unless otherwise agreed upon, the City shall have law enforcement jurisdiction for Port-owned properties which are not immediately adjacent to the AAA, and 911 calls for police service shall be routed to the King County Sheriff's Office for response by the City Police.
3. Law enforcement jurisdiction shall change from the City to the Port for any Port-owned property that becomes included within or immediately adjacent to the AAA as the result of modification of the AAA boundary.
4. If a facility or property is deemed to be operationally essential to airport operations, safety and security, the Parties may agree to change law enforcement jurisdiction from the City to the Port, regardless of the proximity of the property to the AAA. At the request of the Port, the City and Port Police Chiefs will discuss and make a determination regarding whether law enforcement jurisdiction shall be modified while ensuring that public safety remains a top priority in any decision.
5. Any changes to law enforcement jurisdictional responsibility to a Port-owned property shall be agreed upon by the City and Port Police Chiefs. The Port shall document and forward any changes in writing to the ILA Reviewer, c/o King County Sheriff's Office Communications Center and the E-911 Program Office. Notice sent by the Port shall include the parcel numbers and street addresses where law enforcement jurisdiction is to be modified so that adjustments can be made to the GIS files for the proper routing of 911 calls.

7.4. Fire Emergency Planning and Operations.

Most fire agencies in King County, including the City and Port, have entered into the King County Mutual Assistance and Interlocal Agreement, which establishes each agency's mutual commitments and roles for assisting in fire calls and other emergencies. The Port and City agree to review this King County Mutual Assistance and Interlocal Agreement at least every five (5) years, or when requested by either party, to ensure that the needs of the public are being served by the closest emergency response unit. The City and Port may enter into additional agreements as deemed appropriate by their respective Fire Chiefs.

7.5. Permit Parking Program.

ILA-2 (Exhibit C, Section 5) dedicated 36.9% of the parking tax collected by the City to certain transportation projects and related costs. Amendment #4 to ILA-2, Section B, eliminated this specific allocation moving forward, and established a joint process to identify projects for the remainder of these Parking Tax funds. The Port releases to the

City in full any interest or claim in these remaining parking tax funds, estimated to be \$3.85 million. It is the City's intent to utilize these remaining funds for supporting the initiation, implementation and ongoing operation of the Permit Parking Program and related transportation improvements. The City agrees that this contribution by the Port represents the appropriate level of participation in the design, capital costs and ongoing operations of the Permit Parking program for the term of this Agreement.

7.6. Community Relief.

7.6.1. The Port will contribute \$1.4 million annually to the City's General Fund for community relief ("Community Relief Contribution"). The Parties acknowledge that the Port's Community Relief Contribution is intended to provide the City community relief with respect to public safety, including but not limited to police, enforcement of traffic and parking regulations, and general enforcement of City codes and ordinances not otherwise addressed in this Agreement. The Contribution is to address public impacts associated with airport operations or businesses directly serving airport passengers. Consistent with the Parties' intent concerning the purposes of the Community Relief Contribution, and to foster the partnership between the Parties, the City shall not request additional funding from the Port for the matters covered by the Community Relief Contribution during the term of this Agreement. Furthermore, the City agrees with the Port that the Community Relief Contribution may be considered by the SEPA Lead Agency when determining the appropriate mitigation with respect to police and enforcement of parking and traffic regulations.

7.6.2. The Parties recognize the importance of working together in order to meet each Parties' commitments and obligations under this Agreement. Furthermore, the Parties agree that mutual cooperation, partnership, and acting in good faith is essential for this Agreement to be successful, and that the Dispute Resolution provisions established in Chapter II, Subsection 2.4, shall be utilized when the Parties cannot agree. In consideration of the Port's Community Relief Contribution, the City agrees that the annual Community Relief Contribution may be suspended by the Port (but not forfeited) if the City commences litigation against the Port concerning the subjects covered by this Agreement without first utilizing Dispute Resolution. Furthermore, any suspended Community Relief Contribution shall be payable to the City within thirty (30) days of completion of such litigation, or some earlier time that is mutually agreed to by the Parties. Appeals under the State Environmental Policy Act (SEPA) shall not be considered litigation as contemplated by this Subsection.

7.7. Economic Opportunity and Workforce Development.

The City and the Port shall jointly and cooperatively work to support economic opportunity and workforce development in the City for businesses and employees associated with Airport operations. One such effort will be in the furtherance of the requirements of the SeaTac Employment Standards Ordinance (codified in Chapter 7.45 SMC), including, but not limited to, education and outreach efforts to both employees and businesses located at the Airport. These efforts may be further defined in a letter of agreement between the City and the Port to more specifically delineate each party's roles and responsibilities.

DEFINITIONS

DEFINITIONS

Acronyms and Abbreviations:

Advisory Circular.....	AC
Air Operations Area.....	AOA
Airport Activity Area Boundary	AAA Boundary
Airport Activity Area	AAA
Airport Airfield Facilities	AAF
Airport Storm Water Utility Boundary	ASU Boundary
Airport Storm Water Utility.....	ASU
Airport Terminal Complex	ATC
Aviation Commercial.....	AVC
Aviation Operations.....	AVO
Capital Improvement Program.....	CIP
City of SeaTac.....	City
Community and Economic Development.....	CED
Consolidated Rental Car Facility	CRCF
Consumer Price Index - Washington	CPI-W
Determination of Non-significance.....	DNS
Determination of Significance	DS
Federal Aviation Administration	FAA
Interlocal Agreement	Agreement or ILA
International Building Code.....	IBC
International Energy Conservation Code.....	IECC
International Fire Code	IFC
International Mechanical Code.....	IMC
Joint Advisory Committee	JAC
King County Surface Water Design Manual	KCSWDM
Letter of Agreement.....	LOA
Level of Service	LOS
Mitigated Determination of Non-significance	MDNS
National Pollutant Discharge Elimination System	NPDES
Port of Seattle.....	Port
Pre-Application Checklist.....	Checklist
Revised Code of Washington.....	RCW
Right-of-Way	ROW
SeaTac Municipal Code.....	SMC
Seattle-Tacoma International Airport	STIA or Sea-Tac Airport
South Aviation Support Area.....	SASA
State Environmental Policy Act.....	SEPA
Storm Water Management Manual for Western Washington	SMMWW
Surface Water Design Manual	SWDM
Sustainable Airport Master Plan	SAMP
Transportation Improvement Program.....	TIP

Transportation Network CompaniesTNC
Uniform Plumbing Code.....UPC
Washington Administrative Code.....WAC

Definitions:

Accessory Use

A use that is subordinate to and contributes to the comfort, convenience or necessity of occupants, business or industry of the primary use.

Airport

Airports are defined as a complex of facilities that support the landing, takeoff, servicing and maintenance of aircraft, and the movement of passengers, employees, visitors and cargo.

Airport Revenues

Airport Revenues shall have the same definition as contained in Section II(B) of the FAA's Policy and Procedures Concerning the Use of Airport Revenues, 64 Fed.Reg. 7696 (Feb. 16, 1999) or hereafter amended.

Aircraft Fueling Facility

A building, storage tank, and other facilities for the purpose of storing and conveying aircraft fuel.

Aircraft Maintenance Facilities

A building, hardstand, run-up area, and other facilities used for service and maintenance of private and public aircraft.

Air Operations Area (AOA)

Any area of an airport used or intended to be used for landing, takeoff, or surface maneuvering of aircraft. An air operations area includes such paved areas or unpaved areas that are used or intended to be used for the unobstructed movement of aircraft in addition to its associated runway, taxiways, or apron.

Aircraft Storage Area

A building used to store private or public aircraft for short- or long-term periods of time.

Airport Airfield Facilities

A runway, taxiway, hardstand, air traffic control towers, ramp control towers, service roads, infrastructure, and other navigation, communication, operational, security, and landing facilities and aids that support the landing, takeoff, movement, and parking of aircraft at an airport.

Airport Cargo Facilities

A building, hardstand, and other facilities used for the on- or off-loading of air cargo on aircraft, the consolidation of air cargo for the loading of aircraft, transload of air cargo for vehicle distribution to customers, and the transfer of air cargo between vehicles and aircraft.

Airport Landside Facilities

A building, parking lot or structure, and other facilities used for short-term parking or staging of airport customers, visitors, vendors, commercial ground transportation services, and other

public transit services, and the parking of airport employees, in support of airport operations.

Airport Support Facilities

Buildings, facilities, infrastructure, and equipment that support the maintenance and operation of an airport (including facilities such as flight kitchens, vehicle queuing and employee/contractor parking), or are required by an authority having jurisdiction (e.g. FAA, Department of Homeland Security) that supports or regulates airport operations.

Airport Terminal Complex

A complex of adjacent buildings, curbsides, parking lots/structures, roadways (excluding public right-of-way), and associated facilities, that support the interchange between various transportation modes and arriving/departing aircraft of the traveling public. Airport terminal complexes typically include aircraft gate parking, aircraft service areas, concourses, departure hold rooms, security checkpoints, airline offices and equipment, ticketing, baggage handling, loading docks, government offices and facilities, hotels, conference facilities, vehicle loading/unloading, commercial vehicle loading/unloading/staging areas, public parking, public transportation, and other dining and retail activities providing goods and services for the traveling public, other airport users and employees. (Source: FAA Advisory Circular 150/5360-13).

Apiary

A place where bees or beehives are kept.

Automotive Service Center

Establishment primarily engaged in small vehicle repair and detailing, including the sale and installation of lubricants, tires, batteries, mufflers and similar accessories.

Batch Plant

The manufacturing of asphalt or concrete, which may include the storage of related component materials.

Biomedical Product Facility

An entity, business, or establishment that is involved in the design, development, assembly and/or manufacture of products developed specifically for the diagnosis, treatment or correction of medical disorders. Products produced by a biomedical product facility include pharmaceuticals, implants or prostheses.

Communications Facility

A communication facility for transmission of UHF and/or VHF television signals, FM and AM radio signals, and /or signals through FM translators or boosters not related to wireless communications facilities.

Conference/Convention Center

An establishment developed primarily as a meeting facility and for related activities.

Consolidated Rental Car Facility

A facility that supports the rental, storage, service, and preparation of motor vehicles for multiple rental car companies at the airport. These facilities typically include offices, customer amenities, parking, cleaning/service equipment, and fueling systems.

Construction/Landscaping Yard

A yard or outdoor facility used as a place to store equipment and materials used by a construction or landscaping business. Construction/landscaping yards may include office areas, as well as outdoor storage for equipment and materials for the construction and landscaping trades.

Departure

A flexible approach to the strict application of the development standards for Port-owned properties located outside of the AAA boundaries.

Distribution Center/Warehouse

A building which is stocked with products (goods) to be redistributed to other users. This may also be known as a “DC”, a fulfillment center, a cross-dock facility, a bulk break center, and/or a package handling center. This does not include truck terminals.

Dry Cleaner

An establishment engaged in the cleaning of clothing or fabrics with chemical solvents that have little or no water.

Equipment Repair, Large

Establishments primarily engaged in the repair and maintenance of commercial and industrial machinery and equipment. For the AVO zone, and within the AOA, this also includes the parking and storage of commercial and industrial machinery and equipment.

Equipment Repair, Small

The repair of appliances, stereo equipment, electronic pieces and computers. This term does not include the repair of motor vehicles in any form.

Electric Vehicle Infrastructure

Structures, machinery, and equipment necessary and integral to support an electric vehicle, including battery charging stations, rapid charging stations, and battery exchange stations.

Financial Institution

Establishments such as banks and credit unions.

Fire Facility

A facility used for the purposes of fire suppression, fire prevention, or other functions of fire departments.

Food Processing

An industrial production of food from a natural state to a packaged state through approved

FDA processes and standards.

Fueling/Service Station

A building or lot having pumps and storage tanks where fuels, oils or accessories for motor vehicles are dispensed, sold or offered for sale at retail only; auto repair service is incidental and no storage or parking space is offered for rent.

Health Club

Facilities offering the use of exercise equipment for public use, and services such as, but not limited to, expertise and instruction for fitness training and aerobics classes. Does not include massage or other medically related services.

Helipad/Heliport

An area of land or water or a structural surface which is used, or intended for use, for the landing and take-off of helicopters, and any direct maintenance, storage or fueling areas.

High Capacity Transit (HCT)

Guideways, stations, maintenance and operational facilities that support any form of public or private transit (bus, rail, train, Personal Rapid Transit (PRT), People Mover and other new technology) that moves a large number of people to set destination points.

Inter/Intra Terminal Transfer Facilities

Facilities that support the transfer of airport passengers; airport employees, baggage, and cargo.

Kennel/Cattery

A commercial establishment which houses, cares for, breeds, raises or sells dogs or cats. Four (4) or more adult dogs or cats or any combination thereof constitute a kennel. Small animal hospitals and clinics and up to two (2) dwelling units, to be used as manager/caretaker residences, either attached or detached from the kennel, are included. An adult dog or cat is one of either sex, altered or unaltered, that has reached the age of six (6) months.

Laboratories, Research, Development and Testing

A facility in which scientific research, investigation, testing, or experimentation occurs, but not including manufacture and sale of products.

Manufacturing, Light

The transformation of materials or substances into new products, including construction and assembling of component parts and the blending of materials such as lubricating oils, plastics, resins or liquors. Light manufacturing and fabrication is characterized by the use being contained within buildings, and materials or equipment used in production not being stored outside. Light manufacturing and fabrication activities do not generate external emissions such as smoke, odor, noise, vibrations or other nuisances outside the building. This definition includes but is not limited to manufacture and fabrication of electronic components, office products, furniture, and glass products.

Manufacturing, Medium

The transformation of materials or substances into new products, including construction and assembling of component parts, and the blending of materials such as lubricating oils, plastics, resins or liquors. Medium manufacturing and fabrication is characterized by need for only very limited areas of outdoor storage and may create minor external environmental impacts during the conduct of operations but most impacts are contained on site. This definition includes but is not limited to manufacture and fabrication of alcoholic products, paints, printing ink, and leather goods.

Mobile Refueling Operation

An operation where a tank delivery vehicle, containing an approved combustible liquids dispensing storage tank with a maximum capacity of two thousand five hundred (2,500) gallons, is used to refuel commercial and construction vehicles with diesel engines for a site that does not include a stationary vehicle refueling station or facility. Mobile refueling operations do not include the mobile refueling of vehicles with gasoline or other alternate fuel powered engines.

Nonprofit Organization

A corporation that was formed under the Washington Nonprofit Corporation Act to pursue a stated goal without the intention of distributing excess revenue to its members, directors, or officers.

Off-Site Hazardous Waste Treatment and Storage

Hazardous waste treatment and storage facilities that treat and store waste from generators on properties other than those on which the off-site facility is located.

Police Facility

A facility used for the purposes of law enforcement or other functions of police departments.

Professional/Business Office

A place of employment providing professional, administrative, business or governmental services other than production, distribution, sale or repair of goods or commodities.

Public Agency

A public agency is: a) any state board, commission, committee, department, educational institution, or other state agency which is created by or pursuant to statute, other than courts and the legislature; b) any county, city, school district, special purpose district, or other municipal corporation or political subdivision of the State of Washington; c) any sub-agency of a public agency which is created by or pursuant to statute, ordinance, or other legislative act, including but not limited to planning commissions, library or park boards, commissions, and agencies; and d) any policy group whose membership includes representatives of publicly owned utilities formed by or pursuant to the laws of this state when meeting together as or on behalf of participants who have contracted for the output of generating plants being planned or built by an operating agency.

Public Agency Office

An office maintained and used as a place to transact business, activity and operations of any public agency.

Public Agency Yard

A yard or facility used as a place to store materials used by the "outdoor" operations of the public agency, and further used as a place to maintain equipment and facilities of the public agency.

Public/Private Parking

A parking lot or structure used exclusively for the parking of motor vehicles, either public or private, for a fee for any period of time.

Recreational Center

A recreational use, building, or event maintained and operated by a nonprofit club, or an organization whose membership is for a specified group.

Recycling Processing

An enclosed facility supporting the processing of solid waste mechanically or by hand to segregate materials for sale or reuse. Materials which can be removed through recycling include, but are not limited to, mixed paper, newsprint, cardboard, aluminum, glass, plastics, chemicals, oil, wood, compostable organics (food and yard debris), ferrous metal, and inorganics (rubble and inert material).

Restaurant

Commercial use (excluding fast food restaurants) which sells prepared food or beverages and generally offers accommodations for consuming the food or beverage on the premises.

Restaurant, Fast Food

Commercial use which serves food or beverages, is built to encourage drive-through business, and minimizes the number of interior accommodations for on-site consumption of the product.

Retail, Big Box

A retail or wholesale use in a building greater than fifty thousand (50,000) square feet of gross floor area that typically requires a high parking-to-building area ratio. Big-box retail buildings are typically single-story structures. Accessory outdoor display of some materials may occur.

Retail, General

Establishments within a permanent structure engaged in selling goods or merchandise to the general public for personal or household consumption and rendering services incidental to the sale of such goods. This definition excludes retail, big box and pawn shops.

Sports Club

A profit or nonprofit club providing the following activities: a) the instruction of basketball, softball, baseball, cheerleading fundamentals, martial arts and other similar activities, b) weight lifting, c) drop-in, pick-up game sport activities, and d) tournaments/competitions

related to the instructional activities.

Stadium/Arena

A large open or enclosed place used for games and major events and partly or completely surrounded by tiers of seats for spectators. This includes accessory eating and drinking establishments.

Truck Terminal

A building or area in which semitrailers, including tractor and trailer units, and other trucks are parked or stored for seventy-two (72) hours or less before being dispatched. This facility may include incidental servicing and washing facilities.

Utility Substation

Moderate to large scale facilities including power substations, water transmission lines, wireless base stations, sewer collectors and pump stations, switching stations, gas transmission lines, industrial wastewater treatment plants, water storage tanks and reservoirs and similar structures.

Utility Use

Facilities including power lines, water and sewer lines, storm drainage facilities, industrial wastewater facilities, transformers, pump stations and hydrants, switching boxes and other structures generally located in public rights-of-way, plated public rights-of-way, or dedicated easements.

Vehicle Repair, Large

Vehicle repair includes fixing, incidental body or fender work, painting, upholstering, engine tune-up, major engine or transmission repair, adjusting lights or brakes, brake repair, other similar repair work and supplying and installing replacement parts of or for large vehicles. For the AVO and AVC zones this also includes the parking and storage of large vehicles.

Vehicle Repair, Small

Vehicle repair includes fixing, incidental body or fender work, painting, upholstering, engine tune-up, major engine or transmission repair, adjusting lights or brakes, brake repair, other similar repair work and supplying and installing replacement parts of or for small vehicles.

Veterinary Clinic

A place where domestic animals are given medical care and the boarding of animals is limited to short-term care incidental to the clinic use.

Winery/Brewery/Distillery

An establishment which includes the brewing of beer, ale or malt beverage, the process of making wine, or the process of making distilled spirits. Accessory tasting rooms, retail salcs and eating facilities may also be included.

Wireless Communications Facility

A fixed location for the transmission and/or reception of radio frequency signals, or other

wireless communications, and usually consisting of an antenna or group of antennas, feed lines, telephone lines, and equipment shelters, and may include an antenna-supporting structure.

SIGNATURE PAGE

SIGNATURE PAGE

DATE effective on the last signature below.

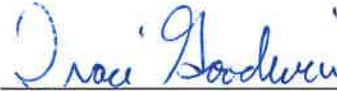
DATED: 12-20-17

PORT OF SEATTLE, a Washington
municipal corporation



By: David Soike
Its: Interim Executive Director

APPROVED AS TO FORM:



Traci Goodwin
Traci Goodwin
Port of Seattle Counsel

DATED: 12-20-17

CITY OF SEATAC, a Washington
municipal corporation



By: Joseph Scorcio, AICP
Its: City Manager

APPROVED AS TO FORM:



Mary Mirante Bartolo
Mary Mirante Bartolo
City of SeaTac, City Attorney

RESOLUTION NO. 17-021

A RESOLUTION of the City Council of the City of SeaTac, Washington, authorizing the City Manager to enter into an Interlocal Agreement with the Port of Seattle.

WHEREAS, as Washington municipal corporations, the City of SeaTac (City) and the Port of Seattle (Port) each have statutory authority to address common subjects such as planning, land use and zoning, transportation, surface water management, environmental regulations, permitting, public safety and other matters; and

WHEREAS, the Interlocal Cooperation Act, codified in RCW 39.34, permits local governmental units to make the most efficient use of their powers by enabling them to cooperate with other localities on the basis of mutual advantage; and

WHEREAS, an Interlocal Agreement (ILA) currently in existence between the City and the Port expires February 16, 2018; and

WHEREAS, the City and Port commenced negotiations of a new ILA in June, 2016; and

WHEREAS, the Joint Advisory Committee (JAC) met multiple times to review and give input on specific issues contained in the ILA as it progressed; and

WHEREAS, the JAC having fully reviewed the ILA has forwarded it to the full City Council and Port Commission for action; and

WHEREAS, on November 14, 2017, the City Council heard a brief presentation on the ILA during the Council Study Session; and

WHEREAS, on November 16, 2017, the City and the Port jointly hosted an open house at the SeaTac Community Center to provide another opportunity for the public to understand the proposed Agreement and to ask any questions; and

WHEREAS, on November 20, 2017, a presentation on the proposed ILA was made before the Airport Advisory Committee; and

WHEREAS, on November 21, 2017, the JAC met to review input received and to make final recommendations on the proposed ILA; and

WHEREAS, on November 28, 2017, a detailed presentation was made before the City Council during the Council Study Session; and

WHEREAS, the City Council finds the proposed ILA to be in the best interest of the City, its citizens and residents;

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF SEATAC, WASHINGTON HEREBY RESOLVES as follows:

1. The City Manager is hereby authorized to enter into an Interlocal Agreement between the City of SeaTac and the Port of Seattle in substantially similar form attached hereto as **EXHIBIT "A"**, subject to technical and typographical edits.

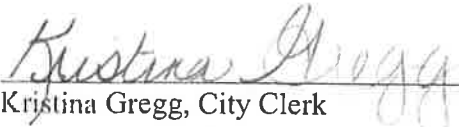
PASSED this 12th day of December, 2017 and signed in authentication thereof on this 12th day of December, 2017.

CITY OF SEATAC



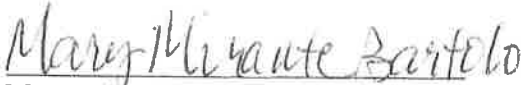
Michael J. Siefkes, Mayor

ATTEST:



Kristina Gregg, City Clerk

APPROVED AS TO FORM:



Mary Mirante Bartolo, City Attorney

RESOLUTION NO. 3741

A RESOLUTION of the Port Commission of the Port of Seattle authorizing the Executive Director to execute an Interlocal Agreement with the City of SeaTac to establish a mutual and cooperative system for exercising their respective jurisdictional authority regarding land use, surface water management, interagency cooperation, economic development, and public safety.

WHEREAS, as municipal corporations, the Port of Seattle and the City of SeaTac each have statutory authority to address common subjects such as comprehensive planning, land use, transportation, surface water management, critical areas, public safety, and other matters, and both parties are governed by the State Environmental Policy Act (SEPA) and have lead agency authority to the extent provided in the SEPA rules, and

WHEREAS, the Port owns and operates Seattle-Tacoma International Airport (Sea-Tac Airport), which is located primarily within the SeaTac City limits, and

WHEREAS, the Port and the City entered into previous Interlocal Agreements dated September 4, 1997 (ILA 1), along with an Amendment (Amendment 1) dated December 14, 1999, an Amendment (Amendment 2) dated December 15, 1999, an Amendment (Amendment 3) dated December 5, 2000, an Amendment (Amendment 4) dated December 26, 2001, and an Interlocal Agreement (ILA II) dated February 16, 2006, and an Amendment dated December 22, 2015, and

WHEREAS, the December 22, 2015 Amendment extended of portions of ILA 2 that expires on February 16, 2018, and

WHEREAS, pursuant to the Interlocal Cooperation Act, Chap. 39.34 RCW, both parties desire to enter into a new ILA in order to jointly establish a mutual and cooperative

system for exercising their respective jurisdictional authority to avoid disputes or potential claims and to obtain fair and equitable resolution of any potential disputes or claims.

NOW, THEREFORE, BE IT RESOLVED by the Port Commission of the Port of Seattle that:

Section 1. The Executive Director is hereby authorized to execute the 2018 Interlocal Agreement (ILA 3) in substantially the form attached hereto as Exhibit A and incorporated herein by this reference.

Section 2. The Executive Director, or his designee, is authorized to take all necessary actions to fulfill the terms of ILA 3.

Section 3. This ILA 3 will become effective on February 17, 2018.

Section 4. A copy of the final executed ILA 3 shall be attached to this Resolution as Exhibit B and incorporated herein by this reference.

ADOPTED by the Port Commission of the Port of Seattle at a regular meeting thereof, held this 12 day of December, 2017, and duly authenticated in open session by the signatures of the Commissioners voting in favor thereof and the seal of the Commission.



JOHN CREIGHTON

STEPHANIE BOWMAN

FRED FELLEMAN

Port Commissioners

EXHIBIT "A" to RESOLUTION NO. 3741

2018 Interlocal Agreement (ILA 3)

Attachment 2:

Envision SeaTac 2044, Land Use Element

LAND USE ELEMENT

CHAPTER 2

↓ Airport Terminal
⊖ Buses / International Blvd

← 65 Angle Lake

SeaTac/Airport

SeaTac/Airport



TABLE OF CONTENTS



INTRODUCTION	LU-4
SeaTac’s Vision for Land Use	LU-4
Purpose of Element.....	LU-5
Role in State, Regional, and County Planning Framework.....	LU-5
Consistency with Other Elements	LU-6
GOALS AND POLICIES	LU-7
GOAL 2.1 CITYWIDE GROWTH STRATEGY	LU-7
Centers, Villages, and Complete Neighborhoods	LU-7
Growth Framework and Place Typologies.....	LU-8
General Growth	LU-11
Healthy, Equitable, Connected, and Complete Neighborhoods	LU-12
GOAL 2.2 HEALTHY, EQUITABLE, CONNECTED, AND COMPLETE NEIGHBORHOODS	LU-12
Access to Housing	LU-12
Access to Neighborhood Services	LU-12
Access to Healthy Foods.....	LU-13
Access to Transportation Choices	LU-13
Access to Parks and Open Space.....	LU-13
Citywide Land Uses	LU-14
GOAL 2.3 RESIDENTIAL	LU-14
GOAL 2.4 COMMERCIAL	LU-17
GOAL 2.5 MANUFACTURING, INDUSTRIAL, WAREHOUSE/DISTRIBUTION	LU-19
GOAL 2.6 PARKS AND OPEN SPACE	LU-22
GOAL 2.7 ESSENTIAL PUBLIC FACILITIES	LU-26
Community Design, Placemaking, Arts, and Culture	LU-27



GOAL 2.8 COMMUNITY DESIGN, PLACEMAKING,
ARTS, AND CULTURE LU-27

Development Practices and Design Standards LU-29

GOAL 2.9 DEVELOPMENT PRACTICES AND DESIGN STANDARDS LU-29

Airport LU-32

GOAL 2.10 AIRPORT DESIGN PRACTICES LU-32

RECOMMENDED IMPLEMENTATION STRATEGIES..... LU-33

Tables

Table 2.1 2019 Housing and Job Estimates and 2044
Adopted Growth Targets LU-8

Table 2.2 Comprehensive Plan Land Use Designation Criteria LU-22

Figures

Figure 2.1 Citywide Growth Strategy and Place Typologies LU-9

Maps

Map 2.1. Comprehensive Plan Land Use Map LU-15

Map 2.2. Airport Noise Contours LU-21

INTRODUCTION



SeaTac's Vision for Land Use

SeaTac's land use vision directs most future growth to create thriving Urban, Neighborhood, and Industrial Centers that provide a variety of housing, jobs, services, and amenities for local communities, businesses, workers and visitors. Complete Neighborhood infrastructure and services will support new growth and promote a high quality of life, attractive business environment, and equitable access to opportunity citywide.

In 2044,

- Three urban villages will anchor the north, central, and southern sectors of the Urban Center, and provide vibrant, walkable, higher density communities adjacent to light rail stations with a range of amenities and activities for residents, workers and visitors to enjoy,
- Neighborhood villages and corner stores will provide new housing, jobs, and daily needs service options in close proximity to residents outside of the Urban Center,
- Flex warehouse/industrial areas clustered near the airport will provide jobs and business opportunities that support aviation and other regional economic opportunities.

2024 PERIODIC UPDATE AND CITYWIDE GROWTH STRATEGY

The 2024 periodic update, called *Envision SeaTac 2044*, refined the "urban village" growth strategy the City adopted in its first Comprehensive Plan in 1994, and incrementally updated in subsequent years.

CITYWIDE GROWTH STRATEGY: This Plan expands on the urban village concept and establishes a citywide growth strategy that focuses growth in Centers both within and outside of the designated Urban Center, while providing Complete Neighborhood infrastructure and services throughout the city.

The updated strategy still calls for focusing most growth near International Boulevard within SeaTac's Urban Center, with the majority of new residential and commercial growth directed within the Urban Village subareas (City Center, S 154th Street station area, and Angle Lake station area) in locations near the city's three light rail stations.

It also recognizes the need to increase nearby access to neighborhood-oriented goods and services and varied housing options within the primarily residential neighborhoods outside of the Urban Center, especially as single-family areas become available for middle housing options in 2025, as required within HB 1110 and HB 1337, state legislation passed in 2023. This Plan identifies four new resident-oriented Neighborhood Village centers and opportunities for the development of small-scale Corner Store mixed use areas to expand housing choices and address gaps in daily needs services.

Another feature of the citywide growth strategy is to maximize SeaTac's locational and economic advantages by creating clusters of light industrial and warehouse businesses and jobs called Flex Warehouse/Industrial areas in key locations adjacent to the airport.

Purpose of Element

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

Role in State, Regional, and County Planning Framework

RCW 36.70A.070 (1) requires planning for different aspects of land use for the city. Some of the requirements for the Land Use Element include:

- a. Designating the proposed general distribution and general location and extent of the uses of land, where appropriate, housing, commerce, industry, recreation, open spaces and green spaces, urban and community forests within the urban growth area, general aviation airports, public utilities, public facilities, and other land uses;
- b. Population densities, building intensities, and estimates of future population growth;
- c. Provide for protection of the quality and quantity of groundwater used for public water supplies;
- d. The land use element must give special consideration to achieving environmental justice in its goals and policies, including efforts to avoid creating or worsening environmental health disparities;
- e. Wherever possible, the land use element should consider utilizing urban planning approaches that promote physical activity and reduce per capita vehicle miles traveled within the jurisdiction, but without increasing greenhouse gas emissions elsewhere in the state.
- f. Where applicable, the land use element shall review drainage, flooding, and stormwater runoff in the area and nearby jurisdictions and provide guidance for corrective actions to mitigate or cleanse those discharges that pollute waters of the state, including Puget Sound or waters entering Puget Sound.
- g. The land use element must reduce and mitigate the risk to lives and property posed by wildfires by using land use planning tools.

