City Ordinances Archive

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ORDINANCE NO. 15-1001

AN ORDINANCE of the City Council of the City of SeaTac, Washington authorizing and providing for the acquisition of certain properties for the City street/road system specifically the Connecting 28th/24th Avenue South project; declaring public use and necessity for specific land and property to be condemned; and authorizing the City Attorney to file a Petition for condemnation in King County Superior Court, and authorizing payment therefore, from the City's 307 Transportation Fund.

WHEREAS, the Connecting 28th/24th Avenue South Project ("Project") will consist of building a new roadway from South 200th Street southward to South 208th Street, and more specifically the construction of four general purpose lanes, turn lanes, curbs, gutters, a shared use pathway, storm drainage, conversion of utilities to underground, utility lines, street lighting, and paving; and

WHEREAS, the Project is contained in the City's 2014 Transportation Improvement Plan (TIP), the 2015/2016 Capital Improvement Plan (CIP), and the Capital Facilities Element of the City's Comprehensive Plan; and

WHEREAS, the Project is intended to construct a new principal arterial that is forward compatible with the future extension of State Route 509 and completes a vital connection within and between the City of SeaTac's Regional Growth Center, the Des Moines Creek Business Park, Sea-Tac International Airport, the Angle Lake Link Light Rail Station and adjacent developable properties; and

WHEREAS, certain lands and properties must be acquired in order to provide the necessary rights-of-way for construction and operation of the Project; and

WHEREAS, public use and necessity require that the property and property rights herein identified be condemned, appropriated, and taken for public use for Project purposes as it may now or hereafter declare in the public interest; and

WHEREAS, in the event that negotiated acquisition is not fully successful well in advance of the anticipated commencement of construction, it is essential that the City initiate condemnation proceedings; and

WHEREAS, notice of the planned final action set forth herein was provided in accordance with RCW 8.25.290;

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF SEATAC, WASHINGTON, DO ORDAIN as follows:

Section 1. Acquisition of the properties identified and legally described on Exhibit "A", which is attached and made a part of this Ordinance, is necessary to the public use for the 28th/24th Avenue South connection project.

Section 2. Reservation. Nothing in this Ordinance limits the City in its identification and acquisition of property and property rights necessary for its system of streets and roads, and utility improvements therein. The City reserves the right to acquire other or different properties for the Project.

Section 3. Prosecution. The City's Legal Department, at the direction of the City Attorney, is hereby authorized to commence condemnation proceedings, pursuant to law. In conducting said condemnation proceedings, the City's Legal Department and/or City Manager is hereby authorized to enter into any agreements necessary to effectuate the property acquisition described in the Ordinance, including any stipulations necessary for the purpose of minimizing damages, including but not limited to, the modification of the interest to be acquired by the City. The Public Works Director, in consultation with the City's Legal Department, is authorized to make minor amendments to the legal description of properties described in the attached Exhibit "A" as may be necessary to correct scrivener's errors and/or to conform the legal description to the precise boundaries of the property required for the Project.

Section 4. Funding. Compensation to be paid to the owners of the aforesaid property and costs of litigation, shall be paid from the City's 307-Transportation CIP Fund.

Section 5. Codification. This Ordinance shall not be codified in the SeaTac Municipal Code.

Section 6. Effective Date. This Ordinance shall be in full force and effect five (5) days after passage and publication as required by law.

ADOPTED this 27th day of January, 2015, and signed in authentication thereof on this 27th day of January, 2015.