Puget Sound Regional Council's Vision 2050 Multicounty Planning Policies, adopted in 2020, provide policy direction for cities like SeaTac in implementing the Regional Growth Strategy established for King, Pierce, Snohomish, and Kitsap counties. The Vision 2050 plan anticipates the Puget Sound region adding another million and a half people, reaching a population of 5.8 million over the next three decades. Multicounty Planning Policies encourage accommodating growth within urban centers and adjacent to transit to reduce development impact on surrounding natural and agricultural resources of the region, while ensuring growth is located in areas where amenities are easily accessible. Some key goals include equitable access to opportunity, increasing housing choices and

affordability, sustaining a strong economy, significantly reducing greenhouse gas emissions, keeping the region moving, restoring the health of the Puget Sound, protecting a network of open spaces, growing in centers and near transit, and acting collaboratively and supporting local efforts.

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

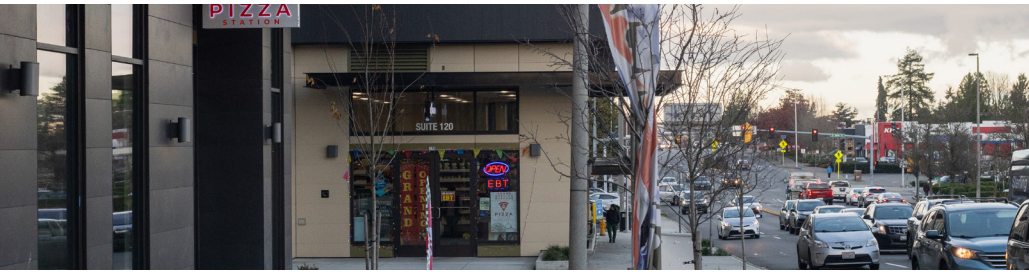
- Centering equity and equitable access to opportunity in planning processes
- Collaboration among jurisdictions, including collaboration on the regional growth strategy.
- Development patterns, including supporting centers, annexations, protecting natural resources, and promoting healthy communities.
- Environmental protection and planning for and adapting to climate change.

King County's overarching goal for Land Use: growth will occur in urban areas to protect natural resources and promote public health and safety, protect the environment, and provide necessary amenities to residents.

Consistency with Other Elements

This Element is closely coordinated with the Urban Center; Neighborhoods; Housing and Human Services; Transportation; Parks, Recreation and Open Space; and Environment. This coordination ensures that residences and future development occur in areas that are best served by public transportation, walkable infrastructure, and open space while reducing impacts on the environment. For example, the Land Use policies encourage higher density housing with commercial services in the Urban Center and especially within the City's three urban village, in close proximity to the three light rail stations, and the creation of neighborhood centers like neighborhood villages and small scale corner stores outside of the Urban Center, and complete neighborhood infrastructure and services citywide, while Transportation Element policies encourage walking and bicycle routes in these areas. Likewise, Parks, Recreation, and Open Space Element policies ensure park access for people living in those areas.

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



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.

Citywide Growth Strategy

GOAL 2.1

Focus growth in centers, urban villages, and smaller scale mixed use areas, and create complete neighborhoods that support community health and equity, economic vitality, and transit access citywide.

Centers, Villages, and Complete Neighborhoods

Policy 2.1A

Focus most of SeaTac’s growth within the designated Urban Center, with the majority of new commercial and residential growth located within walkable, equitable, transit-oriented, complete urban villages adjacent to the three light rail stations that serve the city.

Policy 2.1B

Allow growth outside of the Urban Center and citywide in neighborhood centers, industrial centers, and other areas as appropriate to promote equitable access to housing, jobs, and services.

Policy 2.1C

Ensure future growth is supported by public infrastructure and community services that reduce disparities in access to opportunity and contribute to the creation of healthy, equitable, connected, and complete neighborhoods.

Policy 2.1D

Expand employment opportunities and promote equitable access to jobs and economic well-being of current and future residents.

A portion of SeaTac is designated as a “Regional Growth Center” under the Puget Sound Regional Council’s Vision 2050 regional growth strategies and King County Countywide Planning Policies. The City Center, South 154th Street Station Area, and Angle Lake Station Area are recognized as the City’s three “urban villages.” The subarea plans for these areas, are components of the Comprehensive Plan, and support compact development around three Link light rail stations within and nearby the Urban Center to maximize residents’ and businesses’ access to the region via public transit. Implementation of these plans would transform the International Boulevard corridor from a linear commercial form into three distinct and complete neighborhoods, accommodating new residential and employment growth and increasing equitable access to opportunity for communities within and outside of these areas. The Urban Center Element establishes additional goals and policies for the Urban Center and the three urban villages.

Policy 2.1E

Align with the Puget Sound Regional Council’s Vision 2050 Regional Growth Strategy and King County Countywide Planning Policies by providing buildable land capacity for the 20-year housing and employment allocations.

Policy 2.1F

Plan to accommodate at least 5,900 additional housing units and 14,810 additional jobs in SeaTac between 2019 and 2044, in line with the King County Countywide Planning Policies’ adopted growth targets.

TABLE 2.1 – 2019 HOUSING AND JOB ESTIMATES AND 2044 ADOPTED GROWTH TARGETS			
	2019	2044 Target	Growth Target Increase
Housing	10,855	16,755	+5,900
Jobs	36,523	51,333	+14,810

Policy 2.1G

Prioritize services and access to opportunity for people of color, people with low incomes, and historically underserved communities to ensure all people can attain the resources and opportunities to improve quality of life and address past inequities.

Policy 2.1H

Evaluate the potential for physical, economic, and cultural residential and commercial displacement and use a range of strategies to mitigate displacement impacts.

Policy 2.1I

Coordinate with other jurisdictions, agencies, and tribes to promote a healthy environment, thriving community, and opportunities for all.

Growth Framework and Place Typologies

Policy 2.1J

Implement a citywide growth framework using place typologies to identify where and how SeaTac will accommodate future growth while increasing equitable access to opportunity.

Policy 2.1J

Recognize and plan for the unique role and character of centers and neighborhoods throughout the city and maximize existing community assets as they grow.



Place Typologies

Urban Center

Urban Village

Urban Center Boundary

**Neighborhood Center/
Neighborhood**

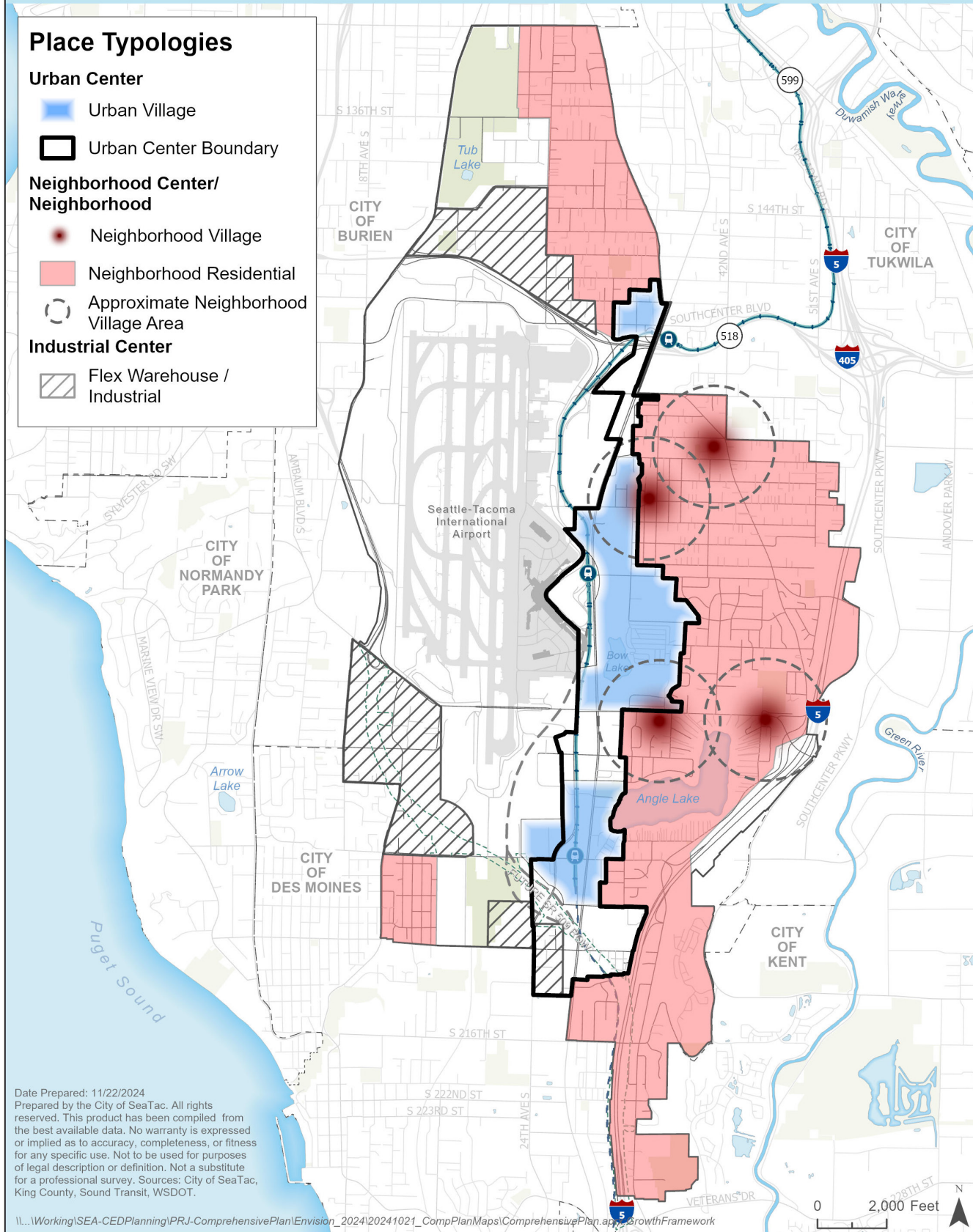
Neighborhood Village

Neighborhood Residential

Approximate Neighborhood Village Area

Industrial Center

Flex Warehouse / Industrial



Date Prepared: 11/22/2024
 Prepared by the City of SeaTac. All rights reserved. This product has been compiled from the best available data. No warranty is expressed or implied as to accuracy, completeness, or fitness for any specific use. Not to be used for purposes of legal description or definition. Not a substitute for a professional survey. Sources: City of SeaTac, King County, Sound Transit, WSDOT.

\\...Working\SEA-CEDPlanning\PRJ-ComprehensivePlan\Envision_2024\20241021_CompPlanMaps\ComprehensivePlan.apx GrowthFramework

Figure 2.1. Citywide Growth Strategy and Place Typologies

Urban Center Typology

Policy 2.1L

Establish and implement the Urban Center growth typology through new private and public development and redevelopment within the Urban Center and its three urban villages and increase access to opportunity within SeaTac's central business and residential neighborhoods.

Policy 2.1M

Recognize the Urban Center's designation as a Regional Growth Center and plan for and promote its development in alignment with Puget Sound Regional Council and King County Countywide Planning Policy requirements.

Policy 2.1N

Seek to develop the Urban Center as a major focal point for compact, walkable higher density population and employment growth that is served by efficient multi-modal transportation and nearby infrastructure and services.

Policy 2.1O

Promote the development of urban villages within the Urban Center as both regional and local centers that provide equitable access to transit-oriented housing, jobs, and complete neighborhood infrastructure and services.

Neighborhood Center Typology

Policy 2.1P

Establish and implement the Neighborhood Center growth typology through the creation of neighborhood villages and small-scale corner store mixed use development that support complete neighborhood goals for walkable, one-half mile access to diverse, affordable housing types, resident-oriented goods and services, and recreation and cultural opportunities clustered within community hubs throughout the city.

Policy 2.1Q

Create neighborhood villages in areas outside of the Urban Center, to provide centralized access to everyday needs, gathering places for local community members, and a range of moderately scaled housing options that are compatible with adjacent Neighborhood Residential areas.

Policy 2.1R

Implement corner store mixed use development in areas outside of the Urban Center to provide smaller scale housing and commercial options in locations that fill gaps in easy access to convenient services for residents.

Neighborhood Residential Typology

Policy 2.1S

Establish and implement a Neighborhood Residential growth typology for locations outside of the Urban Center and Neighborhood Centers to accommodate primarily residential development that may include opportunities for mixed use and non-residential development at appropriate locations and scales.

Policy 2.1T

Create Neighborhood Residential areas in locations that consist of primarily residential uses, specifically within Residential Low, Residential Medium, and Residential High land use designations, and allow some compatible non-residential uses.

Industrial Center Typology

Policy 2.1U

Establish and implement the Industrial Center growth typology by providing diversified light industrial employment and economic opportunities within flex warehouse/industrial areas at appropriate locations across the city.

Policy 2.1V

Promote the creation of flex warehouse/industrial areas in locations with concentrated industrial and heavy commercial uses and Industrial, Regional Business Mix, and Airport land use designations

General Growth

Policy 2.1W

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

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

Policy 2.1X

Amend the Zoning Map to achieve the vision illustrated on the Comprehensive Plan Land Use Map in accordance with the adopted criteria below.

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

As part of the 2024 periodic update process, the Envision SeaTac 2044 project revised the names and definitions of the City’s land use designations and zones to increase their alignment. Additionally, the City initiated the rezoning of over 480 parcels to ensure their consistency with the Comprehensive Plan Land Use Map designations and to support the achievement of the 2044 growth vision.

Healthy, Equitable, Connected, and Complete Neighborhoods

In 2014, the City endorsed the Puget Sound Regional Council's Growing Transit Communities (GTC) Compact, which informed the creation of the Land Use Element's "complete neighborhood" policies. The GTC Compact focuses on increasing equitable access to housing, jobs, services, and other opportunities within a half mile walking distance from light rail stations and other high capacity transit.

GOAL 2.2

Create complete neighborhoods citywide consisting of healthy walkable, connected, transit-oriented communities with a range of transportation, employment, housing, recreation, goods, and service choices for residents of all income levels.

Policy 2.2A

Provide opportunities for varied and affordable housing options, shops, services, transportation choices, parks and recreation, and access to healthy food sources within one-half mile walking distance of homes, and within walking distance of work places, and other gathering places.

Policy 2.2B

Promote dense residential and employment uses in the Urban Center, within Neighborhood Centers, and elsewhere as appropriate, to provide current and future residents with greater access to transportation, housing, and economic opportunities.

Policy 2.2C

Explore incentives and strategies to address existing health disparities and improve health outcomes in all communities.

Access to Housing

Policy 2.2D

Create land use patterns that promote a mix of high quality, diverse, and affordable housing options accessible to all income levels citywide.

Policy 2.2E

Encourage new development that places employment and living areas in close proximity to improve the jobs-housing balance.

Access to Neighborhood Services

Policy 2.2F

Encourage the development of neighborhood serving and small, "resident-oriented" businesses throughout the City to serve the daily needs of SeaTac's local communities.

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

Policy 2.2G

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

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

Policy 2.2H

Allow home occupations where residential uses are allowed subject to Zoning Code requirements for such business operations.

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

Access to Healthy Foods

Policy 2.2I

Support policies, land uses, systems, and environmental changes that result in increased access to healthy, fresh, and minimally processed foods.

Policy 2.2J

Increase access to healthy and culturally relevant food by encouraging the location of healthy food purveyors, such as grocery stores, farmers markets, urban agriculture programs, and community food gardens in proximity to residential uses and transit facilities, particularly in those areas with limited access to healthy food.

Access to Transportation Choices

Policy 2.2K

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

Policy 2.2L

Provide for connectivity in the street network to accommodate walking, bicycling and transit use to promote health and well-being.

Access to Parks and Open Space

Policy 2.2M

Provide a variety of accessible parks, recreational land uses, open spaces, and trails in convenient and walkable locations throughout the City.

Policy 2.2N

Promote one-half mile walkable access to Community or Neighborhood Parks for all households and aspire to one-quarter mile access for residents of urban villages, neighborhood villages, and residents of other higher density neighborhoods, in alignment with the Parks, Recreation and Open Space (PROS) Plan.

Policy 2.2O

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

Citywide Land Uses

The geographic interpretation of Goals 2.3, 2.4, 2.5, and 2.6 is depicted on SeaTac's Land Use Plan Map. Its land use designations fall under the following broad categories:

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

Residential Land Use

GOAL 2.3

Achieve a mix of diverse, affordable housing types dispersed throughout the city while promoting safe, healthy, walkable, complete neighborhoods, that include compatible non-residential uses as appropriate.

Residential Low

Policy 2.3A

Outside of the Urban Center, provide a lower density residential environment that promotes high quality housing, diversity in housing types, and affordability.

SeaTac's established residential neighborhoods are important components of the community and should be protected from negative impacts of conflicting or inappropriate nearby land uses. The character of healthy neighborhoods should be maintained and enhanced over time in consultation with local communities to provide a sense of well-being for residents which in turn contributes to the stability of the entire city.

Policy 2.3B

Allow single family, middle housing, and accessory dwelling units within the Residential Low designation, and compatible non-residential uses including schools, parks, religious use facilities, and small scale neighborhood-oriented services, and home occupations as appropriate.



Legend

Land Use Inside the Urban Center

- Urban Residential Medium
- Urban Residential High
- Urban Residential High-Mixed Use
- Urban Village Medium
- Urban Village High
- Urban Commercial High

Land Use Outside the Urban Center

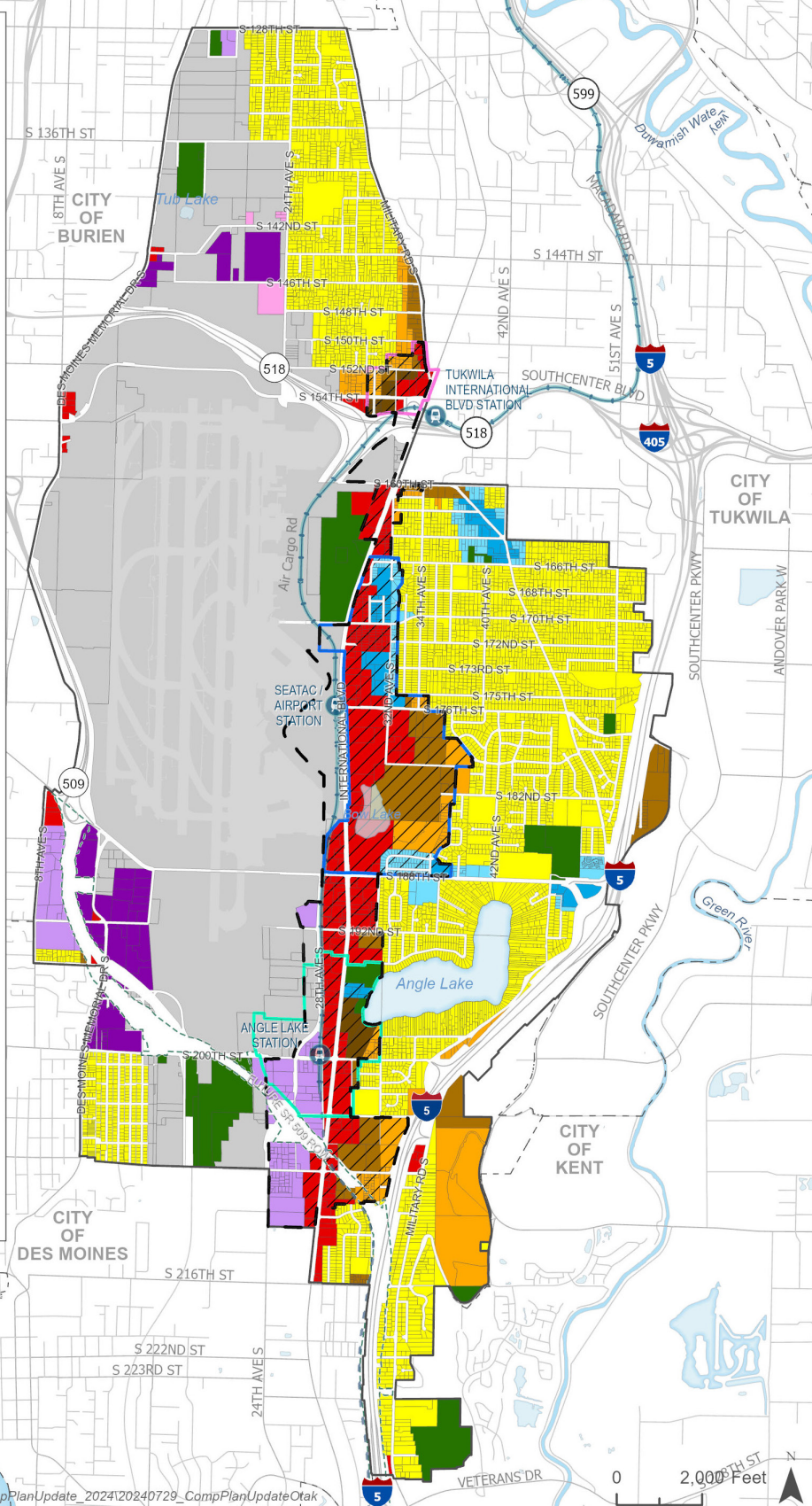
- Residential Low
- Residential Medium
- Residential High
- Neighborhood Village Medium
- Neighborhood Village High
- Commercial Low
- Commercial High

Land Use Citywide

- Regional Business Mix
- Industrial
- Airport
- Park
- Urban Center Boundary
- City Center Overlay District
- S 154th Station Area Overlay District
- Angle Lake Station Area Overlay District

City Boundary

- City of SeaTac
- Other Cities



Date Prepared: 12/17/2024
 Prepared by the City of SeaTac. All rights reserved. This product has been compiled from the best available data. No warranty is expressed or implied as to accuracy, completeness, or fitness for any specific use. Not to be used for purposes of legal description or definition. Not a substitute for a professional survey. Sources: City of SeaTac, King County, Sound Transit, WSDOT, NearMap (2023).

\\...Working\SEA-CED\Planning\PRJ-ComprehensivePlan\CompPlanUpdate_2024\20240729_CompPlanUpdateOtak



Map 2.1. Comprehensive Plan Land Use Map

Purposeful design and placement of buildings, landscape, and open spaces will strengthen the characteristics of these land use designations. See the Community Design, Placemaking, Arts, and Culture section of this chapter and Parks, Recreation, and Open Space Elements for related policies.

Residential Medium

Policy 2.3C

Outside of the Urban Center, allow higher densities than Residential Low areas while maintaining a desirable family environment through the Residential Medium designation. Some compatible non-residential uses including schools, parks, religious use facilities, small scale neighborhood-oriented services, and home occupations may be allowed.

This designation provides a transition between lower density and higher density areas. Examples of medium density uses include small to moderate scaled apartments and townhouses.

Urban Medium

Policy 2.3D

Within the Urban Center, allow a moderate density residential option that promotes a desirable family environment through the Urban Medium designation. Some compatible non-residential uses including schools, parks, religious use facilities, small scale neighborhood-oriented services, and home occupations may be allowed.

Residential High

Policy 2.3E

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

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

Urban Residential High

Policy 2.3F

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

Urban Residential High Mixed Use

Policy 2.3G

Within the Urban Center, promote high density residential uses and opportunities for mixed use development that complements bordering high density commercial areas through the Urban Residential High Mixed Use designation.

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

Commercial Land Use

GOAL 2.4

Serve the needs of the City's residents, businesses, and visitors through appropriate commercial land uses while promoting job creation and access to complete neighborhood goods and services in mixed use centers and residential neighborhoods.

Commercial Low

Policy 2.4A

Outside of the Urban Center, serve nearby residential and commercial neighborhoods by locating primarily resident- and daily need-oriented goods and services in designated Commercial Low areas.

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

Neighborhood Village Medium

Policy 2.4B

Outside of the Urban Center, allow medium intensity development within the Neighborhood Village Medium designation that contributes to the creation and maintenance of mixed use neighborhood centers and is compatible with adjacent residential areas.

Policy 2.4C

Encourage a range of moderately scaled housing options mixed with retail, commercial, and service uses focused on the local community within the Neighborhood Village Medium designation.

Urban Village Medium

Policy 2.4D

Within the Urban Center, allow medium intensity development within the Urban Village Medium designation that contributes to the creation and maintenance of mixed use urban village centers and is compatible with adjacent residential areas.

Policy 2.4E

Provide locations for mixed-use medium density development, especially transit-oriented development, within the Urban Village Medium designation and encourage a range of moderately scaled housing options mixed with retail, commercial, and service uses for the local resident, worker, and visitor communities.

Neighborhood Village High

Policy 2.4F

Outside of the Urban Center, provide moderate to higher intensity, mixed use development in Neighborhood Village High areas that promote the creation and maintenance of compact and complete neighborhood centers focused on the needs of the local community.



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

Policy 2.4G

Promote mixed use development with a range of moderate to higher scaled housing options and neighborhood-oriented goods and services in the Neighborhood Village High designation.

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

Urban Village High

Policy 2.4H

Within the Urban Center, provide higher intensity, mixed use development in Urban Village High areas that promote the creation and maintenance of compact, transit-oriented, and complete urban village centers.

Policy 2.4I

Promote mixed use development with a range of higher scaled housing options and varied goods and services for local residents, workers, and visitors in the Urban Village High designation.

Commercial High

Policy 2.4J

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

Urban Commercial High

Policy 2.4K

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

Regional Business Mix

Policy 2.4L

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

Policy 2.4M

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



Other Commercial Uses

Policy 2.4N

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

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

Manufacturing, Industrial, and Warehouse/Distribution Land Uses

GOAL 2.5

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

Policy 2.5A

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

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

Policy 2.5B

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

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

Airport

Policy 2.5C

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

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



See the
Environment
Element for
related policies.

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

Policy 2.5D**Encourage land uses adjacent to the Airport that are compatible with Airport operations.**

The Federal Aviation Administration's standards (under the Part 150 Program) identify compatible land uses for areas immediately adjacent to an airport. Improving land use compatibility in areas near the Airport enables the City to take better advantage of the job and tax revenue benefits of the Airport, maintain and enhance the Airport's role as an essential public facility, and help reduce the negative impacts to City residents. Some appropriate land uses near airports include open space and passive park land, parking, transportation-related activities, and some manufacturing or business park uses. Multi-family housing that is constructed to meet the applicable noise standards and designed to recognize noise issues may be appropriate for areas within the 65 DNL area (see Map 2.2). Single family residential use, on the other hand, is an example of a land use that is not generally recommended adjacent to airports. Uses that are essential to the aviation function of an airport, including necessary support facilities, are considered elements of an airport as an Essential Public Facility (EPF), as addressed in Goal 2.7, and are subject to provisions of the ILA between the City and the Port of Seattle for the Airport. These land uses are addressed under the Recommended Implementation Strategies section.

Policy 2.5E**Work with the Port of Seattle to implement the Inter-Local Agreement (ILA) and coordinate on Airport master planning projects.**

The City of SeaTac and Port of Seattle entered into the ILA to establish a mutually satisfactory process and set of development standards for Port projects and mitigation for master planning projects (such as the Airport Master Plan, the Comprehensive Development Plan, the Sustainable Airport Master Plan and future efforts of this nature.) Mitigation should address all impacts to the city, the urban villages and the Urban Center including local access for airport-dependent businesses. The ILA establishes a basis for working toward compatibility between City and Airport land uses. The ILA resolves land use jurisdictional issues, establishes development standards as defined in RCW 36.70B.170 et seq., and constitutes a "development agreement."

Industrial**Policy 2.5F**

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

Airport Noise Contours

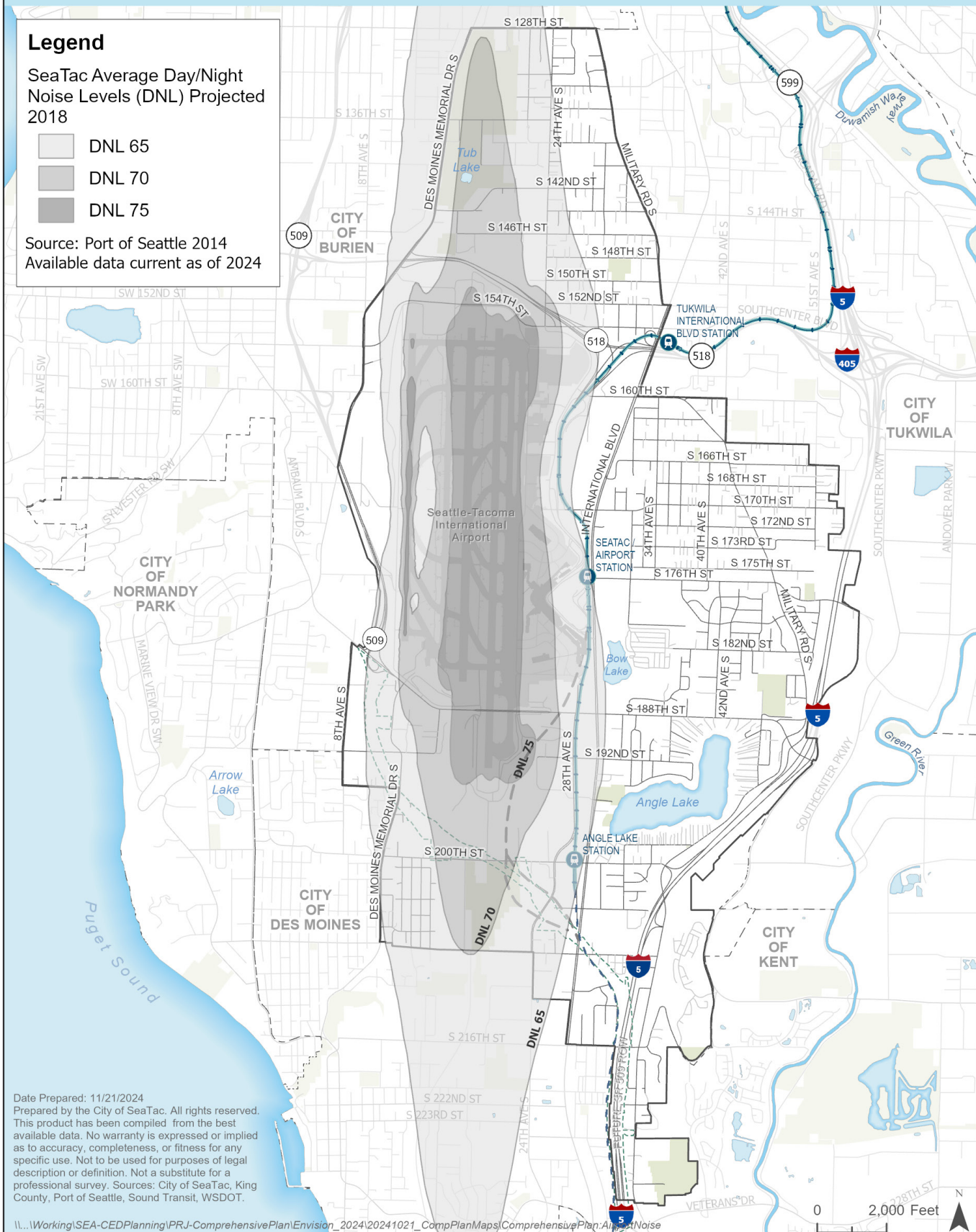


Legend

SeaTac Average Day/Night Noise Levels (DNL) Projected 2018

- DNL 65
- DNL 70
- DNL 75

Source: Port of Seattle 2014
Available data current as of 2024



Date Prepared: 11/21/2024
Prepared by the City of SeaTac. All rights reserved. This product has been compiled from the best available data. No warranty is expressed or implied as to accuracy, completeness, or fitness for any specific use. Not to be used for purposes of legal description or definition. Not a substitute for a professional survey. Sources: City of SeaTac, King County, Port of Seattle, Sound Transit, WSDOT.

\\...Working\SEA-CED\Planning\PRJ-ComprehensivePlan\Envision_2024\20241021_CompPlanMaps\ComprehensivePlan_AirportNoise



Map 2.2 Airport Noise Contours



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

Parks and Open Space Land Use

GOAL 2.6

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

Policy 2.6A

This designation identifies publicly funded park and open space areas to be used for outdoor passive and active recreation uses, conservation and protection of municipal watersheds, and wildlife corridors and habitats. Also included are private open space facilities such as cemeteries.

TABLE 2.2 COMPREHENSIVE PLAN LAND USE DESIGNATION CRITERIA

DESIGNATION	IMPLEMENTING ZONES	DESIGNATION CRITERIA
RESIDENTIAL LAND USE DESIGNATIONS		
Residential Low	RL	<ul style="list-style-type: none"> • Existing Land Uses/Locations: Areas located outside of the Urban Center that are characterized by existing pattern of low and middle density development. Lower density residential uses are appropriate in locations that lack sewer facilities and other urban levels of service. . • Access: Properties are generally located away from streets with high volumes of through traffic or have access to arterial streets and have access to transit. • Environmentally Critical Areas: Areas must be capable of appropriately accommodating environmentally critical areas.
Residential Medium	RM Manufactured Home Park (MHP)	<ul style="list-style-type: none"> • Existing Land Uses/Locations: Areas located outside of the Urban Center that provide a transition between lower density residential uses and more intense uses. • Access: Properties are located adjacent to or have adequate access to arterial streets and are near transit. • Environmentally Critical Areas: Areas should be free of or must be capable of appropriately accommodating environmentally critical areas
Urban Residential Medium	URM Manufactured Home Park (MHP)	<ul style="list-style-type: none"> • Existing Land Uses/ Locations: Areas located within the Urban Center that provide a transition between lower density residential uses and more intense uses. • Access: Properties are located adjacent to or have adequate access to arterial streets and are near transit. • Environmentally Critical Areas: Areas should be free of or must be capable of appropriately accommodating environmentally critical areas

DESIGNATION	IMPLEMENTING ZONES	DESIGNATION CRITERIA
Residential High	RH	<ul style="list-style-type: none"> • Existing Land Uses/Locations: Areas located outside of the Urban Center that provide a transition between low to moderate density residential uses and higher intensity mixed use or commercial areas, or provide transitions adjacent to arterial corridors. • Access: Areas are located adjacent to arterial streets and are near transit and employment and/or commercial areas. • Environmentally Critical Areas: Areas should be free of or must be capable of appropriately accommodating environmentally critical areas.
Urban Residential High	URH	<ul style="list-style-type: none"> • Existing Land Uses/Locations: Areas located within the Urban Center that provide a transition between low to moderate density residential uses and higher intensity mixed use or commercial areas, or provide transitions adjacent to arterial corridors. • Access: Areas are located adjacent to arterial streets and are near transit and employment and/or commercial areas. • Environmentally Critical Areas: Areas should be free of or must be capable of appropriately accommodating environmentally critical areas.
Urban Residential High Mixed Use	URH-MU	<ul style="list-style-type: none"> • Existing Land Uses/Locations: Areas located within the Urban Center that provide a transition between moderate to high density residential uses and higher intensity commercial areas. • Access: Areas are located adjacent to arterial streets and are near transit and employment and/or commercial areas. • Environmentally Critical Areas: Areas should be free of or must be capable of appropriately accommodating environmentally critical areas.
Commercial Low	CL	<ul style="list-style-type: none"> • Existing Land Uses/Locations: Areas outside of the Urban Center that are generally located adjacent to previously developed low intensity commercial uses which provide goods and services to existing low or medium density residential neighborhoods. • Access: Properties are generally located on or adjacent to arterial street intersections. • Environmentally Critical Areas: Areas should be free of or must be capable of appropriately accommodating environmentally critical areas.
Neighborhood Village Medium	NVM	<ul style="list-style-type: none"> • Existing Land Uses/Locations: Areas located outside of the Urban Center that establish or provide a transition between higher intensity mixed uses and medium or lower density residential uses and support the development of mixed use centers that provide neighborhood-oriented goods and services to nearby residents. • Access: Properties are located adjacent to or have adequate access to arterial streets, and are near transit and employment and/or commercial areas. • Environmentally Critical Areas: Areas should be free of or must be capable of appropriately accommodating environmentally critical areas.

DESIGNATION	IMPLEMENTING ZONES	DESIGNATION CRITERIA
COMMERCIAL LAND USE DESIGNATIONS		
Urban Village Medium	UVM	<ul style="list-style-type: none"> • Existing Land Uses/Locations: Areas located within the Urban Center that establish or provide a transition between higher intensity mixed uses and medium or lower density residential uses and support the development of mixed use centers that provide daily use and other goods and services to nearby residents, workers, and visitors. • Access: Properties are located adjacent to or have adequate access to arterial streets, and are near transit and employment and/or commercial areas. • Environmentally Critical Areas: Areas should be free of or must be capable of appropriately accommodating environmentally critical areas.
Neighborhood Village High	NVH	<ul style="list-style-type: none"> • Existing Land Uses/Locations: Areas located outside of the Urban Center that establish or provide a transition between higher intensity uses and medium or lower intensity mixed and residential uses and support the development of mixed use centers that provide neighborhood-oriented goods and services to nearby residents. • Access: Properties are located adjacent to or have adequate access to arterial streets, and are near transit and employment and/or commercial areas. • Environmentally Critical Areas: Areas should be free of or must be capable of appropriately accommodating environmentally critical areas.
Urban Village High	UVH	<ul style="list-style-type: none"> • Existing Land Uses/Locations: Areas located within the Urban Center that establish or provide a transition between higher intensity uses and medium or lower intensity mixed or residential uses, provide transitions adjacent to public facilities, and support the development of mixed use centers that provide daily use and other goods and services to nearby residents, workers, and visitors. • Access: Properties are located adjacent to or have adequate access to arterial streets, and are near transit and employment and/or commercial areas. • Environmentally Critical Areas: Areas should be free of or must be capable of appropriately accommodating environmentally critical areas.
Commercial High	CB	<ul style="list-style-type: none"> • Existing Land Uses/Locations: Areas located outside of the Urban Center are generally characterized by previously developed high intensity commercial uses and are in locations that provide a transition between industrial or high intensity commercial areas and less intensive commercial, mixed use or residential zones. • Access: Properties are located along principal or minor arterial streets. • Environmentally Critical Areas: Areas should be free of or must be capable of appropriately accommodating environmentally critical areas.

DESIGNATION	IMPLEMENTING ZONES	DESIGNATION CRITERIA
Urban Commercial High	CB-C	<ul style="list-style-type: none"> • Existing Land Uses/Locations: Areas located within the Urban Center are generally characterized by previously developed high intensity commercial uses and are in locations that provide a transition between industrial or high intensity commercial areas and less intensive commercial, mixed use or residential zones. • Access: Properties are located along principal or minor arterial streets. • Environmentally Critical Areas: Areas should be free of or must be capable of appropriately accommodating environmentally critical areas.
Regional Business Mix	RBX	<ul style="list-style-type: none"> • Existing Land Uses/Locations: Areas are generally characterized by previously developed high intensity commercial or industrial uses and are in locations that provide a transition between industrial or high intensity commercial areas and less intensive commercial or mixed use zones. • Access: Properties are located along principal or minor arterial streets. • Environmentally Critical Areas: Areas should be free of or must be capable of appropriately accommodating environmentally critical areas.
INDUSTRIAL & AIRPORT LAND USE DESIGNATIONS		
Industrial	I	<ul style="list-style-type: none"> • Existing Land Uses/Locations: Areas are generally characterized by previously developed industrial uses and are immediately adjacent to industrial areas or the airport. Should be separated from existing and potential residential or pedestrian-oriented commercial neighborhoods. • Access: Properties are accessed by arterial streets. • Environmentally Critical Areas: Areas should be free of or must be capable of appropriately accommodating environmentally critical areas.
Airport	AVC AVO	Not applicable, ILA supersedes.
PARK AND OPEN SPACE LAND USE DESIGNATIONS		
Park	P	Applicable to public and private parks and open space.

Essential Public Facilities

GOAL 2.7

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

Policy 2.7A

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

SeaTac allows the siting of EPFs provided that any such EPF must be consistent with the City's goals and policies. SeaTac EPFs include, but are not limited to: airports; State and local correction facilities; State educational facilities; State and regional transportation facilities; landfills; solid waste handling facilities; sewage treatment facilities; major communication facilities and antennas (excluding wireless telecommunication facilities); and in-patient facilities, such as group homes (excluding those facilities covered by the Washington Housing Policy Act), mental health facilities, Secure Community Transition Facilities (SCTF), and substance abuse facilities. Differing levels of review and City involvement will be applied to different types of EPFs. SeaTac's EPF siting administrative process is outlined in the "implementation strategies" section and described in the Land Use Background Report.

Policy 2.7B

Continue to actively engage with Sound Transit on maintenance and development issues related to the successful operations of their high-capacity transit facilities within and near SeaTac.

Sound Transit is currently planning to extend light rail service south to the vicinity of Highline College by 2026, and will be proceeding to Federal Way as funds become available. Work with Sound Transit to define an exit route through the city that minimizes disruptions to private and public property owners, businesses and residents, and that causes minimal adverse aesthetic, economic and environmental impacts.

Policy 2.7C

Actively engage with The Port of Seattle and neighboring cities on updates to airport master plans and the implementation/construction of, and mitigation for related projects consistent with the terms of the Inter-Local Agreement (ILA).

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

Policy 2.7D

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

The City's land use plan depends on the completion of the SR 509 extension. WSDOT received a Record of Decision in 2003 for the completion of the route to I-5.

Community Design, Placemaking, Arts, and Culture

GOAL 2.8

Support urban design, the arts, and historic preservation to create vibrant places and promote health and well-being, local culture, SeaTac's unique identity, natural and human-made environments, a prosperous economy, public safety, and the community's resilience.

Inclusive Planning and Community Design

Policy 2.8A

Reduce disparities in access to opportunity for the City's residents through inclusive community planning, engagement, and targeted public and private investments that meet the diverse needs of current and future residents and businesses.

Development Pattern

Policy 2.8B

Promote community development and redevelopment that is aesthetically pleasing, functional, and consistent with the City's vision.

Policy 2.8C

Promote a compact, centers-focused development pattern that includes housing at a range of urban densities, commercial and industrial development, parks and open space, and other urban and public facilities, including a mix of uses that are convenient to access and support public transportation.

Policy 2.8D

Enhance existing neighborhoods by increasing opportunities for multimodal connectivity in the street network, especially improvements that facilitate walking, bicycling, and transit use.

Policy 2.8E

Encourage new development and redevelopment projects to break up large blocks and increase walkability and multimodal access to destinations.

Policy 2.8F

Locate community facilities and services, including civic places like parks, schools, and other public spaces, in centers and near transit, with consideration for climate change, economic, social and health impacts.

Policy 2.8G

Support the transformation of key underutilized lands to complement the development of centers or enhance existing neighborhoods through encouraging new infill development, the provision of adequate public spaces, or other redevelopment that contributes to public health, existing community character, and a mix of uses.

Policy 2.8H

Encourage development patterns with architectural and landscape elements that create compatible transitions between land uses of different intensities.

Urban Design and Placemaking

Placemaking

Policy 2.8I

Promote and implement placemaking efforts that enhance the physical environment and community identity by contributing to the unique look and feel of neighborhoods through design and infrastructure techniques such as streetscape and building design, integration of art and culturally representative features, provision of parks, community gathering spaces, signage, landscaping and other means.

Gateways

Policy 2.8J

Increase recognition of the City of SeaTac by enhancing urban design of the City's key gateway locations, coordinating with neighboring jurisdictions where necessary.

Streets with Trees

Policy 2.8K

Preserve existing vegetation and street trees and encourage the expansion of the tree canopy throughout the city for the aesthetic, health, and environmental benefits trees provide.

Existing, mature trees are imperative to the City's image and walkability.

Policy 2.8L

Require site-appropriate installation of trees and other vegetation along streets.

Parks, Open Space, and Greenbelts

Policy 2.8M

Require developers to provide publicly accessible open space (e.g., neighborhood pocket parks and plazas) as part of commercial development, and require private open space (e.g., decks, balconies, small yards, terraces, courtyards and children's play areas) in multifamily, and mixed use developments.

Publicly accessible open space in high activity centers is a valuable amenity to residents and employees in the City. Such open space may include small pocket parks, seating areas, playgrounds, landscaping, vegetated LID BMPs (low impact development best management practices), public sculpture, fountains, street furniture, pathways, and ponds.

Policy 2.8N

Preserve and encourage wildlife habitat and corridors to provide visual and physical relief, and to enhance SeaTac's image as a "green" environment.

Policy 2.8O

Require or incentivize the connection and linkage of parks, boulevards, neighborhood greenways, and other public open spaces, in any redevelopment.

Link open spaces within SeaTac and to those across city boundaries to ensure functional and visual continuity.

Vistas and Viewpoints

Policy 2.8P

Identify, classify, and preserve existing and potential public viewpoints.

Spectacular views of the Kent Valley the Cascade and Olympic Mountains, and Puget Sound are visible from several areas of the City. These views provide a sense of orientation and connection to the landscape that reinforces SeaTac's community image.

History and Culture

Historical and cultural resources within the City include the Historic Cemetery on S 200th Street, King County's Earthworks Park, Military Road (one of the first in the area used by non-native settlers), the Airport, and Des Moines Memorial Drive South (including the remaining historic WWI commemorative elm trees). These resources have the potential to be identity-building features.

Policy 2.8Q

Identify, commemorate, and preserve the City's historical and cultural resources including tribal treaty fishing, hunting, and gathering grounds and consider the potential impacts of development. Inventory places, events, and people that contributed to the evolution of the community and trace this back to Native American influences. Once completed, choose appropriate methods of recognition.

Policy 2.8R

Preserve significant historic, visual, archeological, and cultural resources, including public views, landmarks, archaeological sites, historic and cultural landscapes, and areas of special character.

Development Practices and Design Standards

GOAL 2.9

Enhance the built and natural environment through efficient, sustainable, and innovative development design practices that contribute to public safety, community well-being, and the positive image of the City.

Policy 2.9A

Promote innovative and environmentally sensitive development practices in siting, design, materials selection, construction, and maintenance.

Policy 2.9B

Encourage energy-efficient site and building design, construction and building operation practices, and the use of energy-conserving materials in all new construction and retrofits of existing buildings.

Policy 2.9C

Provide an appropriate level of flexibility through development regulations to promote efficient use of buildable land. Balance this flexibility with other community goals and the need for equity and predictability in decision making.

Policy 2.9D

Adopt flexible design standards, parking requirements, incentives, or guidelines that encourage green building, multimodal transportation, and infill development.

Public Safety

Policy 2.9E

Coordinate, design, and plan for public safety services and programs, including emergency management, and through interjurisdictional collaboration.

Policy 2.9F

Increase the sense of community safety through the use of crime prevention through environmental design (CPTED).

CPTED standards can improve safety and reduce criminal behavior in a community. Require new development to follow CPTED standards. In existing areas, identify and implement measures that correct “Areas of Concern” that could jeopardize personal safety or promote criminal activity. These include dark corners, unlighted parks, large unsupervised commercial parking lots, and abandoned buildings. Physical signs of deterioration and neglect provide opportunities for criminal behavior and often make residents feel vulnerable and unwilling to intervene to protect their community. Improve community appearance and deter crime by requiring housing maintenance and removal of weeds, junk, and abandoned vehicles from yards. Increase pedestrian activity and their ability to be “eyes on the street” with pedestrian-scaled, low-level lighting and reduce opportunities for destructive or criminal behavior.

Citywide Parking and Access

The City’s commercial areas are largely dominated by automobile parking facilities. Much of this parking serves airport-related businesses: car rental agencies, park and fly lots, and lodging. Any surface or structured parking should create a positive visual impact for these businesses and the City as a whole.

Policy 2.9G

Require parking to be located away from the street front or buffered with landscaping or design elements to reduce its visual impact in commercial and higher density residential areas.

Policy 2.9H

Enhance the visual character of surface parking areas through screening and vegetation.
Trees within surface parking areas provide shade and significantly enhance the visual impact.

Policy 2.9I

Ensure that the appearance of parking structures makes a positive contribution to the image of the City

Policy 2.9J

Provide alleys or encourage development to utilize alleys where possible to separate service access and parking from the street frontage in residential areas throughout the city.

Policy 2.9K

Incentivize the transition from surface parking to structured parking as structured parking becomes more economically feasible.

Policy 2.9L

Implement changes to the parking code for residential and commercial uses as needed to support the City's growth strategies while maintaining a high quality of life for residents.

Design of Regional Facilities

Policy 2.9M

Ensure Sound Transit, WSDOT, the Port of Seattle and other public agencies work closely with affected neighborhoods in the design of regional public facilities, such as transit, highway and other major projects, that impact residential neighborhoods.

Policy 2.9N

Use visual barriers and sound absorption methods to reduce impacts from the construction and operation of regional transportation projects in, or adjacent to residential uses, including the Port of Seattle, Sound Transit's Link light rail facilities and WSDOT's SR 509 extension projects.

Policy 2.9O

Implement visual and aesthetic enhancements, such as landscape buffers, high quality construction materials, and public art, in the design of regional public facility projects as a means of preserving and contributing to the quality of residential neighborhoods.

Major Institutions

Policy 2.9P

Attract and encourage major institutions that are well designed and beneficial to the community.

Policy 2.9Q

Require institutions to contribute publicly accessible amenities and a high design quality.

Industrial Areas

Policy 2.9R

Promote well-designed developments in the Industrial and Aviation Commercial zones that respect the natural environment.

Policy 2.9S

Ensure that Industrial and Regional Business Mix developments apply high design standards with respect to site planning, natural areas, transit use, pedestrian movement, and parking facilities.

Implement design and lot coverage standards for commercial and light industrial areas outside the Urban Center to foster high quality development and to minimize their impacts on nearby land uses. Consider the preservation of natural areas as well as the function of the business area, and the movements of pedestrians and transit as well as that of motorized vehicles.

Code Enforcement

Policy 2.9T

Ensure adequate code enforcement so that regulations are appropriately implemented.

Airport

GOAL 2.10

Strengthen the positive attributes of Sea-Tac International Airport's presence in the City of SeaTac.

Policy 2.10A

Extend design elements from the Airport into the community.

Policy 2.10B

Improve the character of pedestrian, bicycle, and transit connections between the Airport and the community.

Airport Buffers

Buffers should add to the overall community image while securing the airport perimeter. The buffer areas should appear as a natural extension of the landscape.

Policy 2.10C

Partner with the Port to screen undesirable views.

Buffers should screen loading and parking areas with well-designed, sight-obscuring fencing, closely spaced evergreen planting, and/or other devices.

Policy 2.10D

Develop viewpoint parks containing landscaping, signage, and other enhancements to strengthen the Airport's positive image in SeaTac.

Policy 2.10E

Partner with the Port to infuse high-quality art, architecture, and landscape architecture in Airport development.

Attachment 3:

SeaTac City Center Plan Update Phase I, Vision Report



CITY CENTER PLAN UPDATE PHASE 1 VISION REPORT

February 2020



ACKNOWLEDGEMENTS

The City of SeaTac wishes to thank and acknowledge all of the individuals and groups who dedicated their time and energy to the creation of this shared vision.

WORKSHOP ATTENDEES

Cathy Boysen Heiberg
Boysen & Boysen, LLC.

Larry Heiberg
Boysen & Boysen, LLC.

Perry Wall
Clarion Hotel SeaTac

Mark Hollander
Crowne Plaza Hotel

Ken Stockdale
Crowne Plaza Hotel

Wes Wood
Dollar Development

Richard Scherzinger
Hilton Hotels

Dan Watson
King County Housing Authority

Charles Bassett
L&R Group/Wally Park

Roger McCracken
Master Park

Tom Hooper
Port of Seattle

Stan Tombs
SeaTac City Council

Carl Cole
SeaTac City Manager

Clyde Hill
SeaTac Deputy Mayor

Erin Sitterley
SeaTac Mayor

Tej Basra
SeaTac Planning Commission

Katherine Kertzman
Seattle Southside Regional Tourism
Authority

Mara D'Angelo
Sound Transit

Thatcher Imboden
Sound Transit

Katie Drewel
Sound Transit

Pat Callahan
Urban Renaissance Group

JoLene Parks
Urban Renaissance Group

FOCUS GROUP PARTICIPANTS

Sea-Tac Airport Workers
Windsor Heights Residents
Bow Lake Mobile Home Park Residents

OPEN HOUSE ATTENDEES

Tyee High School Student Group

Don Brooks
Neal Ball

Sam Dereese
Paul Jackson
Roger Kadeg
Stan Benson
Rosalyn Jonas
Charles Seitz
Ine Boysen

Christina Palicka
Harriet McMillon
Brittany Steward
Kathryn Roberts
James A Maga
Virginia Olsen
Rita Marlow
Katherine & Drake Pesce
Michael J. Thornton

Ronny Seldal
Mary Hoey
Robert Merlino

Sallie Palella
Carey Douglas
Pattie Goodall
Siddie McCollum
Vicki Lockwood
Earl Gipson
Dave McMullen
Maile Valu
Toka Valu
Stan Tombs

Wesley Gibbs
Michael J West
Christina Boysen Palicka
Luke Irwin
Kathy Unmuth
Taryn Hill
Carolyn Cloutier
Ted Marlow

CITY OF SEATAC CITIZEN ADVISORY COMMITTEES

Hotel/Motel Tax Advisory Committee
Planning Commission

CITY OF SEATAC TECHNICAL ADVISORY COMMITTEE

Steve Pilcher
Director of Community & Economic
Development

Jennifer Kester
Planning Manager

Aleksandr Yeremeyev
Economic Development Manager

Kate Kaehny
Senior Planner & Project Manager

CONSULTANT TEAM

BDS Planning & Urban Design
Brian Scott
Gabriel Silberblatt
Ishmael Nuñez
Dan Lokic

Toole Design
Amalia Leighton-Cody
Katherine Knapp

E D. Hovee & Company
Eric Hovee



PLAN ON A PAGE

PURPOSE

The City Center Plan Update Phase 1 Project Vision Report is written to document consensus about a path forward for the district. This document charts a shared vision for the City Center area that brings together diverse perspectives of people who care deeply about the future of the area. The Vision, Principles, and Objectives in this Report have support from SeaTac's elected representatives, major private and public stakeholders, the broader community, and City staff. Agreement on these shared elements creates a strong critical foundation for the next phase of planning work that will occur in Phase 2.

VISION

The global gateway to the Pacific Northwest, SeaTac Landing* is an active hub providing residents, workers, and visitors alike with a diverse set of experiences in an enticing, contemporary, and walkable urban district.

PRINCIPLES

- Economic Prosperity
- Attractive Public Realm
- Mix of Complementary uses
- Efficient Circulation

NEXT STEPS

- Completion of Phase 2 sub-area Plan

NEAR TERM PROJECTS

- International Boulevard Corridor Safety Study
- Station area pedestrian access improvements
- Continued communication and coordination with stakeholders to complete phase 2 and explore the potential formation of a business improvement association or some other such group.



SeaTac City Center Boundary

This 350 acre district is located in central SeaTac, immediately adjacent to the airport and SeaTac/Airport light rail station, with boundaries extending along the International Boulevard corridor from S 188th Street to approximately S 166th Street.

* "SeaTac Landing" is the Phase 1 name of the district. The final name will be confirmed as part of the Phase 2 planning process.

PROCESS

This focused six-month planning process was designed to engage a breadth of important local voices.

Before the process formally began, City Planning Staff worked with students from Tye High School's Advanced Marketing Class on various activities including creating infographics, collecting questionnaires and doing a "walking audit" to learn about the area.

Once the BDS Planning team was brought on board, the consulting team conducted confidential interviews with many private and public stakeholders to learn about their candid assessments of the district. While the consulting team developed current economic and transportation assessments of the district, **three targeted focus groups were convened to hear from district voices that are often harder to hear:** 1) airport workers, 2) residents of Windsor Heights Apartments and 3) The Bow Lake Mobile Home Park Home Owners Association. Core overlapping themes that emerged from all of the focus groups were:

- The need to strengthen district identity and brand
- Pedestrian access to key regional transportation assets
- Lighting in public spaces as a personal safety issue
- Importance of naturally occurring affordability
- A desire for aesthetic enhancements that would foster community pride



Tye HS Students' Walking Audit



Airport Workers Focus Group



Windsor Height Focus Group



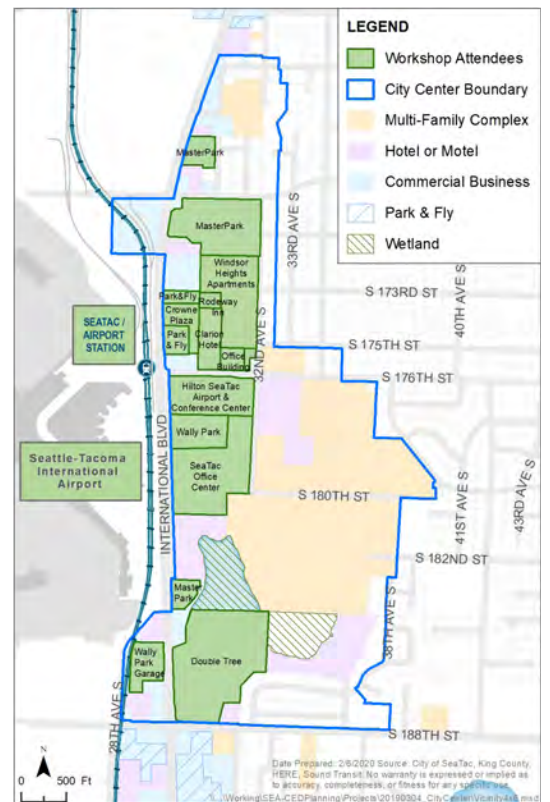
Armed with this detailed input from the focus groups and community open house, the consulting team convened a stakeholder workshop comprised of property owners and public partners who have a vested interest in the vitality of the district. During the workshop on November 26th, 2019, attendees received a presentation from the consultant team describing the outcomes of stakeholder and community engagement, as well as the technical assessments of BDS (Urban Design), E.D. Hovee (Economics), and Toole Design (Transportation Infrastructure).



November 26 Stakeholder Workshop

The consultant team identified two distinct sub areas within the City Center area of study—one focused on residential and another on more intensive commercial uses. The map on page 9 depicts the general boundaries of these sub-areas. The consultant team then presented a draft vision and principles for the district which was referred to as **“SeaTac Landing”** by the consulting team.

Having achieved consensus around the high level vision and principles for the district, workshop attendees broke into small groups to offer their specific ideas about necessary priority outcomes (in Urban Design, Transportation, Economic Development, and Implementation) that would be necessary in the next five years in order to make collective progress on achieving the Vision. The consulting team synthesized these priority outcomes into the objectives that appear in the following section and worked with the City of SeaTac to identify actions that should be taken in the near term to tackle them.



Map of Workshop Attendees



The global gateway to the Pacific Northwest, SeaTac Landing* is an active hub providing residents, workers, and visitors alike with a diverse set of experiences in an enticing, contemporary, and walkable urban district.

PRINCIPLES

1

Economic Prosperity

Prosperity for all is achieved through improved land value, more diverse employment opportunities, and increased tax revenue.

2

Attractive Public Realm

The comfort, quality, and programming of streets and public spaces entices people to come out and linger in the district.

3

Mix of Complementary Uses

Development supports a mix of office, lodging, retail, and airport service uses that are mutually supportive of one another.

4

Efficient Circulation

Access to and between major activity centers limits congestion and maximizes mobility for all modes, including air.



* "SeaTac Landing" is the Phase 1 name of the district. The final name will be confirmed as part of the Phase 2 planning process.

DISTRICT URBAN DESIGN CONCEPT

In accordance with the district Vision and Principles, this section describes a consensus urban design concept for the district. In short, the concept is for a district that sustains two sub areas with distinct characters: an urban, airport-serving, and mixed-use district along International Boulevard (mapped orange) and a residential area stepping down in intensity to meet the single family neighborhoods at the eastern-most boundary (mapped yellow).