CITY OF SEATAC

Mia Gregerson, Mayor

ATTEST:

Kristina Gregg, City Clerk

Approved as to Form:

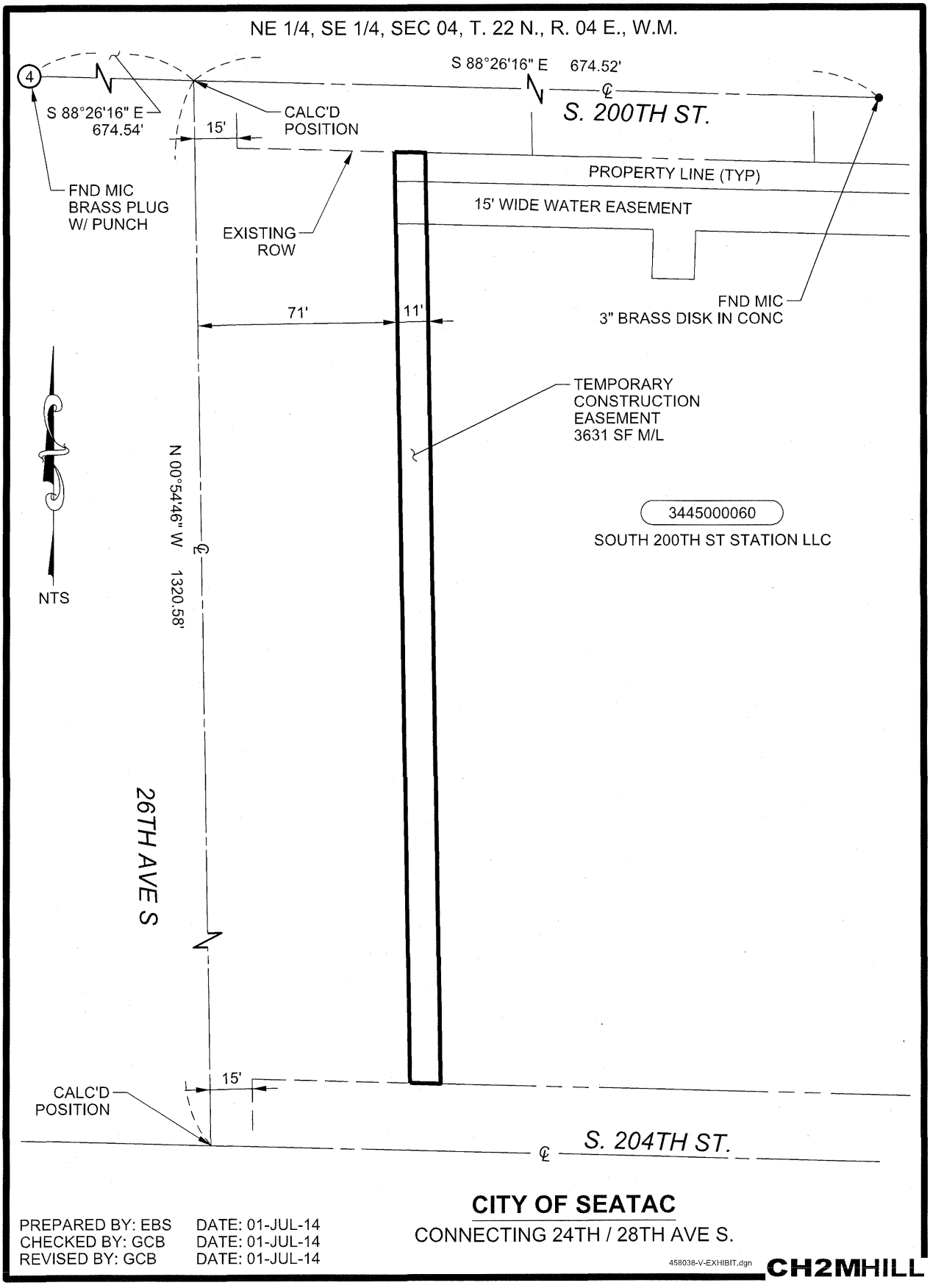
Mary Mirante Bartolo

Mary E. Mirante Bartolo, City Attorney

[Effective Date: 2-7-15]

[Connecting 28th/24th Avenue South project]

EXHIBIT A



CITY OF SEATAC

CONNECTING 24TH / 28TH AVE S.