Airport Business District

The western portion of the district fronting International Boulevard should develop as a mixed-use “aerotropolis” (or airport city) where each new development provides added incentive not just to pass through – but linger. Class A office space, conferencing, traditional and flexible lodging, and dining/entertainment/small retail will establish SeaTac as the complete one-stop package deal. Specific market-driven opportunities for this concept are:

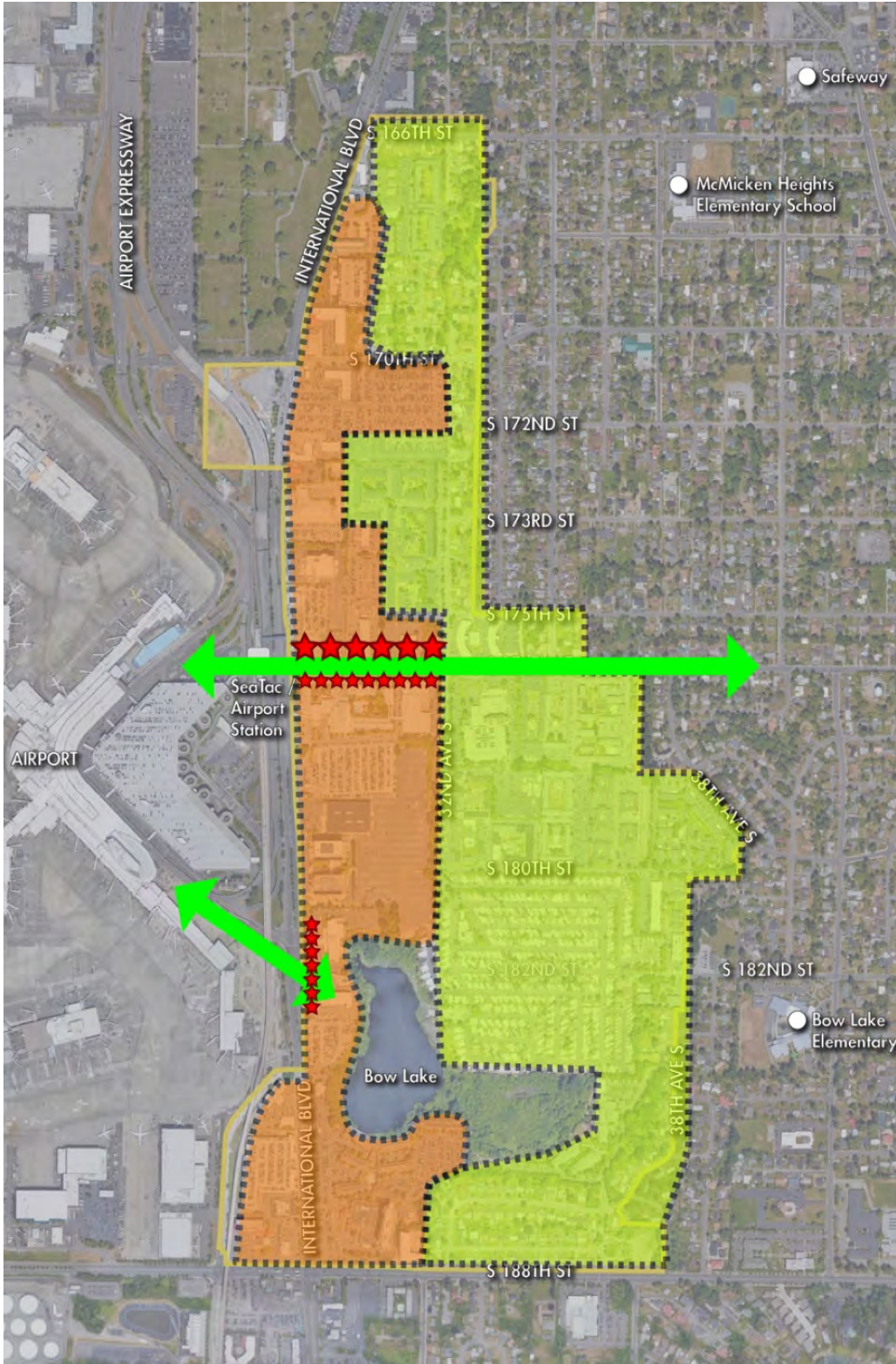
- Improved linkages with the airport to better connect airport visitors and workers with the district’s airport services – specifically including lodging, extended stay, convenience retail/dining and park & fly.
- Expanded office employment for businesses with global footprint and as an emerging southside Class A office cluster.
- Preparation for potential reduction in future parking demand with changes in vehicle technology and consumer preferences – eventually freeing up land for other airport and community driven transit-oriented and mixed-use development concepts.

In the urban design concept map on page 9, red stars indicate the location of near-term priority actions. These areas indicate locations where retail service hubs, pedestrian improvements and redevelopment consistent with the Vision and Principles will be essential to building broader momentum for the district. The larger red stars indicate greater near term potential for pedestrian-oriented services. Similarly, the green arrows indicate special focus for right of way improvements and district access based on current and future pedestrian activity.

Residential Multi-family

The multi-family residential area away from the International Boulevard corridor (mapped yellow) currently provides housing that is affordable and allows many airport and service workers easy access to their jobs and transit. The urban design concept for future development in this area is to remain consistent with the existing multi-family, better served by improved and added sidewalks, street infrastructure, and lighting. Wherever possible, residential developments should become more connected by public right of way or privately owned and maintained areas.





Legend

- Airport Business District
- Residential District
- Retail service hub locations

SeaTac Landing Sub-Districts

OBJECTIVES & ACTIONS

The following section describes objectives for the district that are consistent with the vision. Objectives are concise outcome-oriented statements organized within four categories: Urban Design, Transportation, Economic Development and Implementation. Each objective is accompanied by one or more specific actions that should be taken to help realize this priority for the district.

Urban Design

1. Enhance image and aesthetics of district

- Confirm name and brand for district to establish a consistent image and urban design for public spaces and new development
- Improve wayfinding and visual continuity throughout district, including between district and airport
- Explore role of public art in enhancing district
- Identify public realm improvements through the creation of streetscape design guidelines, and install design treatments (i.e. pedestrian lights, street furniture, wayfinding/signage, and public art)

2. Identify potential gaps in open space, including locations for recreation and gathering

- Ensure coordination between Phase 2 sub-area planning process and Parks, Recreation and Open Space (PROS) Plan Update project

3. Activate public and private spaces with programming

- Identify potential short-term uses (i.e. food trucks and cultural events) to activate and draw interest in district

4. Refine urban design framework to ensure consistent urban form throughout district

- Add more detail to urban design concept in Phase 2 to ensure appropriate urban form in all district locations, including retail-service hubs (activity centers) on S 176th Street and along International Blvd near S 182nd Street
- Update current design standards to match adopted vision



Transportation

1. Improve traffic flow and maximize mobility for all modes of transportation

- Explore strategies to ease congestion, enhance vehicle and pedestrian connections throughout the district and increase access to and from parcels

2. Enhance comfort and experience of walking

- Identify appropriate sidewalk improvements that address pedestrian safety including the type and design of pedestrian facilities
- Develop and implement a pedestrian lighting plan
- Study locations of pedestrian facilities on west side of International Blvd
- Address the cleanliness and maintenance of public and private spaces

3. Improve crossings of International Blvd between the airport and the district (especially at S 176th and S 182nd)

- Explore options to enhance safety and mobility for all modes including such things as grade separation of pedestrians

4. Ease flow of traffic by encouraging access through and between private property wherever possible

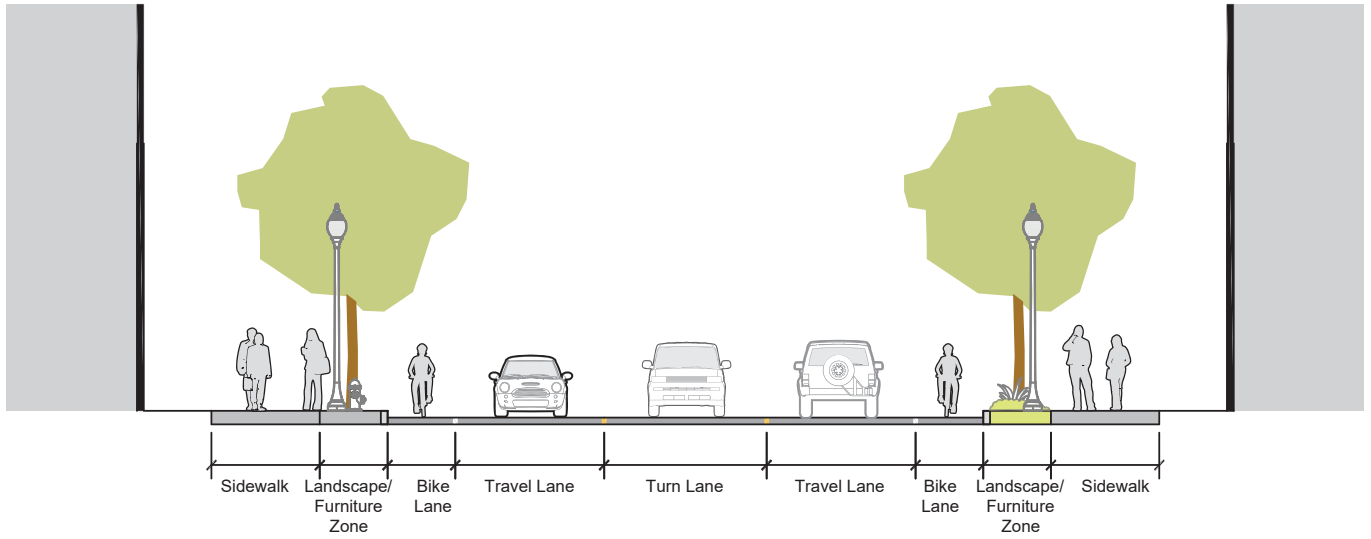
- Identify strategies to incentivize improvements to access through and between parcels as properties are redeveloped

5. Explore alternative strategies for mobility within and throughout the district

- Identify how new or alternative transportation methods could improve mobility such as shuttle programs or the potential of autonomous vehicles or other methods or technologies

6. Ensure Public Works funded projects within district help implement the community-stakeholder supported vision for district

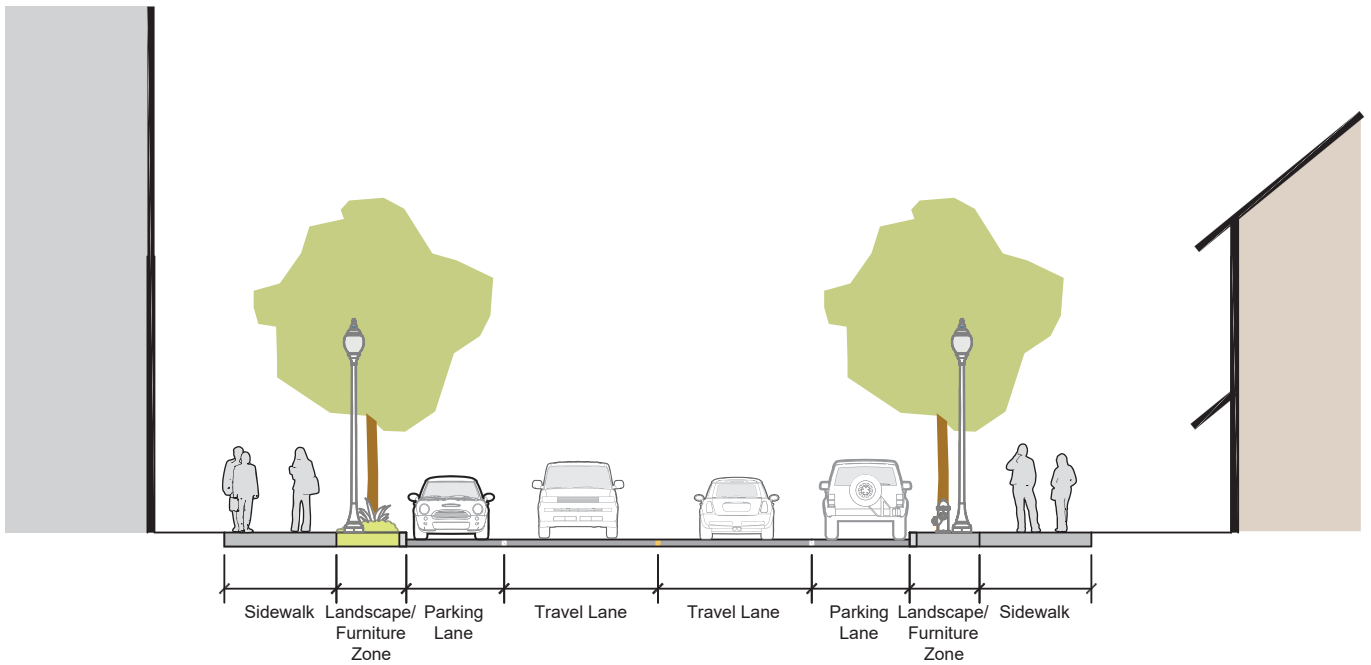
- Continue inter-departmental coordination of projects to ensure alignment of transportation infrastructure projects with vision for the district
- Ensure funding for pedestrian light standards allocated as part of currently funded projects



Elements on Arterial Street

* All facilities shown in the street concept may not fit within existing right-of-way

Toole Design, 2020



Elements on Local Street

* All facilities shown in the street concept may not fit within existing right-of-way

Toole Design, 2020

These street images are illustrative concepts that identify the types of facilities that would implement the vision



Economic Development

1. Pursue economic development activities that strengthen the airport business district on the west and neighborhood district to the east

- Identify programmatic, regulatory, infrastructure and other City actions that promote existing and potential uses that enhance the airport business district and adjacent neighborhood district
- Explore opportunities to expand office development and the branding of the district as a south end regional office center
- Pursue options to incentivize mixed use hotel/commercial/office or other mixed use development, e.g. through pilot programs that explore things like the streamlining of regulatory and environmental review
- Analyze the need for workforce housing and other affordable and market rate options and identify a strategy that provides a variety of residential opportunities for diverse income levels
 - Study items should include residential opportunities, displacement risks/mitigation, housing/amenity strategies (and how they are connected)

2. Promote retail/service hubs (activity centers) along S 176th near International Blvd and along International Blvd near S 182nd St

- Identify strategies to encourage the development of restaurants, shops and other pedestrian-oriented services along S 176th and near the intersection of S 182nd & International Blvd

3. Encourage businesses and services that address and leverage the needs of visitors, workers and residents

- Examine strategies that promote co-location of airport-related uses with shopping, restaurant and other retail services
- Explore a food hall concept with multi-cultural foods for siting small, local business incubation (food and culture)

4. Identify redevelopment opportunity sites

- Conduct opportunity site analysis to understand potential redevelopment options of district properties
- Identify goals for long term use of Sound Transit Kiss & Ride site

5. Explore how to allow pilot projects that can catalyze other development and the implementation of community-stakeholder vision

- Study the creation of a pilot programs that promote development such as the utilization of development agreements or other mechanisms, including those that promote innovative development/design

6. Explore branding/marketing options for district

- Identify funding needs and benefits of branding/marketing plan and undertake creation of plan as appropriate



Planning/ Implementation

1. Fund Phase 2 to complete a sub-area plan to ensure that:

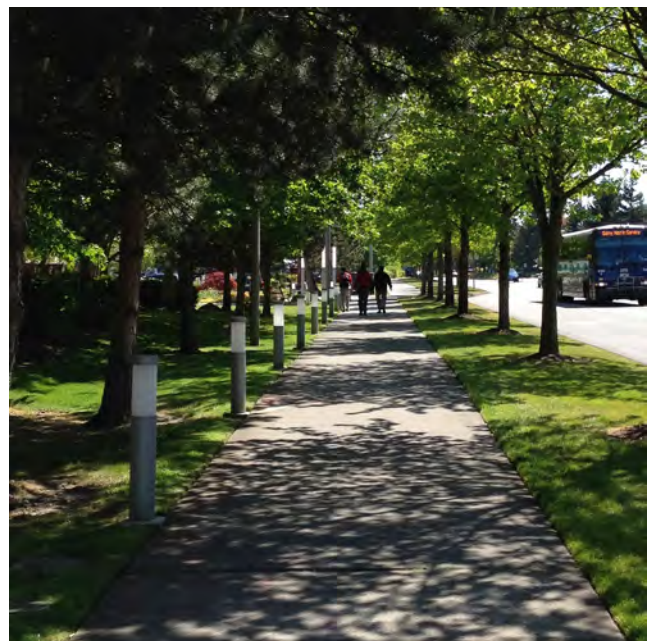
The community-stakeholder supported vision for the district is implemented

The existing City Center Plan and associated zoning code overlay district and repealed and replaced

- Identify scope of work and funding needs and obtain City Council approval for Phase 2 sub-area plan and zoning update project
- Phase 2 should include sufficient funding for zoning code/overlay district update to address:
 - Potential changes to parking requirements, especially in regards to hotels
 - Urban landscape standards that are more appropriate for area
 - Missing uses in use charts, such as doggie day care
 - Other code changes that better implement the community-stakeholder supported vision for district
- Explore viability of SEPA Planned action for sub-area plan

2. Organize business interests for an intentional and coordinated focus on implementing community-stakeholder supported vision of district

- Identify approach for on-going stakeholder engagement and potential formation of business improvement association or other such group



Pedestrians along International Boulevard in front of Airport Hilton

APPENDICES

List of appendices for Phase 1:

Appendix A:

Market Opportunities Assessment

- SeaTac City Center Economic Opportunities Review (E.D. Hovee & Company, LLC)

Appendix B:

Infrastructure Opportunities Assessment

- SeaTac City Center Area Transportation and Utility Infrastructure Analysis Needs Assessment and Opportunities (Toole Design)

Appendix C:

Community Engagement

- Community/Stakeholder Engagement Record of Activities
- Tyee High School Student Project Presentation
- Comments from Attendees of Community Planning Meetings #1 & #2
- Responses to On-line Project Questionnaire
- Community Engagement Summary
- Stakeholder Workshop Summary



Signage at transit plaza on International Boulevard and S 176th Street



ink 153

SOUNDTRANSIT

Link

153A

To 5
Terminal

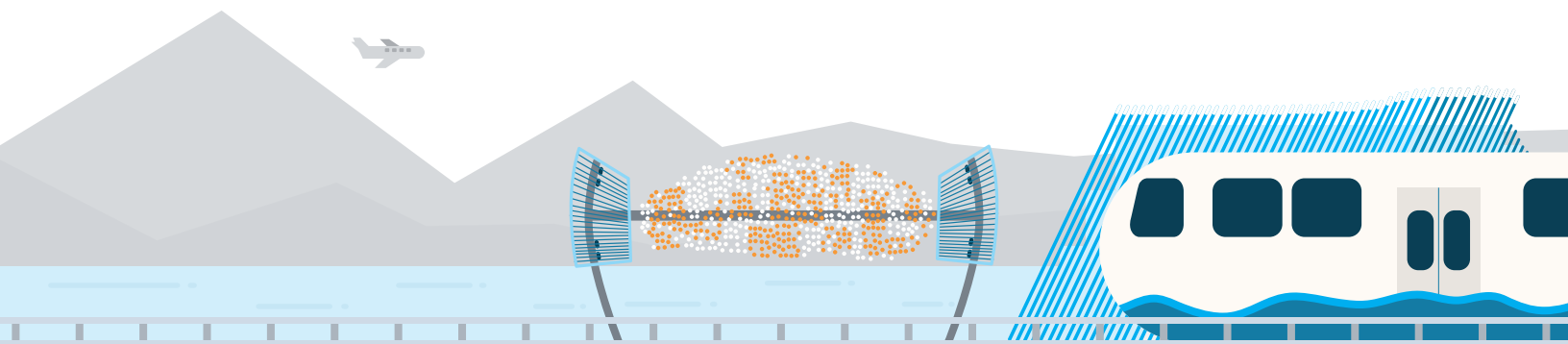
Attachment 4:

Excerpt from the Angle Lake District Station Area Plan



ANGLE LAKE DISTRICT STATION AREA PLAN

ADOPTED JULY 2015



URBAN DESIGN FRAMEWORK

Sub-District 3: Commercial / Flex

Sub-District 3 is home to sizable office buildings, as well as flex light industrial uses (light industrial mixed with office space). The area is envisioned to continue as an employment and job center. The City's 28th/24th road project will enhance access along 28th Avenue S, opening up opportunities for economic development along that corridor.

KEY LAND USE STRATEGIES:

- Encourage land uses focused on higher intensity commercial and flex office/industrial uses.
- Promote development opportunities that could benefit from the newly connected 24th and 28th avenues.

Sub-District 4: Port of Seattle Properties

This area consists of parcels that are owned by the Port of Seattle and are subject to an interlocal agreement with the City. Future land uses will most likely be a mix of airport-oriented and other commercial activities that will contribute to local job growth and economic development. Development is envisioned that complements neighboring sub-districts including commercial-intensive uses and projects that are compatible with the District's transit- and pedestrian-oriented environment, especially adjacent to the District Center. The new light rail station will likely service the transportation needs of workers in the area.

KEY LAND USE STRATEGIES:

- Encourage transit-oriented, people-intensive commercial land uses that help activate the District Center.
- Promote uses and design features that enhance and are compatible with the transit- and people-oriented environment of the District Center.
- Affirm continued Interlocal Agreement with Port of Seattle.



Flex space such as the example shown above are envisioned for Sub-District 3.



Future uses in Sub-District 4 could include office facilities that are complementary to the adjacent District Center.

Attachment 5:

Imagine Des Moines 2044, Chapter 2: Land Use Element

Figure 2.1 - Land Use Map

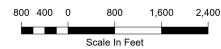


City of Des Moines
Comprehensive Plan

Land Use Map

- RESIDENTIAL**
- MF - Multifamily
 - PR-R - Pacific Ridge Residential
 - SF - Single Family
 - T - Townhome
 - TC-R - Transit Community Residential
 - TC-T - Transit Community Townhome
- COMMERCIAL**
- BP - Business Park
 - COM - Commercial
 - IC - Institutional Campus
 - PARK - Park
 - PF - Public Facility
 - PR-C - Pacific Ridge Commercial
 - PR-M - Pacific Ridge Mixed
 - TC-M - Transit Community Mixed
- Innovation District
 - Des Moines City Limits
 - Streams
 - Neighborhood Planning Areas
 - Planned Unit Development

CITY OF DES MOINES
COMPREHENSIVE PLAN MAP SERIES
This map series is intended for general planning purposes related to the City of Des Moines Comprehensive Plan.



Community Development
Department

21630 11th Ave S, Suite D
Des Moines, WA 98198-6398
PHONE: (206) 870-7576 * FAX: (206) 870-6544
WEB: <https://www.desmoineswa.gov>

Map Generated: Sep 12, 2025
©2025 City of Des Moines GIS
File: PreferredLandUseEditor.aprx

IMAGINE DES MOINES 2044

The Comprehensive Plan Land Use Map (Figure 2-1), identifies the land use classifications and densities recommended for each area of the City. The Zoning Map and Zoning Code establish the corresponding zoning classifications and associated development regulations. These designations help to achieve the City's vision for sustainable growth that provides housing choices; locates population centers adjacent to transit and services; provides areas to grow businesses, services, jobs and entertainment; includes appropriate transitions between uses with differing intensities; safeguards the natural environment; and maintains Des Moines' sense of community.

Figure 2-2 summarizes the percentage of the City's land area allocated to these land use designations, among broad categories. Land use assumptions were developed utilizing the PSRC growth targets and Des Moines Urban Growth Capacity data provided in Appendix A. As indicated by the 2021 Urban Growth Capacity Study (King County), Des Moines has adequate capacity to accommodate the City's 2044 housing and job targets with a remaining surplus capacity. The City of Des Moines Zoning Map and Zoning Code establish the zoning and associated development regulations.

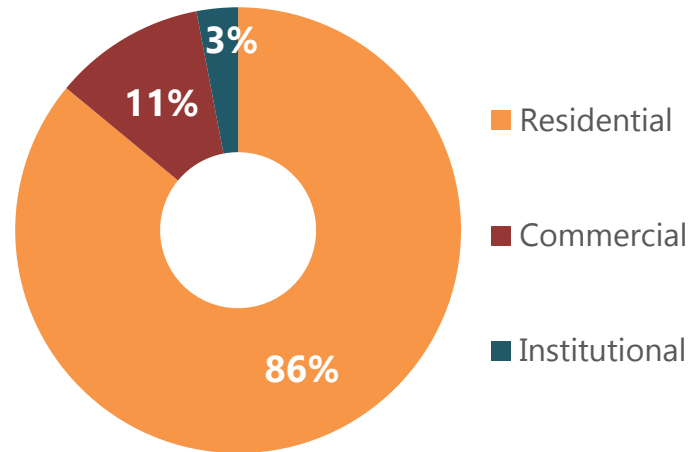


Figure 2-2: Distribution of Land Uses

Land use arrangements and mixes that promote complete communities with access to employment, shopping, and leisure activities in a safe, inviting, and walkable environment, have been shown to positively influence the health of our local economy as well as the health of residents. Targeting the type and location of new growth also allows us to enhance areas of the City that need improvement, such as the Marina District, Business Park, Pacific Ridge, and Pacific Highway South Corridor, and add needed jobs and housing while minimizing increases in traffic and protecting quality of life in these neighborhoods. Similarly, parks and open space should be planned for and targeted to those areas where the need is greatest and where there will be increased housing densities. With this growth, the City expects the quality of development to celebrate and enhance the City's history and identity. Sound Transit is constructing the Federal Way Link Extension project that extends light rail from Angle Lake Station in the City of SeaTac to the Federal Way Transit Center. The 7.8-mile extension includes three stations – Kent/Des Moines Station near Highline College, Star Lake Station on South 272nd Street at I-5, and the Federal Way Transit Center. The Kent–Des Moines and Star Lake Stations will provide opportunities for transit-oriented development and the creation of jobs and housing that will benefit the immediate neighborhoods and the City as a whole. Portions of the Pacific Ridge, South Des Moines, and Woodmont Neighborhoods that are located along Rapid Ride transit lines will also provide similar opportunities.

IMAGINE DES MOINES 2044

GOALS

- Goal LU 1** Actively guide and manage growth in a way that:
- Preserves and enhances the quality of life and the diverse residential neighborhoods of the community, and serves them with vibrant business districts, open space, recreational facilities, affordable housing, and other supportive land uses;
 - Protects environmentally critical areas and shorelines;
 - Protects private property rights (RCW 36.70A.020(6));
 - Promotes economic development; and
 - Promotes financially sustainable growth.
- Goal LU 2** Promote a land use mix that helps to diversify the local economy, reduce poverty, and enhance the community by attracting new businesses, family wage jobs, new city revenues, and a variety of housing choices.
- Goal LU 3** Establish a land use pattern, scale, and density that supports walking, biking, and using transit to access goods, services, education, employment, and recreation as well as provides convenient and safe automobile usage.
- Goal LU 4** Maintain regulations and procedures that allow for siting of essential public facilities.

POLICIES AND IMPLEMENTATION STRATEGIES

- LU 1.1 Utilize the Comprehensive Plan as the policy basis for preparing and updating neighborhood plans, establishing development regulations, prioritizing capital improvement construction, reviewing individual development proposals and making other decisions affecting the growth and development of Des Moines and the surrounding area, where feasible.**
- LU 1.1.1 Plan for and regulate development to enhance the quality and maintain the unique character of Des Moines' neighborhoods and business districts.
- LU 1.1.2 Establish and equitably enforce development standards that are clear and predictable, that simplify the review process and adapt to varied site conditions.
- LU 1.1.3 Coordinate planning activities and development review with state, regional, and local governments, tribes, and institutions to ensure compliance with established plans and regulations affecting Des Moines, as required by law.

IMAGINE DES MOINES 2044

LU 1.1.4 Monitor and seek to influence planning activities and development decisions of neighboring jurisdictions affecting Des Moines neighborhoods and seek to influence those decisions consistent with the City of Des Moines Comprehensive Plan through collaboration.

LU 1.2 Manage community growth to ensure that overall public benefits exceed public cost and that adequate public facilities and services are available or can be provided concurrently with new development.

LU 1.2.1 Evaluate capital improvement proposals for consistency with the Comprehensive Plan.

LU 1.2.2 Prepare standards for new development to provide on- and off-site roadways, utilities and other public facilities as necessary to serve the additional demand generated by the development.

LU 1.2.3 Consider additional impact fees, such as for Police, Parks, and Trails, for new development to ensure sufficient funding for capital improvement to public facilities are sufficient with new growth.

LU 1.3 Monitor, review, and update the Comprehensive Plan as needed to reflect current community values, economic conditions, and technologies.

LU 1.3.1 The plan should be amended at least once every ten years, or as required by law, but no more frequently than once per year, except in emergency situations when the City Council determines it is necessary and in the public interest.

LU 1.4 Provide opportunities for public involvement in updating the Comprehensive Plan, preparing development regulations, and reviewing major development proposals.

LU 1.4.1 Involve citizens in the process of preparing and amending the Comprehensive Plan and development regulations by using techniques such as a project website, social media, mailings, surveys, advisory committees, newspaper articles, public hearings, and public workshops.

LU 1.4.2 Encourage and solicit the input of stakeholders, such as residents; property and business owners; non-motorized transportation advocates; environmental preservation organizations; and transit, affordable housing, and public health agencies.

LU 1.4.3 Ensure that community outreach efforts engage different ethnic and minority populations and a diversity of age groups and utilize culturally responsive practices and policies that meet the needs of traditionally underrepresented ethno-racial groups.

LU 1.4.4 Conduct public hearings on all development proposals that seek changes from existing development regulations (e.g., rezones, variances and planned unit developments) or which are potentially incompatible with neighboring development (e.g., conditional and

IMAGINE DES MOINES 2044

unclassified uses) prior to city approval of those proposals, as required by law. Provide an opportunity for public comment on all development proposals subject to SEPA review, as required by law.

LU 1.5 Seek a harmonious blend of living, working, shopping, recreational, and cultural land uses.

LU 1.5.1 Recognize the need for public and quasi-public facilities (parks, schools, churches, and day care facilities) that play an important role in maintaining viable neighborhoods and develop standards for these uses for compatibility and to minimize impacts to neighborhoods.

LU 1.5.2 Require that new development maintain and enhance on-site open spaces, and provide on-site recreation facilities in new subdivisions and multifamily developments or pay appropriate in-lieu fees as required by the Des Moines Municipal Code (DMMC).

LU 1.5.3 Apply development standards and strategies that address land use transitions in order to manage impacts on residents and businesses, including but not limited to the following: site access and circulation; structure height, bulk, and scale; separation of buildings; landscaping; density; and noise buffering.

LU 1.5.4 Regulate the siting of incompatible uses adjacent to the Sea-Tac Airport, as defined in Federal Regulation 49 CFR Part 77 that establishes standards and notification requirements for objects affecting navigable airspace; RCW 36.70.547; the Washington State Department of Transportation's Airports and Compatible Land Use Guidebook, M 3074.00 (January 2011); and PSRC's Airport Compatible Land Use Program (December 2011).

LU 1.6 Preserve open spaces where appropriate and feasible to:

- 1. Protect environmentally critical areas and shorelines;**
- 2. Protect endangered and threatened species;**
- 3. Provide visual separation between different land uses, neighborhoods and city boundaries; and**
- 4. Moderate the environmental and visual impacts of new development.**

LU 1.6.1 Integrate responses to the listings under the Endangered Species Act into future planning and economic development efforts and resource management programs to achieve a balance between environmental, social, and economic goals and objectives.

LU 1.7 Balance the expansion of housing options with the preservation of existing neighborhoods.

LU 1.7.1 Expand housing options such as middle housing, as required by law, while developing standards to preserve neighborhood character.

LU 1.7.2 Create higher density housing options around high-capacity transit, as required by law.

IMAGINE DES MOINES 2044

LU 1.8 Recognize the Comprehensive Plan Figure 2-1: Land Use Map, as the official land use map of the City of Des Moines, providing a geographic representation of the Land Use Element. Recognize the City of Des Moines Zoning Map as the official zoning map. Undertake all planning activities to implement and support the designated land use pattern.

LU 1.8.1 Create consistency between the uses designated in the City of Des Moines Comprehensive Plan Land Use Map with those designated on the City of Des Moines Zoning Map, as required by law. The zoning map shall officially designate land use and density in the City.

LU 1.8.2 Zoning should be brought into conformance with the City of Des Moines Comprehensive Plan Land Use Map.

LU 1.8.3 All zoning changes should conform to the land use pattern designated on the City of Des Moines Comprehensive Plan Land Use Map. All rezones should consider, among other relevant considerations, the following:

1. The effect upon the physical and biological environments;
2. The effect on the economic, social, and cultural environments;
3. The impact on adjacent land uses and neighborhoods; and
4. The impact on community and regional facilities, utilities, and transportation.

LU 2.1 Enhance and improve the economic health of existing business districts and recognize each district's special attributes.

LU 2.1.1 Promote new development and redevelopment within the Marina District to create a vibrant commercial center with a quality mix of businesses that will enhance the waterfront, and serve as a destination for local residents and visitors.

LU 2.1.2 Ensure that new construction contains and exhibits high-quality building materials and design elements as outlined in the Marina District Design Guidelines.

LU 2.1.3 Promote new development and redevelopment within Pacific Ridge to create a district with a broad range of uses, serving a local and regional clientele and using the Pacific Ridge Neighborhood Design Guidelines and Pacific Ridge Neighborhood Improvement Plan to reduce crime and create a better working and living environment.

LU 2.1.4 Encourage improvement of the various neighborhoods throughout the City by working with the business community and other representative organizations to achieve the goals of the City of Des Moines Comprehensive Plan.

IMAGINE DES MOINES 2044

LU 2.1.5 Facilitate the buildout of the North Central Neighborhood as a primary employment center that provides new family wage jobs and new revenues for the City, where feasible.

LU 2.2 Support the revitalization of declining commercial areas and obsolete facilities through redevelopment, rehabilitation, and other available means to provide long-term economic vitality.

LU 2.2.1 Seek to abate existing incompatible uses and nuisances when such abatement is consistent with public health, safety, and welfare.

LU 2.2.2 Encourage the assembly and redevelopment of key, underdeveloped parcels through incentives and public/private partnerships.

LU 2.2.3 Facilitate implementation of the *Marina Capital Improvement Plan* objectives to develop the City's waterfront.

LU 2.2.4 Recognize that the existence of associated agreements, contract rezones, development agreements and similar restrictions may limit the degree to which properties may be developed. Such restrictions established by the City should be given substantial weight during consideration of requested amendments.

LU 2.2.5 Use a range of strategies to mitigate potential business displacement.

LU 3.1 Support the efforts of Sound Transit and King County Metro to develop a transit system that connects all areas of the city to existing and high capacity transit using a multi-modal approach.

LU 3.1.1 Work with Sound Transit, the Cities of Kent, SeaTac, and Federal Way, and Highline College to adequately prepare for the extension of light rail through Des Moines.

LU 3.2 Establish Light Rail Station Area Planning framework goals and strategies for transit supportive development to occur within a one-half mile radius of any light rail stations.

LU 3.2.1 Explore zoning amendments and design guidelines for the light rail stations to be located in close proximity to the South Des Moines, Pacific Ridge, and Woodmont Neighborhoods, considering the joint planning efforts with the City of Kent and Sound Transit on the Midway area.

LU 4.1 Ensure land use decisions on essential public facilities meet the following criteria to be made consistent with the process and criteria set forth in the DMMC:

- 1. The facility meets the Growth Management Act (GMA) definition of an essential public facility, as defined in RCW 36.70A.200(1) and as amended; or**
- 2. The facility is on the statewide list maintained by the Office of Financial Management, ref. RCW 36.70A.200(4) or on the countywide list of essential public facilities; and**

IMAGINE DES MOINES 2044

3. The facility is not otherwise regulated by the DMMC.

LU 4.1.1 Recognize and use criteria to site essential public facilities as regulated by the DMMC, the GMA, and Policy PF-24 through PF-27 of the Public Facilities and Services Chapter of the 2021 King County Countywide Planning Policies. These policies include methods for siting and expanding public facilities as well as disaster preparedness and emergency management.

LU 4.1.2 Consider social equity and health issues when siting essential public facilities, to provide protection from exposure to harmful substances and environments.

LU 4.1.3 Allow and plan for the siting of organic materials management facilities in areas in accordance with RCW 70A.205.040 and as regulated by House Bill 1799 (2022).

Attachment 6:

Excerpt from Imagine Des Moines 2044, Chapter 3: Transportation Element

IMAGINE DES MOINES 2044

TR 7.4.1 Prioritize pavement management as a priority in the Transportation Improvement Plan.

TR 7.4.2 To the extent permitted by state law, use Transportation Benefit District authority to allocate additional funds to pavement preservation.

TR 7.5 Seek funding to correct locations with identified transportation safety concerns. (CTP TR 7.9)

TR 7.5.1 Apply for Highway Safety grants at locations that experience high accident rates and have correctable countermeasures, prioritizing traffic calming measures, when feasible.

TR 7.5.2 Use Automated Traffic Safety revenue to make pedestrian safety improvements Citywide with an emphasis on improvements near school zones, where feasible.

TR 7.6 Seek funding to support multimodal improvements, particularly for bicycle, pedestrian facilities, and ferries.

TR 7.6.1 Apply for Complete Streets grants to implement LTS 1 or LTS bicycle and pedestrian facilities, when feasible.

Environment and Community Wellbeing

Goal TR 8: Strive to minimize the environmental impacts associated with transportation projects, incorporating context sensitive design strategies when appropriate.

TR 8.1 Balance transportation services with the need to protect the environment.

TR 8.1.1 Incorporate appropriate landscaping and stormwater management in the design of transportation facilities. (CTP TR 8.2)

TR 8.1.2 Provide transportation facilities that fit the character of the neighborhoods through which they pass. (CTP TR 8.3)

TR 8.1.3 Where determined necessary, incorporate sound absorption devices, landscaping, earthen berms and other natural or artificial features that help mitigate adverse noise, light and glare impacts generated by surface transportation facilities. (CTP TR 8.5)

TR 8.1.4 Operate the transportation system to minimize congestion and air quality impacts, as feasible. (CTP TR 8.6)

TR 8.1.5 Phase construction of roadway and other transportation facilities to minimize inconvenience to and negative impact upon adjacent property owners, to the extent possible.

IMAGINE DES MOINES 2044

TR 8.2 Construct streets and other transportation facilities using construction methods that minimize adverse environmental impacts and impacts to environmentally sensitive areas, where feasible.

TR 8.2.1 Construct roads and other transportation facilities to minimize adverse impacts upon surface water runoff, drainage patterns, and environmentally critical areas, to the extent possible and where feasible.

TR 8.3 Collaborate with WSDOT, King County, and the Port of Seattle to ensure that operations and improvements at SeaTac International Airport and county/state facilities advance Des Moines' goals and policies as well as minimize adverse impacts to the wellbeing of Des Moines' residents.

Transportation Strategies for Sustainability and Adaptability

Goal TR 9: Promote climate resiliency by reducing congestion, air pollution, and fuel consumption through Transportation Demand Management (TDM) and Commute Trip Reduction (CTR) programs.

TR 9.1 Use transportation demand management (TDM) strategies to reduce single-occupant vehicle travel and encourage alternative modes of travel. These strategies include parking management, individualized marketing, ridesharing, and support of active transportation. (CTP TR 9.1)

TR 9.1.1 Work with employers to provide commute trip reduction (CTR) measures in the work place that promote alternatives to driving alone. Encourage businesses to minimize peak hour commuting through the use of strategies such as flextime and work from home. (CTP TR 9.2)

TR 9.1.2 Encourage new commercial development to implement measures that promote greater use of transit, carpools, van pools, and bicycles, and increase opportunities for physical activity. (CTP TR 9.3)

TR 9.1.3 Encourage employers in commercial zones to sponsor, co-sponsor, or provide shuttles to enhance connectivity with Sound Transit Link Light Rail stations at S. 200th Street and in the vicinity of Highline College, with BRT facilities on Pacific Highway S., as well as provide routes that would circulate through Des Moines to bring people to and from the Marina District

TR 9.1.4 Coordinate and optimize traffic signal systems to minimize delay and congestion, and maximize the use of existing transportation system capacity.

Goal TR 10: Proactively anticipate and plan for the community's evolving transportation needs, embrace emerging technologies, and expand mobility opportunities.

TR 10.1 Encourage the adoption and use of evolving technological transportation improvements.

Attachment 7:

Imagine Des Moines 2044, Chapter 7: Housing Element

CHAPTER 7: Housing Element

BACKGROUND AND CONTEXT

This Housing Element contains the goals and policies that identify steps the City of Des Moines can take in response to housing issues found within the community. These steps, or “implementation measures,” are intended to ensure the vitality of the existing residential stock, estimate current and future housing needs, and provide direction to implement programs that satisfy those needs consistent with the goals and requirements of the Growth Management Act (GMA). Specifically, the housing goal stated in the GMA is to:

“Plan for and accommodate housing affordable to all economic segments of the population of this state, promote a variety of residential densities and housing types, and encourage preservation of existing housing stock.”

The Puget Sound Regional Council’s (PSRC’s) VISION 2050 contains multi-county planning policies that provide a policy framework for local growth management planning in the future. The plan also sets out specific growth projections (for housing and employment) for the cities to accommodate and plan for in the future. One of the overarching goals of VISION 2050 is for the region to preserve, improve, and expand its housing stock to provide a range of affordable, healthy, and safe housing choices to every resident, with fair and equal access to housing for all people.

The King County Countywide Planning Policies (CPPs) require all cities to share the responsibility for achieving a rational and equitable distribution of affordable housing and provide for a variety of housing types and opportunities for all economic segments in King County.



Accessory Dwelling Unit



Cottage Housing



Townhomes



Mixed Use



Senior Housing

IMAGINE DES MOINES 2044

The Des Moines Housing Needs Assessment (HNA)¹ provides useful data and analysis relating to the housing needs in Des Moines and the HNA is adopted into this plan by reference and included at Appendix A to this Plan.

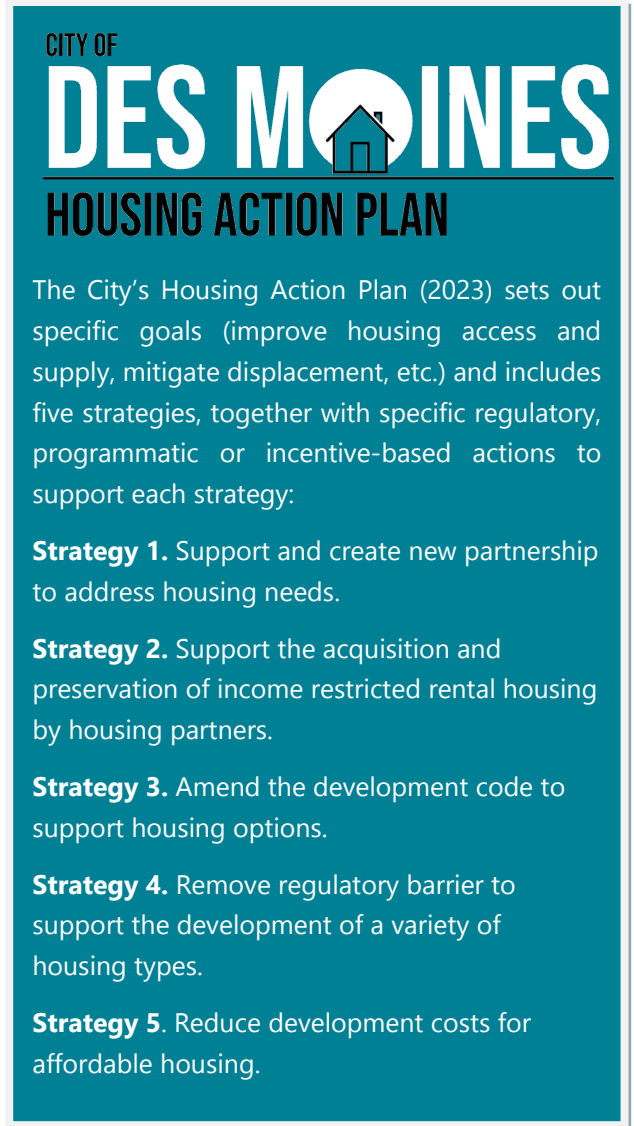
The City's Housing Action Plan (AHBL and ECONorthwest, 2023) is also an important document outlining steps and approaches that the city can take to improve conditions. Together, these documents set out programs and actions needed to achieve housing availability.

A few resolutions and ordinances have been passed in the past three years that directly support the goals of the Housing Element of the Comprehensive Plan including Resolution No. 1456 "Approving the South King Housing and Homelessness Partners 2024 Work Plan and 2024 Operating Budget", Resolution No. 1458 "Adopting a Housing Action Plan (adopted in 2023)", and Ordinance No. 1750 – "Adding and codifying a new chapter entitled Supportive Housing Standards to the Des Moines Municipal Code (adopted in 2021)."

HOUSING TARGETS

In conjunction with the 2021 King County Countywide Planning Policies² on housing, each city within the County was assigned a set of targets for future accommodation of affordable housing. The targets are assigned consistent with the regional geographies established per PSRC's Regional Growth Strategy and represent a proportion of the City's overall housing growth target (see Exhibit 7-1). Des Moines is classified as a *High Capacity Transit Community* (HCT), which means that it's one of the 34 cities and unincorporated areas in the region that are connected to the regional high-capacity transit system, but are organized below the classifications of *Metropolitan City* or *Core City* which are allocated the greatest distribution of growth. PSRC targets growth within communities having transit assets in order to help support mobility and reduce the number and length of vehicle trips.

These targets are intended for planning purposes and as broad quantitative guidance to the County and cities in:



The graphic features the City of Des Moines logo with a house icon inside the letter 'O' of 'MOINES'. Below the logo, the text reads 'HOUSING ACTION PLAN'. The background is a solid teal color.

CITY OF
DES MOINES

HOUSING ACTION PLAN

The City's Housing Action Plan (2023) sets out specific goals (improve housing access and supply, mitigate displacement, etc.) and includes five strategies, together with specific regulatory, programmatic or incentive-based actions to support each strategy:

- Strategy 1.** Support and create new partnership to address housing needs.
- Strategy 2.** Support the acquisition and preservation of income restricted rental housing by housing partners.
- Strategy 3.** Amend the development code to support housing options.
- Strategy 4.** Remove regulatory barrier to support the development of a variety of housing types.
- Strategy 5.** Reduce development costs for affordable housing.

¹ Des Moines **Housing Needs Assessment** (November 2022) by ECONorthwest was Appendix B to the City's Housing Action Plan (adopted June 8, 2023) and it contains data and analysis on a variety of topics relating to population and household characteristics, housing characteristics and costs/ affordability, housing production, and so on.

² As amended in 2023 via King County Ordinance 19660.

IMAGINE DES MOINES 2044

1. Establishing a mix of future land use and zoning designations sufficient to accommodate housing affordable to low-, very-low, extremely-low, and moderate-income households, and
2. Implementing a range of regulations and programs designed to achieve the targets over the planning period.

The housing/household targets shown in **Table 7-1** assume a 2044 planning horizon. King County’s GMPC (Growth Management Planning Council) further specifies that the 3,800 net new housing units that are needed by 2044 should be supplied in order to accommodate a wide variety of household incomes as shown in **Table 7-2**. Additionally, the jurisdictional emergency housing need is 726 beds.

Table 7-1: King County Housing Unit Growth Target and PSRC Household Projection for 2044

Projections for the Year 2044	
GMPC Targets ³	17,022 Housing Units <i>(comprised of a baseline supply of 13,222 units plus 3,800 additional units)</i>
PSRC Forecasted Households ⁴	16,096 Households

Table 7-2: Current Housing Units and Estimated Housing Needed by Area Median Income⁵ Bracket Groups

	Total Future Need Forecasted (Total Future Need by 2044)	Current Number of Housing Units (Baseline Supply 2019)	Number of New Housing Units To be Added to Meet the Need (Net, new need 2019-2044)
0 to ≤30% AMI; Not PSH	1,246	456	790
0 to ≤30% AMI; PSH	415	0	415
>30 to ≤50% AMI	2,857	2,626	231
>50 to ≤80% AMI	3,537	3,310	227
>80 to ≤100% AMI	2,933	2,652	281
>100 to ≤120% AMI	1,948	1,630	318
>120% AMI	4,086	2,548	1,538
TOTAL	17,022	13,222	3,800

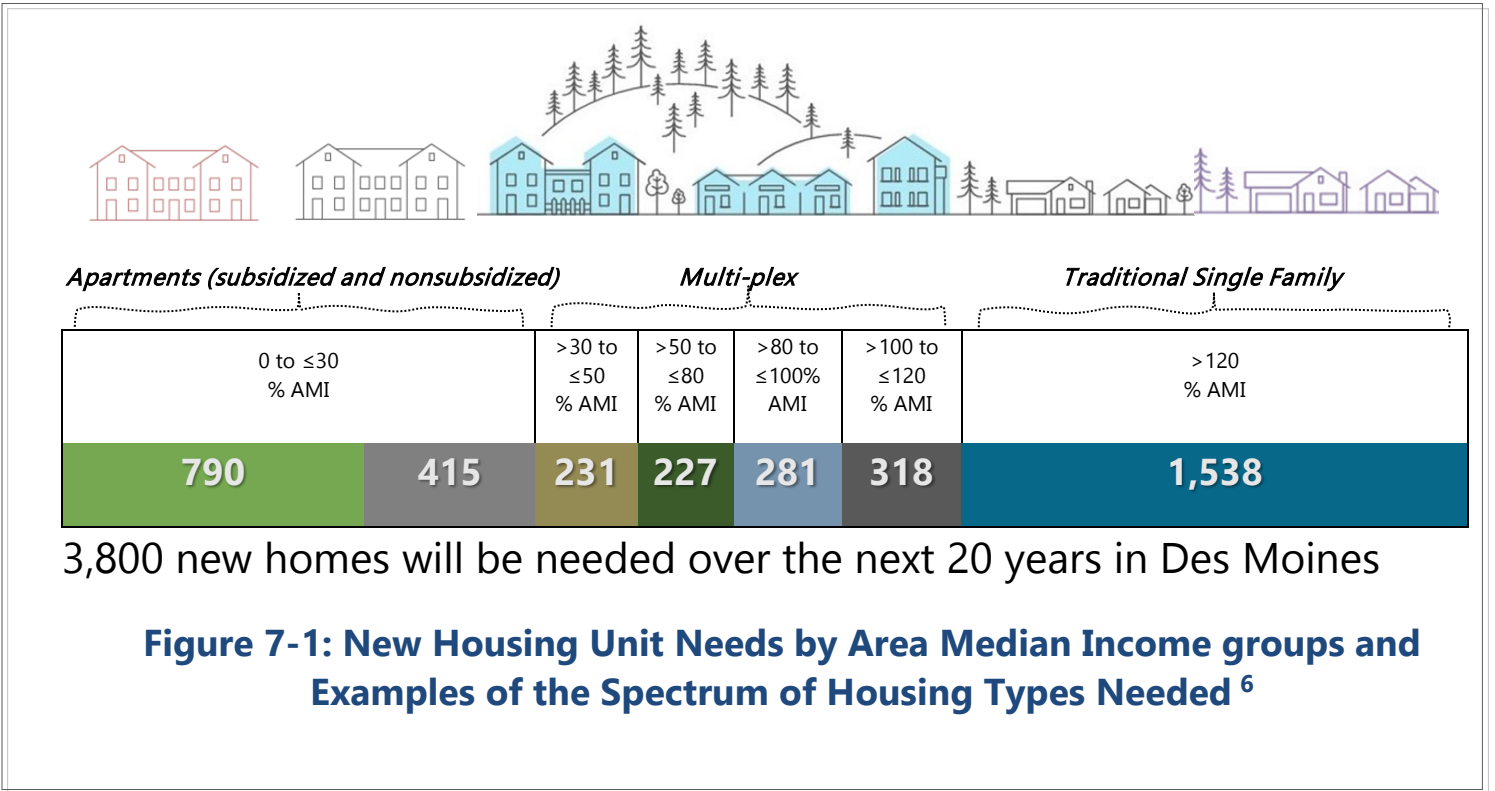
³ The Growth Management Planning Council (GMPC) targets are documented in the 2021 King County Countywide Planning Policies Amended August 15, 2023 (King County Ordinance 19660) and Ratified November 30, 2023.

⁴ The Puget Sound Regional Council’s Forecasted Households figure is sourced from the LUV-it City Summaries database, Updated May 30, 2023.

⁵ As of 2024 the Area Median Income (AMI) for King County is \$137,700. This means that approximately half of households earn less than this figure and approximately half earn above this figure. A household is considered “low income” if it earns between \$70,227 and \$110,150. “Extremely low-income households” earn less than \$41,310 and “very low income” households earn between those two brackets.

IMAGINE DES MOINES 2044

Based on Des Moines' current household income distribution, 1,663 new housing units (or 43.7% of Des Moines housing growth target) are needed for households earning 80% or less of the area median income.



⁶ Graphic adapted from and inspired by Exhibit 3 in Washington Dept. of Commerce Book 2: Guidance for Updating your Housing Element (August 2023); the various building forms indicated are suggestive of the types of housing typically need to address a range of housing needs.

What are the housing needs in Des Moines?

The Housing Needs Assessment (HNA) revealed the following information:

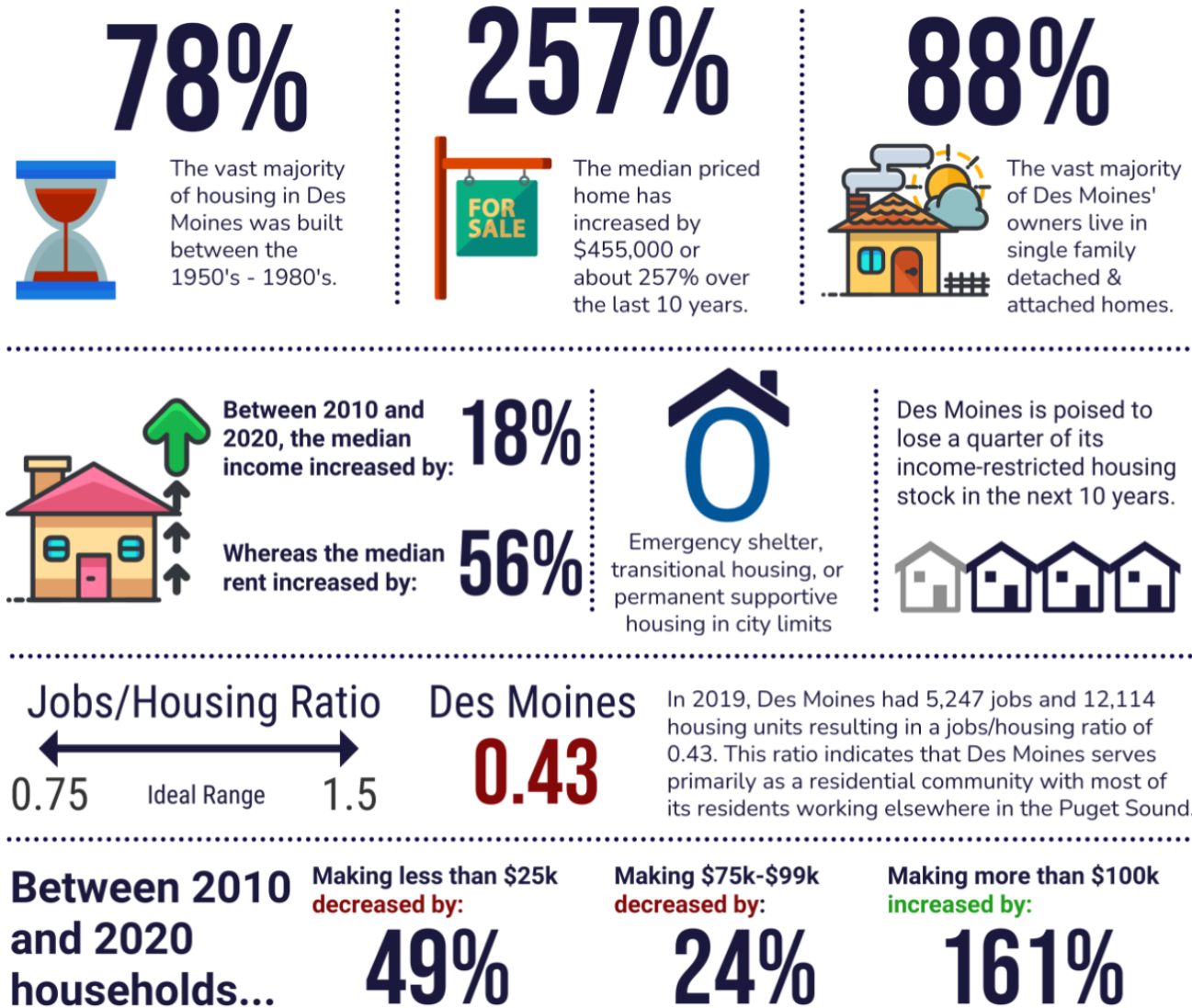


Figure 7-2: Des Moines Housing Needs

AFFORDABLE HOUSING

Affordable housing is a significant need that shapes the quality of life for our community. Current and future residents of Des Moines, together with people throughout the region, need housing which is affordable and available to accommodate a variety of income levels.

The term Affordable Housing is often conflated with “Low-income housing” (typically referred to as “subsidized housing” in this element) but should not be confused:

- Affordable housing: Housing is typically considered to be affordable if total housing costs (rent, mortgage payments, utilities, etc.) do not exceed 30 percent of a household’s gross income.
- Cost-burdened household: A household that spends more than 30 percent of their gross income on housing costs. (A household that spends more than 50 percent of their gross income on housing costs is called “Severely cost-burdened.”)
- Subsidized housing: Public housing, rental assistance vouchers like Section 8, and developments that use Low-Income Housing Tax Credits are examples of subsidized housing. Subsidized housing lowers overall housing costs for people who live in it.

The U.S. Census 2022 American Community Survey 5-year estimates data indicate that 11.8 percent of Des Moines’ population lives at or below the poverty level⁷. According to data reported by King County⁸, in the year 2020 the median sales price of a single-family home in Des Moines was \$467,000, a significant increase over the figure of \$186,000 from 2012.

According to the GMA, housing is considered to be “affordable housing” when the total housing costs, including basic utilities, does not exceed 30% of the income limit (for renters, 50% or less of the County median family income, adjusted for family-size, and for owners, 80% or less of the County median family income, adjusted for family size for owners). In accordance with WAC 365-196-410(2)(e)(iii), planning for affordable housing should be done on a regional basis. Using the general assumption that market factors will guarantee adequate housing for those in the upper economic brackets, it is important to recognize that some combination of appropriately zoned land, regulatory incentives, financial subsidies, and innovative planning techniques will be necessary to ensure adequate provisions for the needs of the entire population.

In King County’s Urban Growth Capacity Report⁹, it is evident that Des Moines retains ample land supply – or “capacity” – to accommodate its projected housing expansion. Most of this capacity is accounted for in Des

⁷ The percentage of people under 18 years of age in poverty is 13.9 percent.

⁸ 2021 King County Urban Growth Capacity Report (also known as the Buildable Lands Report) was adopted December 14, 2021 by King County Ordinance 19369) and Ratified on April 6, 2022. The full report details methodology and assumptions and is available at <https://kingcounty.gov/en/dept/executive/governance-leadership/performance-strategy-budget/regional-planning/urban-growth-capacity-report>

⁹ *Ibid.*

IMAGINE DES MOINES 2044

Moines' high- and medium high-density zones¹⁰. Additional detail regarding capacity for housing to accommodate broad income spectrums is included in Appendix A.

HOUSING TYPES

One approach the City will take to address shifts in market demands and potential constraints is to broaden the availability of “middle housing” opportunities in the City. Middle housing encompasses a diverse range of residential structures with multiple units, designed to harmonize in scale and form with single-family homes¹¹. By allowing middle housing, Des Moines aims to provide a broader array of housing choices that cater to different lifestyles and income levels while fostering infill development opportunities and supporting multi-modal transportation choices by focusing increased density in certain areas.

While the City does not control private sector investment, which is necessary for the development of quality housing and neighborhoods, the City should take the steps within its power to facilitate development of the types of housing that will create the best opportunity for success. Steps that can be taken (and in most cases already have) include the creation of development regulations that allow these types of products, establishment of incentives for certain development types, evaluation of current codes for barriers to certain housing types, and creation of public-private partnerships.

Finally, additional Special Needs Housing is needed in Des Moines. Special Needs Housing is defined as housing arrangements for populations with special physical or other needs; the populations needing special housing may include the elderly, disabled persons, people with medical conditions, homeless individuals and families, and displaced people.

GOALS

- Goal HOU 1** Encourage the development, preservation, or replacement of housing stock that is affordable to all economic segments of the community.
- Goal HOU 2** Encourage and support a variety of housing opportunities for those with special-needs, particularly those with challenges related to age, health, or disability.

¹⁰ The County's Urban Growth Capacity Report identified there was available capacity for 8,386 housing units as of 2018; over 6,000 of which were tallied for “high density” zones. Des Moines has seen an increase of 889 housing units between April 1, 2018 and April 1, 2024 (OFM). According to the Department of Commerce's “Guidance for Updating Your Housing Element,” the highest density zones are assumed to be available for persons in the low income (>50-80% AMI) category without market interventions and to extremely low and very low income (>50-80% AMI) households with subsidies and/or incentives (in addition to the “higher” categories, of course). There is no question that Des Moines meets the capacity requirement (with a future surplus) and no changes are needed to the city's zoning map at this time.

¹¹ “Middle housing” means buildings that are compatible in scale, form, and character with single-family houses and contain two or more attached, stacked, or clustered homes including duplexes, triplexes, fourplexes, fiveplexes, sixplexes, townhouses, stacked flats, courtyard apartments, and cottage housing. (RCW 36.70A.030).

IMAGINE DES MOINES 2044

- Goal HOU 3** Protect existing and planned residential areas from adverse impacts associated with incompatible land uses.
- Goal HOU 4** Encourage the development of a suitable mix of housing choices through innovative land use and well-crafted regulations.
- Goal HOU 5** Implement policies and strategies to meet housing needs equitably.

POLICIES AND IMPLEMENTATION STRATEGIES

Housing Supply

HOU 1.1 Zone sufficient buildable land, create adequate usable development capacity and allow for a suitable mix of housing types to accommodate Des Moines' projected share of King County population growth over the next 20 years.

HOU 1.1.1 Continue to provide opportunities and incentives through the Planned Unit Development (PUD) process for a variety of housing types and site planning techniques that can achieve the maximum housing potential of the site.

HOU 1.1.2 Promote and foster, where appropriate, innovative and non-traditional housing types such as live/work housing, attached and detached accessory dwelling units, as well as other "middle housing" types, as alternative means of accommodating residential growth and providing affordable housing options.

HOU 1.1.3 Encourage infill development on vacant or underutilized sites.

HOU 1.1.4 Incorporate the Housing Action Plan implementation strategies to overcome the lack of access to affordable housing options.

Mixed Income Housing

HOU 1.2 Continue to assist regional, multi-jurisdictional efforts to address the region's need for low-, very low-, extremely low-, and moderate-income housing, and special-needs housing.

HOU 1.2.1 Work cooperatively with other King County cities/agencies to address regional housing issues, including the South King County Housing and Homeless Partners group (SKHHP).

HOU 1.2.2 Encourage affordable housing availability in all neighborhoods throughout the City, particularly in proximity to future or existing high-capacity transit, employment, and/or educational opportunities.

IMAGINE DES MOINES 2044

- Goal HOU 3** Protect existing and planned residential areas from adverse impacts associated with incompatible land uses.
- Goal HOU 4** Encourage the development of a suitable mix of housing choices through innovative land use and well-crafted regulations.
- Goal HOU 5** Implement policies and strategies to meet housing needs equitably.

POLICIES AND IMPLEMENTATION STRATEGIES

Housing Supply

HOU 1.1 Zone sufficient buildable land, create adequate usable development capacity and allow for a suitable mix of housing types to accommodate Des Moines' projected share of King County population growth over the next 20 years.

HOU 1.1.1 Continue to provide opportunities and incentives through the Planned Unit Development (PUD) process for a variety of housing types and site planning techniques that can achieve the maximum housing potential of the site.

HOU 1.1.2 Promote and foster, where appropriate, innovative and non-traditional housing types such as live/work housing, attached and detached accessory dwelling units, as well as other "middle housing" types, as alternative means of accommodating residential growth and providing affordable housing options.

HOU 1.1.3 Encourage infill development on vacant or underutilized sites.

HOU 1.1.4 Incorporate the Housing Action Plan implementation strategies to overcome the lack of access to affordable housing options.

Mixed Income Housing

HOU 1.2 Continue to assist regional, multi-jurisdictional efforts to address the region's need for low-, very low-, extremely low-, and moderate-income housing, and special-needs housing.

HOU 1.2.1 Work cooperatively with other King County cities/agencies to address regional housing issues, including the South King County Housing and Homeless Partners group (SKHHP).

HOU 1.2.2 Encourage affordable housing availability in all neighborhoods throughout the City, particularly in proximity to future or existing high-capacity transit, employment, and/or educational opportunities.

IMAGINE DES MOINES 2044

HOU 1.2.3 Consider mandating an affordability component or requiring minimum density requirements for build out in areas within walking distance to light rail stations.

HOU 1.2.4 Support programs and strategies aimed at providing housing that is affordable to all income groups, such as regional, state, and federal housing programs, housing trust fund, inclusionary zoning, development incentives, fee waivers, fast-track processing or assistance to housing agencies.

HOU 1.2.5 Review all requirements related to the construction of homes to identify where the cost of construction may be reduced, in an effort to make housing more affordable.

HOU 1.2.6 Consider inclusionary zoning tools which require developers to include a certain percentage of affordable housing units in each development.

Housing Preservation

HOU 1.3 Promote the preservation, repair, and maintenance of existing housing stock in Des Moines to keep healthy, safe, sanitary, and affordable units.

HOU 1.3.1 Coordinate with neighborhood-based groups and other organizations to promote preservation and rehabilitation of existing residential areas.

HOU 1.3.2 Consider a housing program to encourage landlords to retain and repair rental housing as affordable.

HOU 1.3.3 Publicize King County's Minor Home Repair Program available to low-, very low-, extremely low-, and moderate income residents of Des Moines.

HOU 1.3.4 Consider forming partnerships, implementing regulatory changes, and offering financial assistance programs to assist residents to remain in their homes.

HOU 1.3.5 Establish policies and procedures to mitigate displacement if and when new development occurs, with specific considerations for low-, very low-, extremely low-, and moderate-income housing options.

Special Needs Housing

HOU 2.1 Assist the private sector, non-profit agencies, and public entities in the planning and development of special-needs housing within and near Des Moines.

HOU 2.1.1 Assist social service organizations, non-profit housing providers, and community organizations that provide housing for low income and special needs populations, operate emergency shelters, or provide other housing-related services available to Des Moines residents.

HOU 2.1.2 Support the acquisition and preservation of income-restricted rental housing by housing partners, such as SKHHP.

IMAGINE DES MOINES 2044

HOU 2.1.3 As required by state law, do not impose regulatory barriers to the siting of group homes, foster care facilities, and facilities for other special populations. Strive for equitable distribution of special-needs housing within the City of Des Moines and among neighboring jurisdictions.

HOU 2.1.4 Coordinate with housing partners to create a centralized web page in the City's website to host all programs and services that Des Moines residents can access through the City and partners.

HOU 2.1.5 Implement programs to identify gaps in partnerships with underrepresented groups and build those relationships into City housing policy.

HOU 2.1.6 Identify potential barriers to housing access and remove where feasible.

HOU 2.1.7 As required by state law, amend development regulation to allow and regulate the development of permanent supportive housing and transitional housing in all zoning districts where residential dwellings (and/or hotels) are permitted, and allow and regulate emergency housing and emergency shelter in all zoning districts where hotels are permitted.

HOU 2.2 Encourage equitable distribution of low-income and special-needs housing throughout King County.

HOU 2.2.1 Promote compatible residential development that is affordable to all economic segments of the Des Moines community. Ensure City codes and development regulations do not create unnecessary barriers to affordable housing.

HOU 2.2.2 Encourage the development of mixed-income projects and communities.

HOU 2.2.3 The City should allow and have capacity for government-assisted housing, group homes, foster care facilities, emergency housing, emergency shelters, and permanent supportive housing.

HOU 2.2.4 Encourage the acquisition and preservation of income-restricted rental housing by housing partners.

HOU 2.2.5 Ensure conditions for affordable housing to be built in the future through proper zoning and development regulations and maintain a sufficient supply of land capacity to address housing needs; the city must ensure there are sufficient lands available to accommodate the required new units to be built for households earning below the Area Median Income.

Land Use

HOU 3.1 Protect residential areas from adverse impacts associated with incompatible land uses or nearby transportation facilities/activities.

IMAGINE DES MOINES 2044

HOU 3.1.1 Protect existing and planned residential areas from unmitigated adverse impacts that may be generated by nearby incompatible land uses or transportation facilities or activities.

HOU 3.1.2 Strongly advocate to the Port of Seattle and the Federal Aviation Administration (FAA) for proper mitigation of environmental noise impacts upon Des Moines' residential areas.

HOU 3.1.3 Avoid siting housing in close proximity to Sea-Tac Airport pursuant to RCW 36.70.547 and the Washington State Department of Transportation Airports and Compatible Land Use Guidebook, M3074.00 (January 2011, as amended).

HOU 4.1 Promote consistency with the Land Use Element's residential policies regarding density, population, housing mix, and siting criteria.

HOU 4.1.1 Implement the residential policies of the Land Use Element regarding dispersion of housing types, unit mix, and future population and encourage the construction of middle housing.

HOU 4.1.2 Maintain a consistent code enforcement program to maintain neighborhood quality and reduce the potential for nuisance properties and housing.

HOU 4.1.3 Allow middle housing types in single family zoning districts when appropriate criteria can be met, as required by law.

HOU 4.1.5 Allow mobile/manufactured and modular homes within Des Moines when such structures satisfy all applicable health and safety codes.

HOU 4.1.6 Continue to allow accessory dwelling units in a way that complies with all applicable laws.

HOU 4.2 Initiate and encourage equitable and inclusive community involvement that fosters civic pride and positive neighborhood image.

HOU 4.2.1 Establish regulations and procedures that provide a high degree of certainty and predictability to applicants and the community at-large and minimize unnecessary time delays in the review of residential permit applications, while still maintaining opportunities for public involvement and review.

HOU 4.2.2 Encourage the establishment of Block Watch/Neighborhood Watch programs in all residential areas.

HOU 4.2.3 Encourage private reinvestment in residential neighborhoods and private rehabilitation of housing by providing information, technical assistance, and referrals to appropriate agencies and organizations.

IMAGINE DES MOINES 2044

HOU 4.2.4 Coordinate with housing partners to create a centralized web page in the City's website to host all programs and services that Des Moines residents can access through the city and partners.

HOU 4.3 Integrate and coordinate construction of public infrastructure with private development to minimize housing costs wherever possible or practicable.

HOU 4.3.1 Use funds from local Capital Improvement Program, grants, and other sources to provide needed capital improvements, such as sidewalks, street lighting, and neighborhood parks in existing residential neighborhoods.

HOU 4.3.2 Continue to require on-site recreation areas (or fee-in-lieu) within new subdivisions and multifamily developments per development regulations. Consider if the City should adopt a procedure to provide relief from this requirement in certain cases, such as reductions or exemptions for below market-rate housing development.

HOU 4.3.3 Consider if the city should provide reductions or exemptions for parking requirements for certain housing development such as infill projects or housing which is provided below market-rate.

HOU 4.4 Provide guidelines that encourage flexibility in housing types while ensuring compatibility of housing with the surrounding neighborhood.

HOU 4.4.1 Encourage site and building designs that promote the safety and security of residents and visitors, and that create effective transitions between substantially different land uses and densities.

HOU 4.4.2 Use guidelines to ensure that new and infill developments minimize impacts on surrounding development.

HOU 4.4.3 Encourage middle housing types and accessible design that provides seniors the opportunity to remain in their own neighborhood as their housing needs change.

Land Use

HOU 5.1 Implement, promote, and enforce fair housing policies and practices so that every person has equitable access and opportunity to thrive in their communities of choice, regardless of their race, gender identity, sexual identity, ability, use of a service animal, age, immigration status, national origin, familial status, religion, source of income, military status, or membership in any other relevant category of protected class.

HOU 5.1.1 Promote zoning and development regulations that are non-exclusionary, and which avoid racially disparate impacts and/or disinvestment. Action against disparate impacts should include review of existing policies, codes, and procedures.

IMAGINE DES MOINES 2044

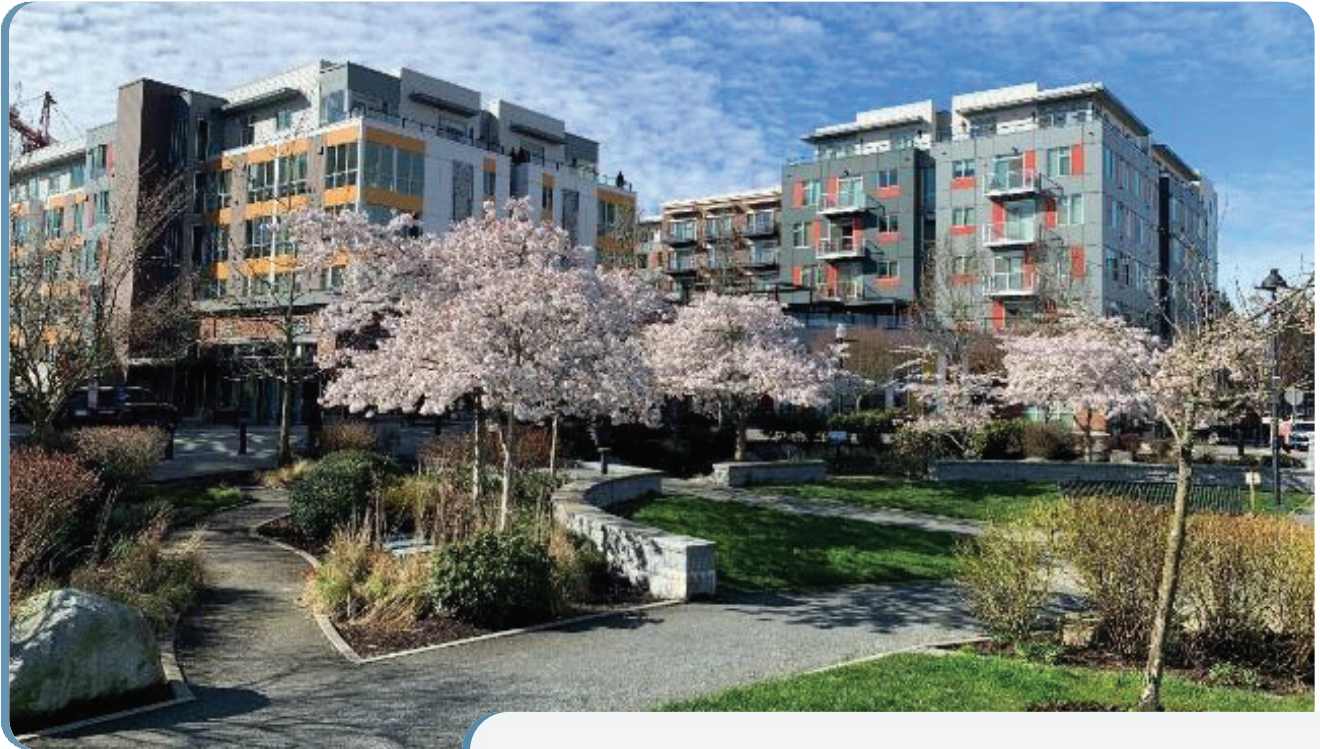
HOU 5.1.2 Promote fair housing for all persons and ensure that no City policies, programs, regulations, or decisions result in housing discrimination.

HOU 5.1.3 Document and recognize historic racially exclusive and discriminatory land use and housing practices, consistent with local and regional fair housing reports and other resources through support from State planning grants.

Attachment 8:

Burien 2044 Comprehensive Plan, Chapter 2: Land Use

2 Land Use



What You Will Find in this Chapter

- ▶ Information about how land should be used to support the range of activities Burienites do sustainably and equitably.
- ▶ A description of the City's plan for growth and development
- ▶ Goals and policies that intersect with all the other elements in this plan.

Our Land Use Vision

Growth in Burien contributes to the vibrancy of downtown and neighborhood centers, supports local businesses, increases housing opportunities for all, improves community and cultural spaces, and supports a healthy environment.

Introduction

The Land Use Element guides the shape and layout of Burien’s districts and development over time. It provides a framework for Burien to distribute land uses and intensities across the city to meet residential, employment, services, recreation, public facilities, and other land use needs equitably, efficiently, and for a prosperous, safe community. The Land Use Map helps to define where focus and investment would be most impactful. The envisioned development pattern will include:

- ▶ Downtown as Burien’s major civic and commercial hub.
- ▶ Vibrant neighborhoods that are well-connected to transit, services, and amenities.
- ▶ Plentiful homes for a range of income levels and ownership and rental options (discussed further in the Housing Element).
- ▶ Consideration for how public and private investment may affect displacement of Burien’s residents and businesses.
- ▶ Places for local jobs at a full range of pay levels, as well as good connections to regional jobs.
- ▶ Thoughtful placement of activities to avoid and/or mitigate air pollution and noise impacts from overhead flights corridors with high traffic volumes.
- ▶ New development avoids areas with sensitive environmental features and natural hazards like landslide and flood risk.
- ▶ Design that improves the health of natural systems, reduces greenhouse gas emissions and pollution, and increases resiliency and adaptation to future climate impacts.
- ▶ Safe and people-friendly places and opportunities for social activities, arts, and entertainment.
- ▶ Infrastructure that supports development and increases in intensity.

Where We’re Headed

The future development pattern described in this section reflects outcomes from:

- ▶ Engagement with stakeholder focus groups and Burien residents
- ▶ Analysis of racially disparate impacts from past policies
- ▶ Guidance from the Advisory Committee
- ▶ Planning Commission Recommendations and City Council Consideration

Conditions and Trends

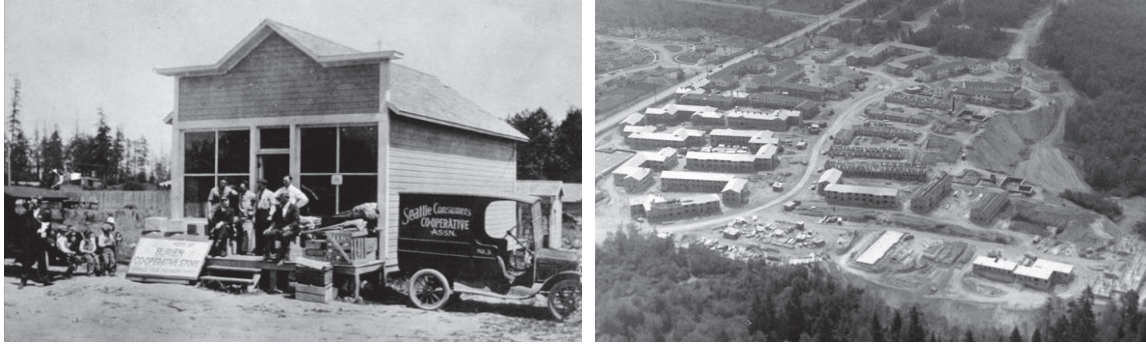
Today's Conditions

Historical Development

Burien's existing land use ([Exhibit 2-1](#) and [Exhibit 2-2](#)) is shaped primarily by the interaction of historical settlement patterns and subsequent land use regulations that control where different kinds of buildings can be developed. Prior to European colonization, Lushootseed-speaking peoples, including the Duwamish, Suquamish, Muckleshoot, and Puyallup, established winter towns near the Duwamish River waterway, including in and around Burien and summer camps on the Puget Sound shore for fishing, hunting, trading, and gatherings. The lands that now make up Burien were rich with forest wildlife, cranberry bogs, and a network of trails connecting the Puget Sound to the Duwamish, Black, White, and Green rivers. However, as a result of the large scale processes of colonization and forced removal of Indigenous peoples, there are a few discernable traces of Burien's first people on land use patterns today.

In the late 19th and early 20th centuries, regional transportation systems including roads, rail, and mosquito-fleet ferries facilitated the settlement and construction of homes, farms, and businesses. Areas like Olde Burien, Boulevard Park, Three-Tree Point, and Sunnydale attracted settlers and speculators, who helped establish the block and street grid patterns, business districts, and neighborhood centers which continue to shape the urban fabric of the city to this day. As the city grew into its role as a Seattle suburb, postwar market forces and more formalized rules from the County government shaped development patterns, including the broad expansion of low-density neighborhoods, the growth of business clusters along major arterials, and construction of apartment complexes on large parcels.





Clockwise

from top left: Three-Tree point ferry dock 1910 (1), Ambaum trolley circa 1918 (2), Burien Co-op 1920 (3), Burien Gardens construction 1947 (4).

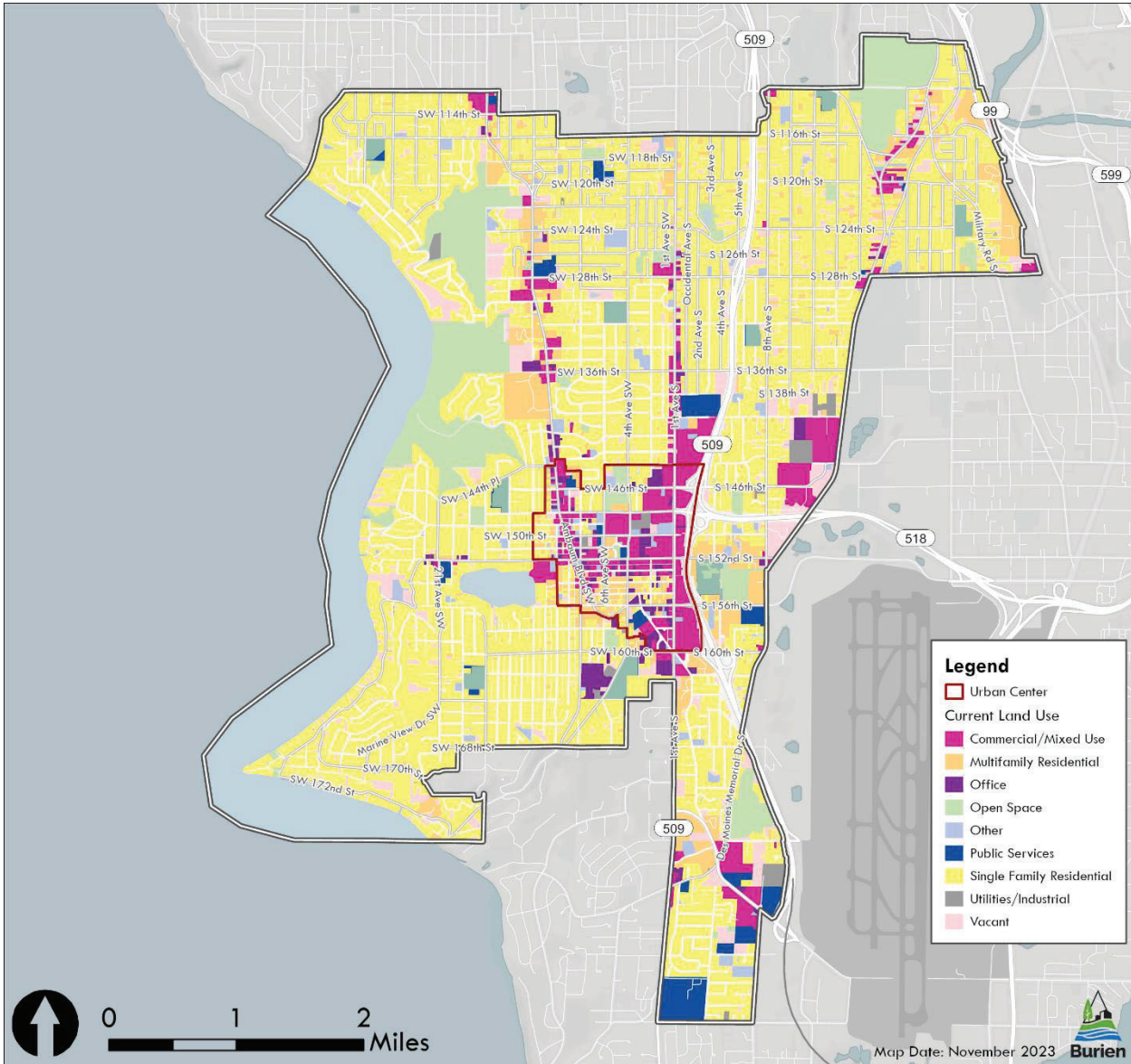
Sources: Public domain (1), Highline Heritage Museum (2 and 3), and Seattle Municipal Archives.

Exhibit 2-1. Existing Land Use Chart

Land Use	Parcels	Acres
Single-unit Residential	12,122	3,204
Multi-unit Residential	698	393
Commercial or Mixed Use	422	431
Office	147	82
Public Services	39	198
Utilities/Industrial	39	44
Open Space	47	376
Other	270	753
Vacant	872	379

Source: King County Assessor 2022

Exhibit 2-2. Existing Land Use Map

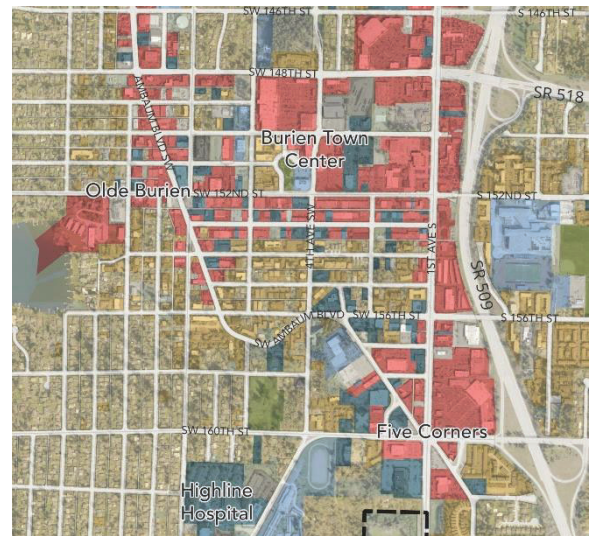


Source: Makers, 2023.

Burien Places

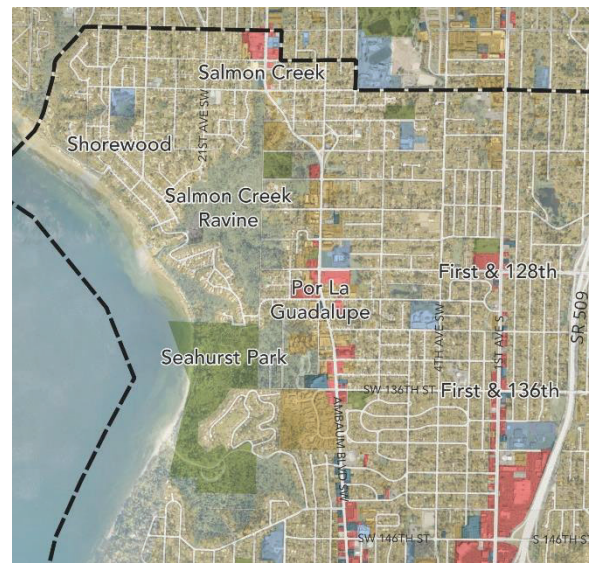
Downtown Burien

Downtown Burien is centrally located in the city and is considered Burien’s commercial, arts and entertainment, and civic hub. It includes the historic main street along 152nd St, with Olde Burien and Burien Town Center with City Hall and a public library, businesses on the southern portion of Ambaum Boulevard, businesses on First Ave and the Five Corners intersection, Highline Hospital and related medical services, and mixed housing (including condominiums and apartments), offices, and businesses in surrounding areas.



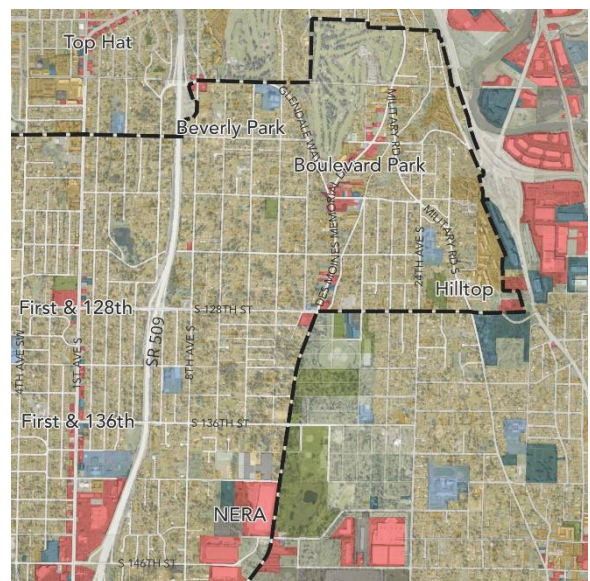
Northwest Burien

Northwest Burien consists of the area north of downtown and west of SR 509. It includes most of Ambaum Boulevard, with several clusters of businesses, services, and dense housing along its length. Seahurst Park and Salmon Creek Ravine occupy much of the western slope and Puget Sound shoreline in this area. The Shorewood neighborhood is located in the far northwest corner, near the Salmon Creek business node. The broad, fairly flat area between Ambaum Boulevard and 1st Ave S is covered primarily by low-density detached housing, including the Chelsea Park and Evansville neighborhoods and several small parks. 1st Ave is a major thoroughfare, with businesses along much of its length, and major commercial nodes at 128th St and 136th St. SR 509 forms a barrier to neighborhoods to the east, with relatively few street connections that cross the highway.



Northeast Burien

Northeast Burien lies east of SR 509 and north of SR 518. The Boulevard Park neighborhood is centered on the business cluster at Des Moines Memorial Drive and S 120th St. The hill running parallel to SR 509 is covered with low-density residential areas with



widely-spaced streets and steep slopes, especially sloping toward Des Moines Memorial Drive. Hilltop, near the eastern edge of the city and the border with SeaTac, has a park, school, and small medical cluster that extends into the City of SeaTac. The Northeast Redevelopment Area (NERA) hosts industrial and commercial uses on lands impacted by air and noise from Sea-Tac Airport. The Federal Aviation Administration (FAA) restricts land uses in approximately half of the NERA.

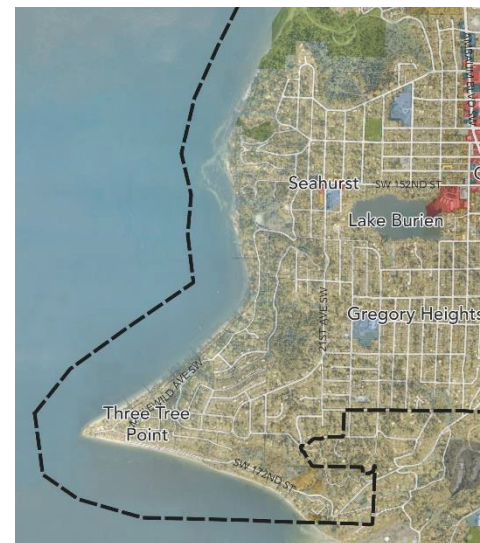
Southeast Burien

Southeast Burien consists of the areas south of SR 518 and east of 1st Ave S, including the Sunnysdale and Manhattan neighborhoods and the Five Corners Commercial Node. This narrow section of the city is crossed by SR 509, creating a barrier between the higher-density housing of Sunnysdale and lower density areas to the south. Industrial/commercial uses are clustered around the intersection of SR 509 and Des Moines Memorial Drive. The Manhattan neighborhood has two commercial nodes, one on 1st Ave S and one on Des Moines Memorial Dr with apartments between and around them. The southern end of the neighborhood has lower-density residential uses, with several large non-residential facilities, including the Washington State Criminal Justice Training Center, Highline Big Picture High School, religious institutions, and airport-oriented businesses located immediately across 8th Ave S in the City of SeaTac.



Southwest Burien

Southwest Burien consists of the areas south of Seahurst Park and east of downtown and Highline Hospital bounded to the west by the Puget Sound. Much of this area is covered in low-density residential uses, including the Lake Burien, Gregory Heights, Maplewild, and Three-Tree Point neighborhoods. The Seahurst neighborhood business node is centered at W 152nd St and 21st Ave SW with several small shops and services. The Three Tree Point area features a distinctive lot pattern with relatively small and narrow residential lots along the water and a small historic store in an area otherwise dominated by residential uses.



Creative District

The Burien Creative District (BCD) was created to foster collaboration and strategic partnership with Arts organizations as well as businesses and the community. It includes a core area of downtown and extends to the northeast neighborhood of Boulevard Park.

Neighborhoods

One of the core concepts of the 1999 Burien Comprehensive Plan was to strengthen the city's residential neighborhoods. See [Exhibit 2-3](#). To further this goal, the city defined eighteen neighborhoods, and the plan recommended that each neighborhood develop a neighborhood plan. However, due to resource constraints only one neighborhood plan has been developed to date (Salmon Creek, 2004).

In addition to designated neighborhoods, a system of commercial nodes was identified in the 2014 update to the comprehensive plan. These nodes were identified as "focal points for employment, commerce, and culture for their adjacent residential neighborhoods."

This comprehensive plan revisits and updates the concept of the neighborhood center as a key focal point for community members and proposes multiple walkable centers. For more, see [Neighborhood Centers](#).

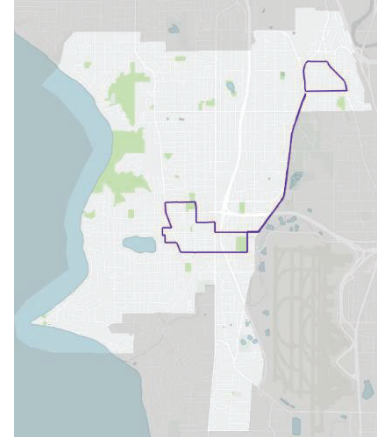
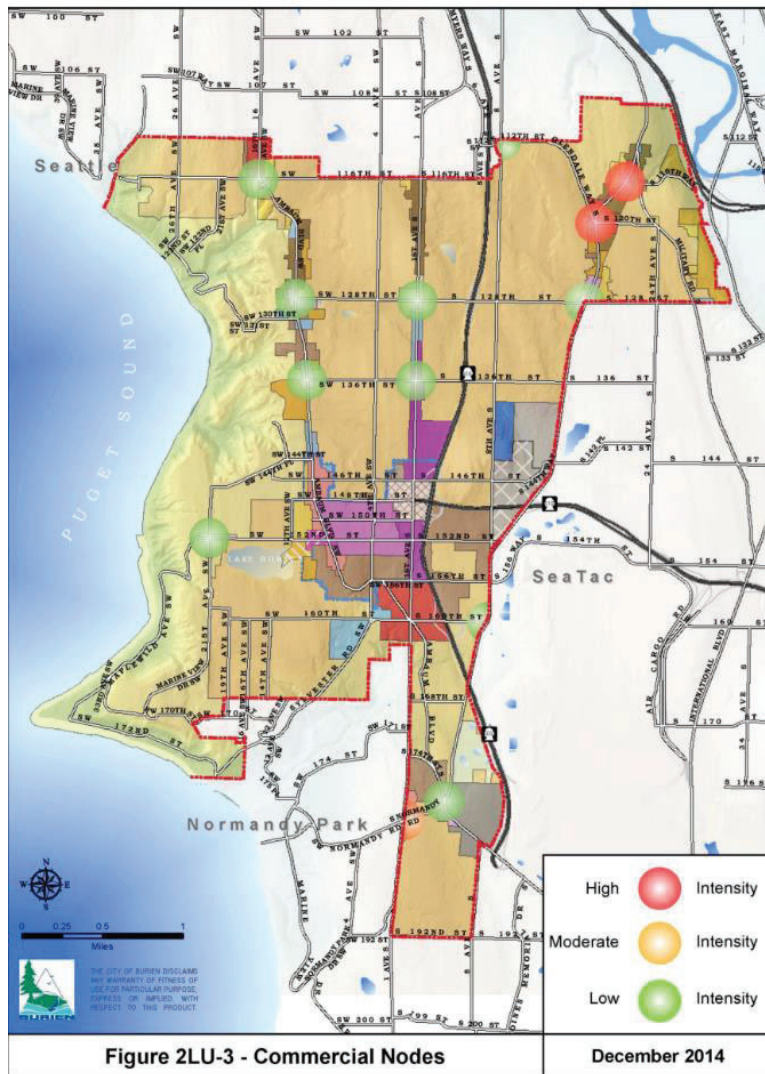


Exhibit 2-3. Burien Designated Neighborhoods and Commercial Nodes



Source: City of Burien, 2014.

Assets and Hazards

Burien’s natural and human-made landscape makes certain areas well or poorly suited to different land uses and intensities.

Natural Areas. Burien’s assets include its forested natural areas, Puget Sound shorelines, Lake Burien shoreline, streams and wetlands. These places provide diverse habitats, help to moderate temperatures, process stormwater, and provide recreational and aesthetic amenities for residents.

Services. Businesses, government agencies, and community, religious, and non-profit organizations provide services to Burien residents. Services like the public library, City Hall, Burien Community Center, schools, supermarkets, shops, and culturally relevant businesses are clustered downtown

and to a lesser extent in neighborhood centers around the city. The closer residents are to these services, the easier they are to access.

Transit. Bus routes operated by King County Metro provide mobility options for Burien residents to move throughout Burien and the region. Frequent high-quality bus service, like the RapidRide F and H lines make it easier for people to accomplish daily tasks without the need for a car. Because most transit service is accessed by foot or rolling, having homes and businesses close to bus stops makes them easier to use.

Steep slopes and liquefaction. Awesome views of the Olympics, Puget Sound, and Vashon Island are a beloved natural amenity in Burien, but the steep bluffs that make these views possible are also vulnerable to landslides during heavy rain and/or earthquake events. Most of the western edge of Burien consists of landslide-prone slopes. Steep slopes are also found in Boulevard Park, especially on the eastern slope above the Duwamish River. Seismic hazard zones, where soil liquefaction can occur during an earthquake, are also located along the shoreline near Three Tree Point and southwest of Five Corners (1st Ave S & S 160th St).

Airport flightpath and highways. Immediately east of Burien is SeaTac airport, a major hub for domestic and international travel serving an average of 1,100 flights daily.² Many of these flights cross over parts of Burien, especially Boulevard Park, at low altitude creating air and noise pollution that impacts quality of life, health, and well-being for area residents. Air and noise pollution near highways and heavy-traffic arterials can also negatively impact people. Experts recommend limiting dense residential development and sensitive uses in areas where noise volumes exceed 70 dBA or within 500 feet of roads with more than 100,000 daily trips.³

Flooding. Glacial till, the predominant soil type in Burien, allows limited water infiltration, meaning that heavy rain can quickly lead to localized flooding where stormwater is not managed adequately. Heavy rainfall events are projected to become more frequent and intense due to climate change, exacerbating flood risk in certain areas in Burien.

Housing and Jobs

See Housing and Economic Development elements for housing and jobs data and density maps.

² 401,351 flights annually, per <https://www.portseattle.org/page/sea-airport-basics>.

³ FAA and California Air Resources Board.

Tomorrow's Projections

Refer to:

- ▶ Housing and Economic Development Elements for housing and jobs data
- ▶ Climate Element for increasing risks (especially heat, precipitation (flooding and landslides))
- ▶ Climate and Transportation Elements for land use pattern connection to GHG
- ▶ Equity Element and Community Health and Wellbeing for climate impacts on vulnerable populations

Challenges and Opportunities

Based on the housing and economic analyses, the racially disparate impacts analysis, the climate vulnerabilities analysis and zoning code audit, and community engagement and stakeholder interview results, land use challenges and opportunities include the following.

- ▶ Continue downtown as Burien's central, most important, and vibrant hub; focus investment for impactful results. The recent Burien Urban Center Plan provided a strong vision and needs implementation.
- ▶ Foster walkable and connected neighborhood centers. Burien has long had unique residential neighborhoods with varying degrees of commercial center development and nearby amenities. Community members would like to be able to meet daily needs within short walkable trips.
- ▶ Increase opportunities for housing close to transit access. Leverage recent RapidRide improvements and continued regional transit investment while improving access to opportunity for more people.
- ▶ Increase opportunities for more home-based or small businesses throughout neighborhoods. Similar to the walkable neighborhood centers concept, community members would like to see more businesses in walking distance.
- ▶ Create new opportunities for homeownership, increase housing variety, and protect affordability by accommodating a greater variety of housing types, especially "middle housing," throughout Burien neighborhoods, while balancing tree canopy goals, stormwater management, and infrastructure capacity. Burien currently has large swaths of land zoned primarily for one to three housing units



per lot, some areas for apartment/condominium development.

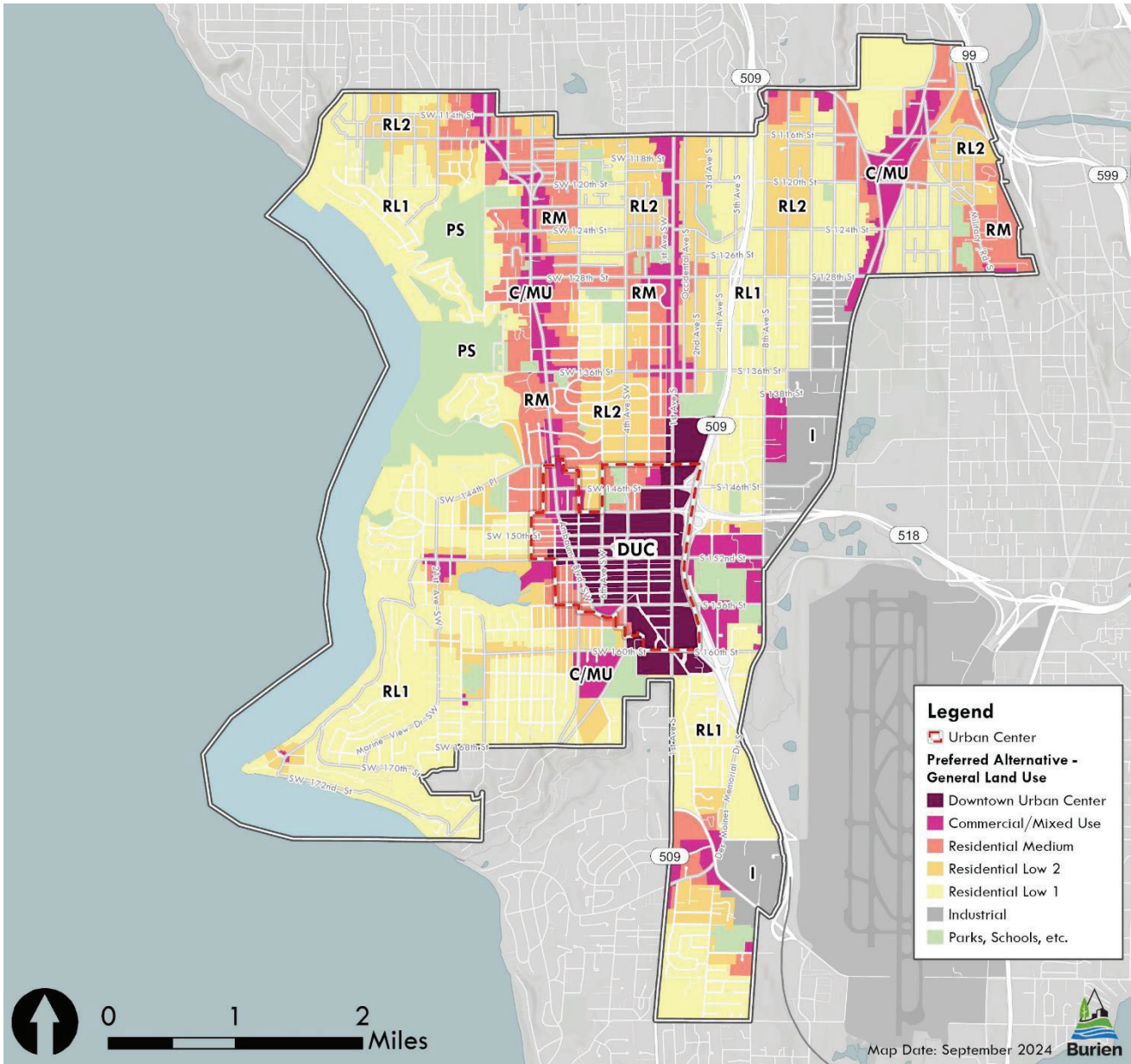
- ▶ Make it easier for property owners to adapt to changes in family, income, and physical ability through different life stages by increasing flexibility in residential zoning rules.
- ▶ Avoid and/or mitigate Sea-Tac Airport’s impacts on air and noise quality, especially in eastern Burien. Air and noise pollution have significant health impacts.
- ▶ Avoid and/or mitigate air and noise impacts, as well as safety impacts of fast-moving vehicles, along arterials with high volumes and speeds. Although electric vehicles may reduce some types of air pollution, their tires continue to add other types of air pollution and continue noise impacts. Children are especially vulnerable to air pollution, health impacts and fast-moving vehicles.
- ▶ Reduce and/or mitigate displacement risks for racially and culturally diverse residents and businesses. Burien is proud of its racial and cultural diversity and the affordable spaces it has today that help build communities.
- ▶ Address climate impacts, including:
 - Urban heat. Design of future development could improve shade and efficient cooling. Public investments could focus on priority “cool corridors” that equitably connect high volumes of people to transit, emergency shelter, job centers, and other critical places during extreme heat events.
 - Flooding. Needed additions to the housing supply, as well as the conditions of streets developed prior to modern stormwater standards, have the potential to cumulatively increase impervious surfaces at the same time that climate change exacerbates flooding risks. Investments in regional stormwater improvements may be needed to mitigate flood risks and maintain development feasibility.
- ▶ Accommodate Burien’s jobs growth target. Burien’s current commercially-zoned land does not have adequate capacity for the needed jobs. Keep existing businesses and allow for increased commercial development through the strategies noted above—increase allowances and remove barriers to greater job opportunities in downtown, industrial and employment-focused areas, neighborhood centers, and organic development or building renovation throughout Burien.

Note: the factors listed above intersect with subjects addressed in other chapters. This list aims to focus on topics that influence decisions about the land use designations and their mapped extents.

Our Land Use Plan

This plan presents a future land use in Burien using the following designations in [Exhibit 2-4. Future Land Use Plan.](#)

Exhibit 2-4. Future Land Use Plan



Source: City of Burien, MAKERS, BERK, 2024.

The Future Land Use Map provides for more dense downtown development and strong neighborhood nodes. There is a focus on the Greater Downtown in the Urban Center and along 1st Avenue S, and nodes for mixed uses along corridors, particularly Ambaum Corridor, 1st Avenue S and Des Moines Memorial Drive. It includes a variety of housing types including Residential Medium along corridors. It provides for a range of middle housing types in Residential Low 1 and 2. Jobs are focused in the Greater Downtown and the Northeast Redevelopment Area (NERA).

Goals and Policies

General

Goal 2.1 Establish a development pattern that is true to the vision for Burien by supporting the vitality of the downtown core, neighborhoods, and employment areas.

Policy 2.1-1 **Exhibit 2-4. Future Land Use Plan** illustrates the future distribution and location of generalized land uses within Burien. **Exhibit 2-5. Land Use Designations** establishes land use designations, densities, and intensities.

Policy 2.1-2 Reflect community values (see Vision & Plan Introduction) in the City's land use and decision making processes. Recognize the rights of individuals to use and develop private property in a manner consistent with City regulations.

Policy 2.1-3 Focus growth and investment in the urban center and neighborhood centers well-served by transit and amenities, such as businesses, parks, trails, schools, libraries, community centers, and other civic/community institutions.

Policy 2.1-4 Encourage a mix of residential, office and commercial uses within Burien's Urban Center to create a vibrant city center that reduces reliance on the automobile and provides a range of housing opportunities. Reduce or mitigate the risk of displacement of affordable commercial space and naturally occurring affordable housing.

Policy 2.1-5 Downtown Burien and surrounding areas have been designated a regional growth center in accordance with Vision 2050 and the King County Countywide Planning Policies. The boundaries of the Urban Center are shown on **Exhibit 2-6. Urban Center Boundary**).

Policy 2.1-6 Expand Burien's economic base by attracting the types of economic activities that best meet the needs and desires of the community, while considering compatibility between uses.

Policy 2.1-7 Encourage redevelopment and development of underutilized and vacant land to be compatible with the envisioned scale and design of surrounding development. Consistent with Burien's Parks, Recreation, and Open Space Plan, Shoreline Master Program, and Critical Areas Ordinance, such properties may be considered for open spaces designed and sited to connect habitat, walking trails, and outdoor recreation throughout the city.

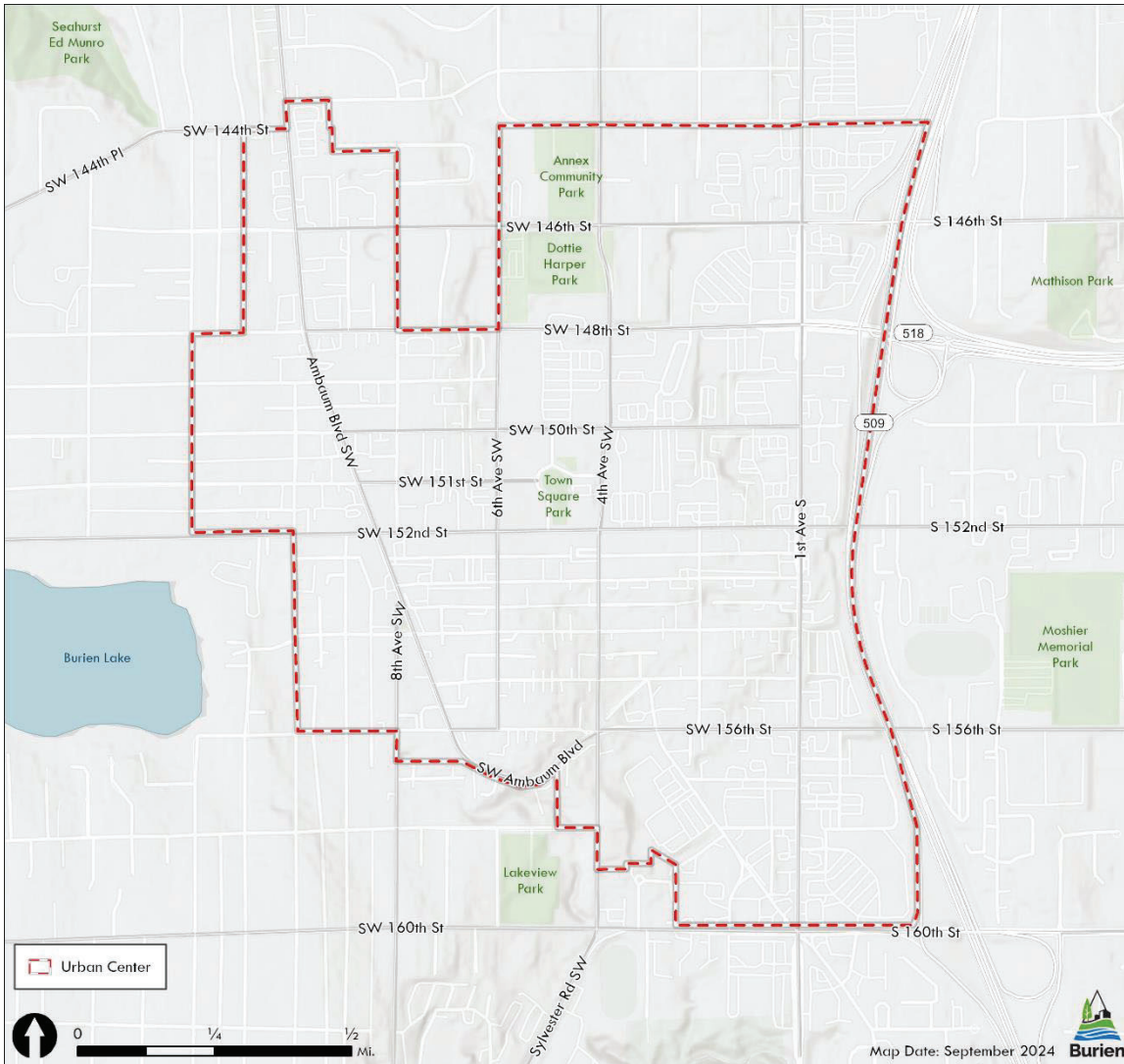
Exhibit 2-5. Land Use Designations

Name	Future Land Use Description
Downtown Urban Center	<p><u>Purpose:</u> This designation is intended for areas close to and within Burien’s Urban Center, the most active place in Burien. It reinforces downtown as Burien’s civic center with a focus on employment, an urban neighborhood, transit-orientation, arts and culture, and entertainment. Development will be pedestrian-oriented with focus on street level activity and design.</p> <p><u>Principal uses & intensity:</u> Burien’s most intense mix of commercial, office, residential, mixed use, and civic uses. Development will range from low-, mid-, and high-rise in scale. Active ground floor uses may be required along some streets and encouraged elsewhere.</p> <p>Approximate density: 60-200 units per acre.</p>
Commercial/Mixed Use	<p><u>Purpose:</u> This designation promotes pedestrian-oriented commercial and mixed-use development in neighborhood centers near transit and/or amenities to provide services, employment, and housing opportunities for nearby residential areas. It is intended to foster centers of activity, reduce automobile trips, and encourage other travel modes. These high intensity areas make use of existing neighborhood anchors, such as groceries, parks, schools, and other business.</p> <p><u>Principal uses & intensity:</u> A variety of commercial (including services, restaurants, groceries, offices, retail, light manufacturing, general commercial, etc.), mixed-use, residential, and civic uses. This designation also includes hospitals and medical centers. Intensities range from single-story to midrise development. Active ground floor uses may be required along neighborhood main streets and encouraged elsewhere.</p> <p>Approximate density: 40-100 units per acre.</p> <p>Apply a minimum density near transit station areas and transit corridors served by high-capacity or frequent transit.</p>
Residential Medium	<p><u>Purpose:</u> This designation allows a mix of housing types, including multi-dwelling structures near transit, amenities, and employment centers. It creates a transition from higher intensity areas, such as mixed-use neighborhood centers, to lower intensity residential areas.</p> <p><u>Principal use & intensity:</u> Primarily multi-story residential buildings, including low-rise and midrise apartments/condominiums, townhouses, and other building types. Some small commercial uses are permitted on the ground floor. Approximate density: 20-80 units per acre.</p>
Residential Low 2	<p><u>Purpose:</u> This designation provides for moderate-scale multi-dwelling/middle housing development to expand housing options in neighborhoods, especially ownership options. Appropriate locations include areas somewhat close to transit or amenities or lots which have suitable characteristics for more intense middle housing types.</p> <p><u>Principal uses & intensity:</u> Primarily moderate-scale middle housing types, including a mix of townhouses, multiplexes, courtyard apartments, and detached houses. New development should be harmonious with the scale and pattern of the surrounding neighborhood. Approximate density: 15-40 units per acre.</p>

Name	Future Land Use Description
Residential Low 1	<p><u>Purpose:</u> This designation allows a low-scale mix of housing types to modestly expand housing choices throughout Burien.</p> <p><u>Principal uses & intensity:</u> Primarily detached houses with some duplexes, cottage clusters, and other low-scale middle housing types. New development should be harmonious with the scale and pattern of the surrounding neighborhood. Approximate density: 8-20 units per acre.</p>
Industrial	<p><u>Purpose:</u> This designation is intended for a wide range of employment-oriented, land-intensive uses, such as manufacturing, distribution, flex-tech, and auto sales, in areas with freight access and appropriate conditions for land-intensive uses. This designation is intended to make appropriate use of land impacted by air and noise pollution, such as the NERA. Development should be located and designed to minimize visual, traffic, noise, or other impacts on the surroundings areas.</p> <p><u>Principal uses & intensity:</u> Primarily warehouses, workshops, light and heavy manufacturing and industrial facilities, processing and distribution, business park and flex-tech, research and development, general service, small office or flexible buildings, and auto sales.</p>
Parks & schools	<p><u>Purpose:</u> This designation allows for recreational facilities and services that define and enhance the livability of surrounding residential areas and viability of nearby business areas.</p> <p><u>Principal uses & intensity:</u> Parks, schools, community centers, trails, open spaces, and other public and quasi-public facilities and properties.</p>

Sources: City of Burien; 2024.

Exhibit 2-6. Urban Center Boundary



Source: City of Burien, 2024

Goal 2.2 Plan for Burien’s share of regional growth consistent with state and regional goals directing growth to urban areas.

Policy 2.2-1 Accommodate growth targets for the planning period ending in 2044 as shown in **Exhibit 2-7. Growth Targets**. Implement appropriate zoning regulations and develop infrastructure to create opportunities for housing and jobs in Burien.

Exhibit 2-7. Growth Targets

Target Type	Target Number
Jobs 2019-2044	4,770
Housing 2019-2044	7,500

Target Type	Target Number
Income Level 2019-2044 Breakdown	
0-30% PSH*	759
0-30% Other	1,444
30-50%	524
50-80%	407
80-100%	574
100-120%	650
120%+	3,142
Emergency housing and shelter beds	1,443

*Permanent Supportive Housing

Policy 2.2-2 Provide sufficient land area and densities to meet Burien’s projected needs for housing, employment and public facilities.

Policy 2.2-3 Zone sufficient buildable land, create adequate usable development capacity and allow for an appropriate mix of housing types to accommodate not less than Burien’s projected share of King County population growth and housing targets by income band over the next 20 years. See [Exhibit 2-7. Growth Targets](#) and [Exhibit 2-8](#) below.

Exhibit 2-8. Land Capacity Analysis - Land Use Plan at Midpoint and Optimal Densities

Land Use Designation	Implementing Zones	Acreage	Housing Capacity	Job Capacity
Commercial/Mixed Use	MU-1	465	1,620 - 2,321	1,288 - 1,418
	MU-1 BP			
	MU-2			
	MU-2 E			
	MU-C			
	SPA-2			
Downtown Urban Center	MU-2	267	2,751 - 3,759	970 - 1,127
	MU-2 CD			
	MU-A			
	MU-DT			
Industrial	I	270	--	1,129
Parks, Schools, etc.	PRS	531	--	-
Residential Low 1	R2/R1	2,219	2,777 - 3,143	518 - 588
Residential Low 2	R3	762	1,614 - 1,627	309 - 311
Residential Medium	R4	717	2,640 - 3,424	463 - 589
	R5			
Grand Total		5,230	11,402 - 14,274	4,677 - 5,162

Source: Makers, 2024; BERK 2024.

Policy 2.2-4 Ensure that any rezoning results in an overall increase in residential capacity and/or employment targets and will contribute toward the City achieving its population,

housing, affordability, emergency shelter, and employment targets under the Growth Management Act and King County Planning Policies. Consider linking increases in capacity due to rezones to affordable housing incentives or inclusionary zoning.

Policy 2.2-5 Establish minimum density standards in targeted areas to discourage underdevelopment of land resulting in reduced capacity for housing and jobs.

Policy 2.2-6 Coordinate with surrounding jurisdictions to enhance the consistency of land use goals and policies, particularly at Burien’s borders.

Downtown/Urban Center

Goal 2.3 Plan for growth and implement City- and community-led strategies in the Burien Urban Center to ensure an Urban Center that is artistic, creative, and unique; diverse and resilient; and connected, green and healthy. See Exhibit 2-6. Urban Center Boundary.

Land Use and Development

Policy 2.3-1 Accommodate the employment and housing density needed for a successful urban center.

Policy 2.3-2 Prepare the Urban Center for development readiness through specific guidelines and updated environmental review. Consistent with the City’s stormwater management plan and regulations, incentivize Low Impact Development, roof gardens, and other green infrastructure tactics.

Urban Form

Policy 2.3-3 Designate different sub-districts to encourage and promote a diversity of uses, cultures, and activity.

Policy 2.3-4 Define gateways into the Urban Center and update street design standards that create inviting and memorable places for different modes and to organize and direct uses and activities.

Policy 2.3-5 Support upgrades and design continuity throughout the Urban Center.

Housing

Policy 2.3-6 Support the development of affordable housing within the Urban Center.

Policy 2.3-7 Minimize the amount of housing displacement created from development.

Policy 2.3-8 Encourage development and redevelopment of a wider variety of housing types.

Economic Development

Policy 2.3-9 Support small business retention and expansion.

Policy 2.3-10 Take steps to alleviate the risk of displacement of existing businesses.

Policy 2.3-11 Support employment growth by redeveloping key areas of the Urban Center.

Public Services

Policy 2.3-12 Plan for, prioritize, and implement infrastructure improvements in the Urban Center.

Policy 2.3-13 Implement community development initiatives in the Urban Center.

Multi-Modal Transportation

Policy 2.3-14 Strengthen parking management and reduce barriers for development infill.

Policy 2.3-15 Encourage multi-modal connections.

Policy 2.3-16 Reduce single occupancy vehicle trips in the Urban Center to 60%.

Policy 2.3-17 Coordinate with King County Metro for safe and efficient transit options.

Parks and Public Space

Policy 2.3-18 Add public spaces and “green” amenities near activity areas and housing while reducing impervious surfaces.

Policy 2.3-19 Apply the Adaptive Streets Model into lower volume streets.

Policy 2.3-20 Develop and implement a Downtown Clean and Safe Program to provide enhanced cleaning, safety, and services.

Policy 2.3-21 Examine developer requirements for higher-density housing/mix use to contribute to level of service for parks and recreation. Locate additional public space for recreation and social gathering in comfortable walking distance of dense housing and activity areas.

Policy 2.3-22 Increase green infrastructure (i.e., trees, pervious surfaces and stormwater gardens, vegetation) within the downtown/urban center through development requirements and city properties/ right-of-way.

Environment

Policy 2.3-23 Follow guidance of the City’s Stormwater Management Program Plan (SWMP) to preserve, protect, and improve water resources.

Policy 2.3-24 Develop a sustainable design policy that incentive building retrofitting, LEED certification, and other energy saving techniques.

Policy 2.3-25 Pursue plans and programs to reduce Burien’s impacts on climate change.

Arts and Culture

Policy 2.3-26 Develop an arts district within the Urban Center to incentivize, enhance, and showcase Burien’s culture, and to support the arts.

Policy 2.3-27 Develop and support the growth of Burien’s artistic and creative industries, creating a destination that serves the local community as well as the region. Attract and support the creative community of Burien, fostering local business, diverse opportunities and a unique lively and resilient economic future. To concentrate and amplify Burien’s cultural heritage and foster a growing arts and entertainment community, to benefit the livelihoods of all residents and enhance Burien’s identity and livability.

Additional Implementation

Policy 2.3-28 Develop Comprehensive Plan land use designations and accompanying zoning regulations and design standards to ensure consistency with the final vision articulated for the urban center.

Policy 2.3-29 Leverage local, regional, state, and federal agency funding for needed public facilities and services within Burien’s urban center. Prioritize transit service and improvements as well as other transportation projects that will increase mobility to and from the center.

Policy 2.3-30 Periodically review development within the urban center to identify and resolve barriers to efficient and predictable permitting.

Policy 2.3-31 Support effective administration of policies, regulations, and strategies to achieve the goals and objectives and the vision of the Burien Urban Center Plan.

Neighborhood Centers

Goal 2.4 Provide a broad range of attractive and strategically located business and civic activity centers/nodes that serve the everyday needs of the surrounding neighborhoods within short trips.

Policy 2.4-1 Maintain and strengthen areas that serve as neighborhood focal points with services, amenities, employment, commerce, civic and public places, educational, cultural, and community connection opportunities. Recognize their roles in providing commercial and community services, acting as community gathering places, and helping establish unique neighborhood identities.

Policy 2.4-2 Support mixed residential and commercial development in centers in a manner that is compatible with nearby uses. Promote compact growth with opportunities to live near services and employment opportunities.

Policy 2.4-3 Foster centers as multimodal transportation hubs and optimize pedestrian and bicycle access from adjacent neighborhoods, reducing automobile trips and promoting non-motorized connections.

Policy 2.4-4 To support services and amenities within walking and rolling distance, allow home-based businesses and small-scale storefronts or eating establishments if they are compatible with residential uses.

Active Living

Goal 2.5 Support and enhance a greater mixing of residential and commercial uses, especially in neighborhood centers, to make it easier to choose active (i.e., non-vehicular) modes of transportation to meet every day needs.

Policy 2.5-1 Encourage and support the development of subarea or neighborhood plans to foster complete neighborhoods where daily needs can be met with short, comfortable trips. Supply the administrative support and personnel to support neighborhoods in their plan development process. Integrate planning for park and public space improvements with neighborhood plan development. Once adopted each plan should be periodically reviewed.

Policy 2.5-2 Maintain and update design standards as needed to ensure mixed-use and commercial development in neighborhoods employs appropriate human-oriented amenities and design elements (e.g., benches, canopies, bike parking) to encourage a sense of community, convey the impression of a neighborhood focal point, and promote non-motorized access.

Policy 2.5-3 Encourage the types of uses which attract people, such as active ground floor uses like restaurants and shops, to locate in neighborhood centers and use the sidewalk to create a welcoming human experience.

Goal 2.6 Integrate development patterns with transportation systems to support active living.

Policy 2.6-1 Provide multimodal and other non-motorized travel facilities consistent with Burien’s Transportation Master Plan, giving priority to community pathways that connect public places, such as parks, recreation facilities, open spaces, downtown, schools, and neighborhood gathering spots.

See Transportation for additional policies to support multimodal travel and transit-oriented development.

Policy 2.6-2 Enhance walking/rolling/biking in neighborhoods by encouraging the development of a system of paths and trails linking neighborhoods with each other, open spaces, parks, activity centers, shopping, and employment centers.

Policy 2.6-3 Ensure that sidewalks, paths, through-block connections, and trails, are furnished, when appropriate and needed, with lighting, seating, landscaping, trash receptacles, bike racks, railings, and all ages and abilities access to encourage people walking/rolling/biking. Amenities such as sculptures, planters shade producing vegetation, and water features should be provided to encourage human activity in focal points.

Policy 2.6-4 Encourage and, where appropriate, require multimodal connections through large blocks and to connect adjacent properties. Linkages should be located and designed to be obvious, inviting, and set up for the success of future connections.

Policy 2.6-5 Integrate appropriate street tree species and other vegetation in planting strips and other landscaped right of way areas. Prioritize linking these areas for human and wildlife use. Provide adequate rooting space to limit damage to street infrastructure.

Policy 2.6-6 Design streets to be visually appealing connections between different parts of the city for motorists, bicyclists, and pedestrians. Street design guidelines should incorporate elements in roadway design consistent with the Pedestrian and Bicycle Facilities Plan. These elements include collector lanes, wider sidewalks, separated sidewalks, planting strips, benches, curb line trees and pedestrian oriented streetlights.

Policy 2.6-7 New developments, including multifamily, commercial, retail, office, and industrial uses, should be designed to incorporate features that encourage alternative modes of travel, such as transit, biking, walking, and rolling.

Housing Opportunities

Goal 2.7 Provide for a range of housing choices that reinforce livable and sociable neighborhoods and meet the needs of existing and future Burien residents.

Policy 2.7-1 Diversify and expand housing types and choices beyond centers and arterials to meet the changing needs of the community.

Policy 2.7-2 Support home ownership opportunities by encouraging a variety of housing types and sizes for all income levels throughout Burien, such as duplexes, triplexes, townhouses, courtyard housing, cottage housing, and condominiums and considering affordable housing incentives or inclusionary zoning.

Policy 2.7-3 Provide for greater residential development in areas that are served by transit, commercial services, employment opportunities, and amenities.

Policy 2.7-4 Monitor long-range transit plans for light rail, and amend the Comprehensive Plan Land Use Plan, such as to consider best locations for transit-oriented development.

Policy 2.7-5 Revisit Boulevard Park land use designations and zoning as soon as 5-10 years from the Periodic Update adoption in 2024 to consider potential improvements in environmental impacts (e.g., air pollution, noise, other).

Jobs and Economy

Goal 2.8 Provide a broad range of employment-supportive areas that make efficient use of Burien’s transportation and transit infrastructure and are compatible with nearby uses and conditions.

Policy 2.8-1 Provide areas for businesses that serve neighborhoods, the community, and the region, and minimize traffic congestion, visual, and other impacts on the surrounding residential areas.

Policy 2.8-2 Encourage concentrations of employment-focused land uses near high-capacity transit.

Policy 2.8-3 Monitor Burien’s job centers and employment trends to consider land use changes, if needed, to maintain business vitality and job opportunities in Burien.

Policy 2.8-4 Facilitate economic development and provide flexibility for airport-compatible uses in the Northeast Redevelopment Area (NERA) identified on [Exhibit 2-4](#).

Policy 2.8-5 Make best use of air and noise impacted land that is unhealthy for humans, especially in the Sea-Tac Airport flight path and near highways, by allowing employment uses where people can work in controlled environments or land uses that are not harmed by air and noise pollution.

Policy 2.8-6 Promote light industrial makers spaces and supporting services in the industrial areas along Des Moines Memorial Drive facing North SeaTac Park.

Policy 2.8-7 Monitor work-from-home and home-based business trends and allow and encourage jobs in neighborhoods when compatible with residential uses.

Community and Cultural Space

Goal 2.9 Preserve and develop inviting and distinctive gathering spaces to enhance and support Burien’s culturally and racially diverse communities.

Policy 2.9-1 Identify priority locations to provide opportunities for small business/incubator spaces in existing buildings or through development. Recognize small business/incubators’ power to serve as community gathering spaces.

Policy 2.9-2 Take proactive actions and identify priority areas to reduce or mitigate risk of displacement and closure of community-serving business when creating and amending land use plans and making infrastructure investments.

Policy 2.9-3 Preserve and expand the development of amenities, services, and facilities that are supportive of all families, such as parks, open space, community centers, and day cares.

Policy 2.9-4 Maintain and adopt development regulations that encourage usable public open space in mixed use and commercial areas.

Policy 2.9-5 Pursue strategic public-private partnerships with large developments to leverage high quality public space integrated with new development.

Policy 2.9-6 Encourage community co-creation/co-design of public spaces throughout Burien.

Policy 2.9-7 Recognize the value of arts and culture as a placemaking strategy to enhance unique neighborhood identity.

Discussion: Refer to Burien PROS plan for goals, strategies and action items related to parks, open space, community centers, and program expansion. The City should

What are the most important themes would you like to see addressed in Burien’s long-range plans? (Visioning, Fall 2022)

Top Responses – *English Spoken at Home* (n= 100)

- ▶ Neighborhoods where it is easy to meet daily needs, e.g., 15 minute walk...
- ▶ Equitable investments in city infrastructure and services
- ▶ Access to parks, trails, and shorelines
- ▶ Prosperity and opportunity for jobs and businesses...
- ▶ Transportation connections by all modes...

Top Responses – *Spanish and Other Non-English* (n=24)

- ▶ Housing variety and affordability
- ▶ Prosperity and opportunity for jobs and businesses...
- ▶ Access to parks, trails, and shorelines
- ▶ Neighborhoods where it is easy to meet daily needs, e.g., 15 minute walk...
- ▶ Recognizing and supporting cultural customs, arts, and social institutions of Burien’s diverse community

coordinate park planning, acquisition and development with other City projects and programs that implement the comprehensive plan.

Healthy Environment

Goal 2.10 Promote land use and developments that foster healthy environments to sustain and protect people, neighborhoods, wildlife, and natural environment.

Policy 2.10-1 Proactively steward natural systems and discourage development and land use decisions that adversely impact the natural environment.

Policy 2.10-2 Ensure that developments are sensitive to the built and natural environments, such as air and water quality, traffic congestion and noise, by providing impact management to maintain the quality of life in Burien.

Policy 2.10-3 Adopt development regulations that encourage the integration of parks, open space, and recreational amenities for all Burien residents, especially in high priority locations, such as near multifamily developments, and to enhance livability of Burien's neighborhoods.

Policy 2.10-4 Consider the appropriateness and compatibility of land uses and human activity. Facilitate a complementary mix of uses between industrial uses and residential and recreational use. Avoid conflicts between land uses through land use designation and separation, or mitigation measures such as vegetation buffer.

Policy 2.10-5 Coordinate park planning, acquisition and development with other City projects and programs that implement the comprehensive plan.

Noise and Air

Goal 2.11 Prevent community and environmental degradation by limiting air and noise impacts to safeguard the health and safety of Burien's residents as progress and change occur.

Policy 2.11-1 Discourage the introduction of noise levels or air pollution which are incompatible with current or planned land uses.

Policy 2.11-2 Encourage the reduction of incompatible noise levels and air pollution.

Policy 2.11-3 Discourage the introduction of new land uses into areas where existing noise levels and air pollution are incompatible with such land uses.

Policy 2.11-4 Work with other jurisdictions and agencies to encourage the reduction of noise and air pollution from Seattle-Tacoma International Airport and heavy and fast traffic corridors.

Policy 2.11-5 Work with the Port of Seattle and the Federal Aviation Administration to develop and implement airport operational procedures that will decrease adverse noise and air quality effects.

Policy 2.11-6 Where possible and most impactful, invest in appropriately designed infrastructure that mitigates air and noise impacts, such as street trees and vegetation.

Historic Preservation

Goal 2.12 Identify, protect, interpret, and celebrate Burien’s historic, cultural, and archaeological resources.

Policy 2.12-1 Protect local historic and cultural resources through designation and incentives for their preservation.

Policy 2.12-2 Encourage building re-use to make use of embodied carbon and avoid waste.

Policy 2.12-3 Leverage economic development opportunities provided by Burien’s historic resources.

Policy 2.12-4 Promote transparency and predictability in Burien’s historic preservation and landmarking program.

Policy 2.12-5 Promote continued use, exhibition, and interpretation of historic and cultural resources to educate, foster civic pride, and build community.

Policy 2.12-6 Consider the potential impacts of development to culturally significant sites and tribal treaty fishing, hunting, and gathering grounds.

- (1) Consult with tribes and agencies with expertise such as the Washington State Office of Archaeology and Historic Preservation and Washington Department of Fish and Wildlife, and federal services.
- (2) Provide appropriate notices, application review, and conditions of approval to mitigate impacts.
- (3) Require Inadvertent Human Remains Discovery Language recommended by DAHP to be added to permits as a condition of project approval.

Policy 2.12-7 Require developers to immediately stop work and notify the City, Washington State Office of Archaeology and Historic Preservation, and tribes with tribal treaty rights if any artifacts of possible historic, cultural, or archeological value are uncovered during excavation.

Land Use Plan Implementation

Goal 2.13 Ensure that development is served by adequate levels of public facilities and services that are necessary for development.

Policy 2.13-1 Prior to permit approval, new development must comply with any adopted levels of service for schools, water, fire protection, sewer, general government services, transportation, and parks. Allow development to occur, if adequate facilities are provided concurrently (as defined or funded and to be constructed within six years of development). (Amended Pol. PF 1.1)

Goal 2.14 Implement the goals and policies of the land use plan through a variety of means and mechanisms which are coordinated and consistent.

Policy 2.14-1 Ensure the Comprehensive Plan, development regulations, functional plans and budgets are mutually consistent and reinforce each other.

Policy 2.14-2 Prepare and maintain development regulations that are consistent with other City plans, activities, and development requirements.

Policy 2.14-3 Clearly write development regulations and avoid duplicative, uncoordinated, or unclear requirements.

Policy 2.14-4 Provide for different levels of permit review processes, including administrative, appeal and hearing processes, based on the proposed use and its degree of potential impacts on the community.

Policy 2.14-5 Ensure Burien’s development regulations and zoning map are consistent with the future land use map (see [Exhibit 2-4](#)).

Implementation

Below are proposed outcomes and metrics ([Exhibit 2-9](#)) to be refined and used to evaluate alternatives. Eventually these can be modified and included in this implementation section for the five-year progress report after the Comprehensive Plan is adopted.

Exhibit 2-9. Equity and Climate Resilience Outcomes and Metrics – Land Use Element

Outcomes	Metrics
<ul style="list-style-type: none"> ▶ Land use patterns that promote healthy, active lifestyles with affordable and convenient places to live, work and play. ▶ Reduced hazard exposure for socially vulnerable. 	<ul style="list-style-type: none"> ▶ Acres zoned with development standards that would increase perviousness. ▶ At least 7 diverse uses present within ¼ mile of major transit stops.

Outcomes	Metrics
	<ul style="list-style-type: none">▶ Demonstrate housing and job capacity to accommodate growth targets.▶ Number of sensitive uses (i.e., schools, daycares, medical facilities) located in significant air pollution exposure areas.▶ See parks and community health and well-being.

Attachment 9:

Burien 2044 Comprehensive Plan, Excerpt from
Chapter 7, Community Health and Well-being

Healthy Food Access and Security

Goal 7.2 Ensure that Burien residents have convenient and equitable access to fresh, affordable, nutritious, and culturally relevant food.

Policy 7.2-1 Develop public, private, and non-profit partnerships to improve access to healthy, nutritious food through education, awareness, food security programs, and development partnerships. Support grassroots organizations that encourage food sovereignty and culturally relevant food production and distribution.

Policy 7.2-2 Minimize displacement of local grocery stores and other food vendors, especially ethnic, specialty, or culturally relevant grocery stores that provide varied product choices and serve as cultural pillars for immigrant communities.

Policy 7.2-3 Collaborate with other agencies and non-profit organizations to promote farmers markets and provide assistance to increase participation of farmers and food vendors.

Policy 7.2-4 Support opportunities for community gardens and food foraging (e.g., fruit and nut trees).

Policy 7.2-5 Require new sensitive land uses to include feasible measures such as setbacks, landscaping, ventilation systems, and other effective measures to minimize potential impacts from air pollution.

Limited Air and Noise Impacts

Goal 7.3 Improve air quality conditions and minimize air quality impacts on sensitive population groups by reducing point source emissions (ozone, small particulate matter, diesel particulates), particularly in sensitive communities.

Policy 7.3-1 Continue to support and comply with the various state, federal, regional, and local programs to protect and enhance air quality.

Policy 7.3-2 Maintain designated truck routes per the Transportation Master Plan (TMP) to avoid residential areas and other sensitive areas, especially in sensitive communities.

Policy 7.3-3 Preserve and enhance natural landscapes and tree canopies to minimize air pollution impacts and heat exposure. Promote the use of drought tolerant and native species in landscaped areas.

Policy 7.3-4 Encourage the retention of native vegetation and topsoil and require landscaping in new developments in order to provide filtering of suspended particulates.

Policy 7.3-5 Promote the installation of electric vehicle charging stations within public parking lots and continue to explore removing barriers for private entity installations. Implement the Climate Action Plan strategy to develop an electric vehicle plan.

Policy 7.3-6 Prohibit the siting and construction of new large-scale hazardous waste producers and facilities on or near sensitive land uses in and around the sensitive communities.

Policy 7.3-7 Protect Burien’s park, recreation and open space areas of local or regional significance from exterior noise exposure levels unless prohibited by federal or state law.

Goal 7.4 Protect sensitive land uses (e.g., schools, housing, health facilities, childcare facilities, community centers, parks, etc.) from increased pollution exposure, particularly in sensitive communities.

Policy 7.4-1 Ensure codes and development standards address compatibility between sensitive land uses and heavy industrial uses and other potentially harmful facilities.

Policy 7.4-2 Require that upgraded air filtration systems are installed for all new sensitive uses within the impact zone of the airport (Mov-Up Report).

Goal 7.5 Reduce traffic congestion and single-occupancy vehicle use and enhance vehicle management to improve air quality.

Policy 7.5-1 Install traffic circles or roundabouts or retime traffic signals to reduce vehicle fuel consumption through improving the flow of traffic.

Policy 7.5-2 Focus new development in areas that will allow residents, employees, and visitors to safely, conveniently, and enjoyably travel as a pedestrian, or by biking, or transit, such as in bus rapid transit (RapidRide) routes and areas of the city with the lowest amount of vehicular travel.

Policy 7.5-3 Support mode shift and increase accessibility, walkability, and activate public spaces.

Policy 7.5-4 Amend the land development code to eliminate parking minimum requirements.

Policy 7.5-5 Optimize use of curb space including management of on-street parking in transit priority areas.

Goal 7.6 Minimize excessive noise exposure of vehicles and aircraft to noise-sensitive land uses through application of site compatibility measures and attenuation in new or retrofitted buildings.

Policy 7.6-1 Exterior Noise Analysis. Require noise studies/mitigation for all development where the projected exterior noise levels exceed the City’s allowable noise standards, to the extent feasible.

Policy 7.6-2 Interior Noise Standards. Include municipal code provisions to ensure interior noise levels are within acceptable standards by land use type.

Policy 7.6-3 Incremental Noise Standards. Establish maximum incremental noise increase standards for new developments.

Policy 7.6-4 Land Use Compatibility Standards. Establish more detailed land use noise standards for each land use type in the City. This could include a range of noise levels for Clearly Acceptable, Normally Acceptable, Conditionally Acceptable, Normally Unacceptable, and Clearly Unacceptable standards by land use.

Policy 7.6-5 Land Use Compatibility Analysis. Require noise studies for new developments in areas subject to frequent, high-noise events (e.g., airplane flyovers, train or truck pass-bys, heavy industrial operations, etc.). The noise study would evaluate the compatibility of new development within the context of its surroundings and include the consideration of impacts to sleep disturbance, annoyance, and interruption.

Policy 7.6-6 Citywide Noise Survey. Consider collecting noise measurements at various locations throughout the City to establish baseline ambient levels for different areas and land uses.

Policy 7.6-7 Site Planning Techniques. Include potential site planning techniques to help guide land use planning decisions and encourage proper design for future developments. Such techniques may include, but are not limited to, the following (note that these techniques address roadway noise and have limited to no effect on noise originating from aircraft overhead):

- Increase the distance from the road.
- Place noise compatible land uses such as parking lots, maintenance facilities, and utility areas between the road and the residences.
- Use buildings or berms as noise shields by locating them parallel to the road. (Note, this is an effective strategy for roads, but is ineffective from aircraft noise.) Soundproof the building if it contains residences.
- Locate residences in topographically low points that are naturally low noise pockets if they exist.
- Orient the residences—and spaces within the building that benefit from quieter volumes (bedrooms and living rooms)—away from the noise.
- Use cluster and planned unit development techniques to accomplish combinations of the above.

Policy 7.6-8 Review and Update Existing Noise Standards. Reevaluate the City’s current noise standards to establish new noise standards that align with the City’s vision and goals for the community.

Exhibit 7-6. Burien Noise Standard Compared to California Office of Planning and Research Standards

Land Use	CA OPR Noise Standard	Burien Comp Plan Noise Standard
Single-Family Residential	60 dBA L _{dn}	55 dBA L _{dn}
Multi-Family Residential	65 dBA L _{dn}	
Parks and Amphitheaters	70 dBA L _{dn}	55 dBA L _{dn}
Golf courses, ball fields, outdoor spectator sports, nature trails, auditoriums, concert halls	70-75 dBA L _{dn}	60 dBA L _{dn}

Source: Kimley Horn, 2023.

Strong and Safe Communities

Goal 7.7 Design the city for people. Encourage positive social interactions, a safe environment, and social capital building.

Design for Social Connections

Policy 7.7-1 Link increased intensity of development with increased people-oriented design, such as ground floor building design for human interest, through-block connections at a human scale, public spaces, view creation, street trees, rooftop gardens, and sunlight and shade considerations with a changing climate.

Policy 7.7-2 Maintain and consider integrating further residential design standards to prevent isolation and support social interactions. These include concepts like social corridors and private shared common space with development, limiting social sizes in shared spaces for trust-building amongst neighbors, and sensitive transitions between public and private space for clarity of space ownership.

See the Land Use Element for policies about supporting existing businesses, services, and institutions acting as gathering spaces, as well as providing usable public spaces with redevelopment. See the Housing Element for ways to increase housing variety and opportunities for intergenerational living, and aging in place, which support long-term community connections through all life stages.

Civic Engagement

Place Identity, Art, and Cultural Activities

Policy 7.7-3 Celebrate that Burien is a multicultural community through a city landscape that reflects Burien’s culturally diverse identities. Recognize that Burien’s communities vary in their preferences and needs and that sense of belonging is a driver of well-being.

Attachment 10:

Tukwila 2024-2044 Comprehensive Plan,
Goal 8

the highest needs in providing and enhancing opportunities for employment, safe and convenient daily physical activity, social connectivity, protection from exposure to harmful substances and environments, and housing in high opportunity areas.

- Policy LU 7.4 Evaluate the potential physical, economic, and cultural displacement of residents and businesses near high-capacity transit station areas, particularly for Black, Indigenous, and other People of Color communities; immigrants and refugees, low- income populations; disabled communities; and other communities at greatest risk of displacement. Use a range of strategies to mitigate identified displacement impacts.
- Policy LU 7.5 Mitigate potential displacement from City Actions through communication and collaboration with existing tenants, business and property owners, and seek to replace lost commercial and residential spaces within redevelopment.
- Policy LU 7.6 Emphasize preserving and replacing affordable housing in redevelopment.
- Policy LU 7.7 Mitigate new dense residential development from major sources of environmental pollutants to the extent possible.
- Policy LU 7.8 Link commercial areas located within approximately one-quarter mile of residential areas with high-quality pedestrian and bicycle access facilities.
- Policy LU 7.9 Encourage facilities and improvements that support transit use in new development, redevelopment, and street projects.
- Policy LU 7.10 Encourage development in a manner that supports the physical activity of community members.
- Policy LU 7.11 Reduce greenhouse gas emissions through land use strategies that promote a mix of housing, employment, and services at densities sufficient to encourage walking, bicycling, transit use, and other alternatives to auto travel, and by locating housing closer to areas of high employment.

Land Use Compatibility and Nuisances

- GOAL 8** Land uses within and adjacent to the City are located and managed in a way that mitigate nuisances and health impacts to residents, workers, and businesses within the City of Tukwila.

POLICIES

- Policy LU 8.1 Coordinate with neighboring cities, tribal governments, the Port of Seattle, King County, and other related entities to avoid or mitigate the potential cross-border impacts of urban development and encroachment of incompatible uses.

- Policy LU 8.2 Consider regulations, infrastructure investments, or other measures, as appropriate, to address major noise impacts to residents, workers, and businesses.

- Policy LU 8.3 Encourage increased residential density in areas with limited nuisance impacts.

- Policy LU 8.4 Avoid locating land uses and infrastructure that produce unhealthy noise, vibration, light, or odor levels in residential areas.

- Policy LU 8.5 Work with the Port of Seattle, King County Airport, and the Federal Aviation Administration to decrease adverse effects of airport operations on Tukwila and its residents.

- Policy LU 8.6 Ensure that zoning designations discourage the siting of incompatible uses adjacent to general aviation airports, and that proposed development adheres to Environmental Protection Agency and Federal Aviation Administration standards.

- Policy LU 8.7 Consider the potential impacts of development to culturally significant sites and tribal treaty fishing, hunting, and gathering grounds.

- Policy LU 8.8 Consider potential wildfire risk prevention measures in updates to development standards.

Subareas in Tukwila

Boeing Access Road Station Area

GOAL 9 The Boeing Access Road Infill Station is supported by planning efforts and accompanying development regulations which lead to transit-oriented development supporting housing and employment growth around the station area.

POLICIES

- Policy LU 9.1 Zoning and development regulations will be evaluated and amended to support transit-oriented development with consideration for long-term vision, compatibility, and equity.

Attachment 11:

Tukwila 2024-2044 Comprehensive Plan,
Policy T-5.1

Policy T-4.11 Address spillover parking (onto private property, public property, or public streets) near transit facilities and other community destinations, balancing competing land use needs and opportunities.

Policy T-4.12 Coordinate with local stakeholders to address truck parking needs.

GOAL T-5 Environment: Plan, design, and construct transportation projects that reduce greenhouse gas emissions, improve community health, and protect the natural environment.

Policy T-5.1 Collaborate with King County, the Port of Seattle, and BNSF to ensure that King County International Airport, SeaTac International Airport, and BNSF railway operations and development:

- o Enhance Tukwila goals and policies;
- o Incorporate Tukwila land use plans and regulations;
- o Minimize adverse impacts to Tukwila residents; and
- o Are not encroached upon by incompatible land uses.

Policy T-5.2 Support Tukwila employers providing Commute Trip Reduction Program (CTR) services to workers to reduce drive-alone trips, vehicle miles traveled, traffic congestion, and greenhouse gas emissions.

Policy T-5.3 The City of Tukwila will pursue investing in transit benefits and education to set an example to other employers by a commitment to reducing drive-alone trips, vehicle miles traveled, and greenhouse gas emissions.

Policy T-5.4 Design and operate transportation facilities in a manner that is compatible with and integrated into the natural and built environments in which they are located. Incorporate features such as natural drainage, native plantings, and local design themes that facilitate integration and compatibility.

Policy T-5.5 Support car-share, bike-share, and other alternatives to individual automobile ownership, to enhance sustainability.

Policy T-5.6 Support, encourage, and implement transportation programs and improvements that promote water quality and regional air quality.

Policy T-5.7 Preserve and enhance the urban tree canopy to provide shade, improve air quality, and enhance placemaking by including vegetation wherever feasible.

Attachment 12:

Vision 2050, Economic Policy MPP-EC-4 and MPP-EC-5

Economy Policies

MPP-EC-1

Support economic development activities that help to recruit, retain, expand, or diversify the region's businesses, targeted towards businesses that provide living-wage jobs.

MPP-EC-2

Foster a positive business climate by encouraging regionwide and statewide collaboration among business, government, utilities, education, labor, military, workforce development, and other nonprofit organizations.

MPP-EC-3

Support efforts to retain and expand industry clusters that manufacture goods and provide services for export, increasing capital in the region.

MPP-EC-4

Leverage the region's position as an international gateway by supporting businesses, airports, seaports, and agencies involved in trade-related activities.

MPP-EC-5

Recognize the region's airports as critical economic assets that support the region's businesses, commercial aviation activities, aerospace manufacturing, general aviation, and military missions.

MPP-EC-6

Ensure the efficient flow of people, goods, services, and information in and through the region with infrastructure investments, particularly in and connecting designated centers, to meet the needs of the regional economy.

MPP-EC-7

Foster a supportive environment for business startups, small businesses, locally owned and women- and minority-owned businesses to help them continue to prosper.

MPP-EC-8

Encourage the private, public, and nonprofit sectors to incorporate environmental and social responsibility into their practices.

MPP-EC-9

Promote economic activity and employment growth that creates widely shared prosperity and sustains a diversity of living-wage jobs for the region's residents.

MPP-EC-10

Ensure that the region has a high-quality education system that is accessible to all of the region's residents.

Attachment 13:

Vision 2050, Transportation Policy MPP-T-28

MPP-T-19

Design transportation programs and projects to support local and regional growth centers and high-capacity transit station areas.

MPP-T-20

Promote the preservation of existing rights-of-way for future high-capacity transit.

MPP-T-21

Design transportation facilities to fit within the context of the built or natural environments in which they are located.

MPP-T-22

Avoid construction of major roads and capacity expansion on existing roads in rural and resource areas. Where increased roadway capacity is warranted to support safe and efficient travel through rural areas, appropriate rural development regulations and strong commitments to access management should be in place prior to authorizing such capacity expansion in order to prevent unplanned growth in rural areas.

Supporting the Economy

MPP-T-23

Make transportation investments that improve economic and living conditions so that industries and skilled workers continue to be retained and attracted to the region.

MPP-T-24

Improve key facilities connecting the region to national and world markets to support the economic vitality of the region.

MPP-T-25

Ensure the freight system supports the growing needs of global trade and state, regional and local distribution of goods and services.

MPP-T-26

Maintain and improve the existing multimodal freight transportation system in the region to increase reliability, efficiency, and mobility, and prepare for continuing growth in freight and goods movement.

MPP-T-27

Coordinate regional planning with rail line capacity expansion plans and support capacity expansion that is compatible with state, regional, and local plans.

MPP-T-28

Promote coordinated planning and effective management to optimize the region's aviation system in a manner that minimizes health, air quality, and noise impacts to communities, including historically marginalized communities. Consider demand management alternatives as



future growth needs are analyzed, recognizing capacity constraints at existing facilities and the time and resources necessary to build new ones. Support the ongoing process of development of a new commercial aviation facility in Washington State.

Protecting the Environment

MPP-T-29

Support the transition to a cleaner transportation system through investments in zero emission vehicles, low carbon fuels and other clean energy options.

MPP-T-30

Provide infrastructure sufficient to support widespread electrification of the transportation system.

MPP-T-31

Advance the resilience of the transportation system by incorporating redundancies, preparing for disasters and other impacts, and coordinated planning for system recovery.

MPP-T-32

Reduce stormwater pollution from transportation facilities and improve fish passage, through retrofits and updated design standards. Where feasible, integrate with other improvements to achieve multiple benefits and cost efficiencies.

Innovation

MPP-T-33

Prepare for changes in transportation technologies and mobility patterns, to support communities with a sustainable and efficient transportation system.

MPP-T-34

Be responsive to changes in mobility patterns and needs for both people and goods, and encourage partnerships with the private sector, where applicable.



Attachment 14:

Excerpt from City of SeaTac Comprehensive Parks, Recreation, and Open Space Plan –
Inventory and Management, Policy 7B and 7C

GOAL 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.

Objective 6A Collaborate with agencies, special districts, and other Cities to develop and utilize the community’s recreational capabilities.

Objective 6B Work with local school districts to maximize the use of school facilities as activity and recreation centers for all ages.

Objective 6C Encourage cooperative planning and use of recreational facilities with private businesses, nonprofit organizations, and other groups in the City.

Objective 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.

Objective 6E Involve private businesses, service organizations, and neighborhood groups in planning and developing recreational opportunities for neighborhoods and the community.

GOAL 7 Develop community-wide recreational resources which respond to and are consistent with unique site characteristics and community desires.

North SeaTac Park

Objective 7A Develop North SeaTac Park in accordance with 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. As a park just north of the Airport’s runways, the Master Plan takes into account Airport land use and safety guidelines.

Objective 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.

Objective 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

Objective 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.

Objective 7E Work with the Washington State Department of Transportation 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. Retaining these features is important to the quality of this park experience.

Bow Lake

Objective 7F Seek public access to waterfront area(s) of Bow Lake.