PREPARED BY: EBS DATE: 01-JUL-14
CHECKED BY: GCB DATE: 01-JUL-14
REVISED BY: GCB DATE: 01-JUL-14

458038-V-EXHIBIT.dgn

CH2MHILL

EXHIBIT A
RIGHT OF WAY ACQUISITION FROM PARCEL NO. 3445000105

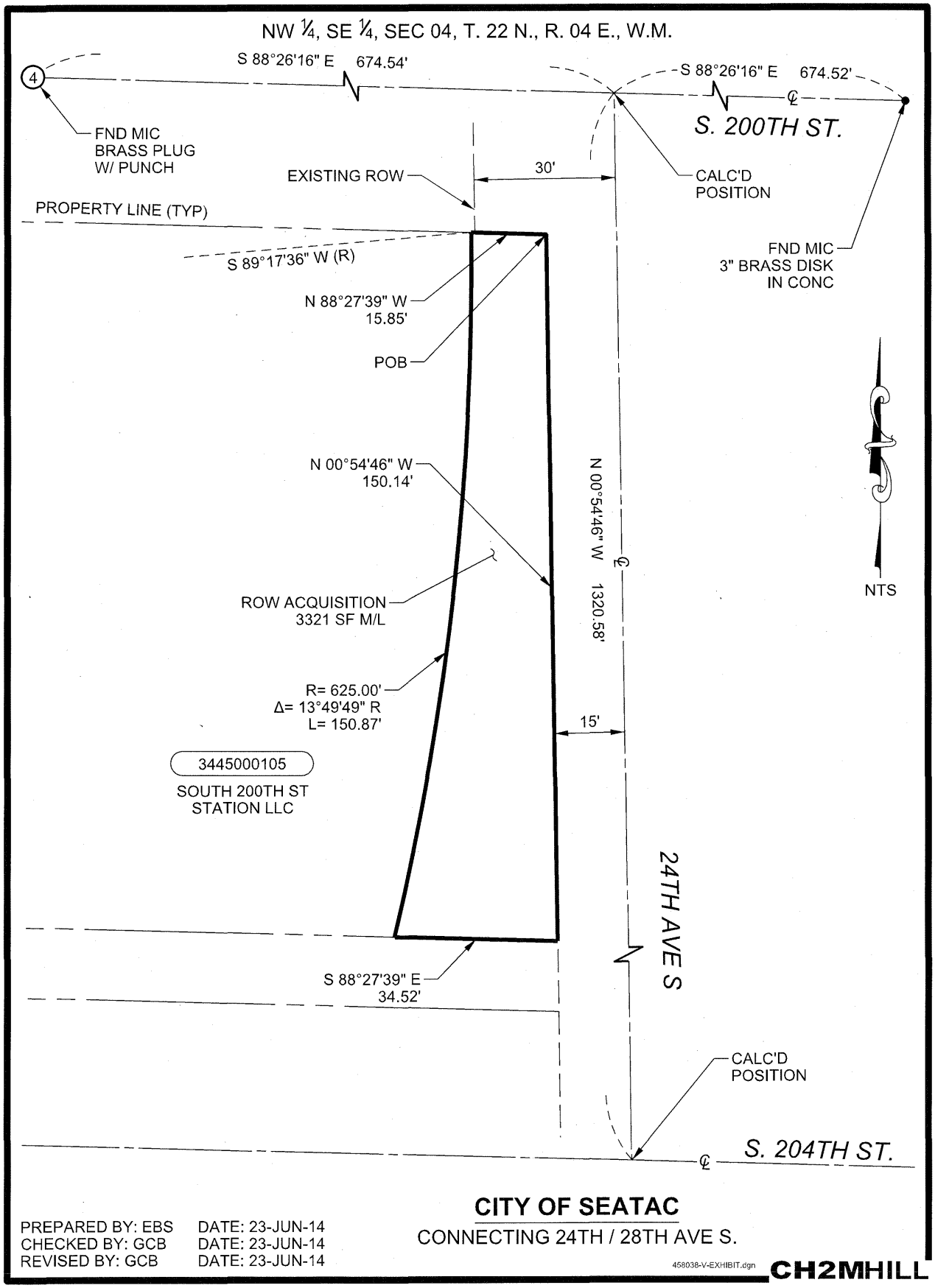
All that portion of the below described PARENT PARCEL, in Section 4, Township 22 North, Range 4 East, W.M., in King County, Washington, described as follows:

Beginning at the northeast corner of the below described PARENT PARCEL, said point also being on the westerly margin of 26th AVE S., 30-feet wide; thence along the northerly line of said PARENT PARCEL North 88°27'39" West, 15.85 feet to a point of intersection with a non-tangent curve, from which the radius point bears South 89°17'36" West; thence leaving said northerly line and along a 625.00-foot radius curve to the right, concave northwesterly, through a central angle of 13°49'49", an arc distance of 150.87 feet to a point on the southerly line of said PARENT PARCEL; thence along said southerly line South 88°27'39" East, 34.52 feet to the westerly margin of 26th AVE S.; thence along said westerly margin North 00°54'46" West, 150.14 feet to the POINT OF BEGINNING, containing 3,321 square feet, more or less.

PARENT PARCEL

THE NORTHERLY 150 FEET OF THE EASTERLY 200 FEET OF TRACT 12, HOMESTEAD PARK FIVE ACRE TRACTS, ACCORDING TO THE PLAT THEREOF RECORDED IN VOLUME 7 OF PLATS, PAGE 88, IN KING COUNTY, WASHINGTON.

6/23/2014



CITY OF SEATAC

CONNECTING 24TH / 28TH AVE S.

PREPARED BY: EBS DATE: 23-JUN-14
CHECKED BY: GCB DATE: 23-JUN-14
REVISED BY: GCB DATE: 23-JUN-14

458038-V-EXHIBIT.dgn

CH2MHILL

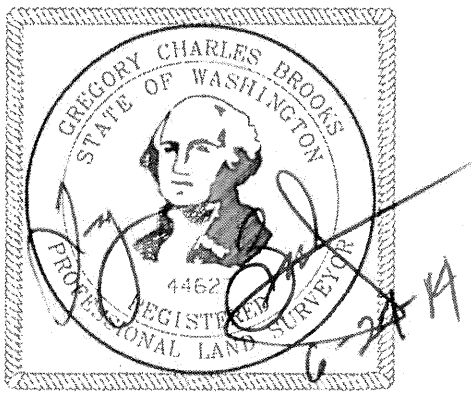
EXHIBIT A
RIGHT OF WAY ACQUISITION FROM PARCEL NO. 3445000099

All that portion of the below described PARENT PARCEL, in Section 4, Township 22 North, Range 4 East, W.M., in King County, Washington, described as follows:

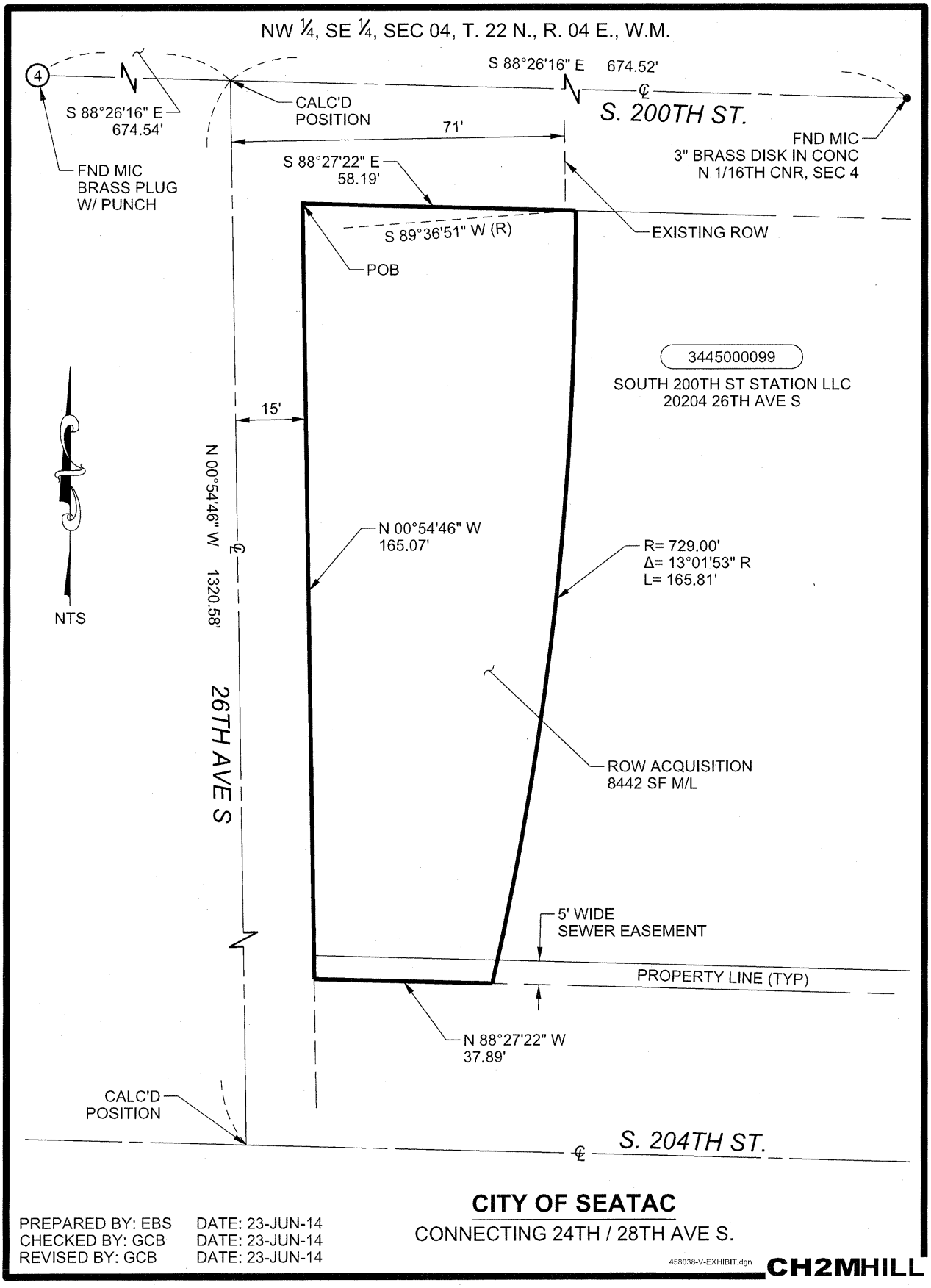
Beginning at the northwest corner of the below described PARENT PARCEL, said point also being on the easterly margin of 26th AVE S., 30-feet wide; thence along the northerly line of said PARENT PARCEL South 88°27'22" East, 58.19 feet to a point of intersection with a non-tangent curve, from which the radius point bears South 89°36'51" West; thence leaving said northerly line and along a 729.00-foot radius curve to the right, concave northwesterly, through a central angle of 13°01'53", an arc distance of 165.81 feet to a point on the southerly line of said PARENT PARCEL; thence along said southerly line North 88°27'22" West, 37.89 feet to a point on the easterly margin of 26th AVE S.; thence along said easterly margin North 00°54'46" West, 165.07 feet to the POINT OF BEGINNING, containing 8,442 square feet, more or less.

PARENT PARCEL

THE WEST 250 FEET OF THE NORTH HALF OF TRACT 11, HOMESTEAD PARK FIVE ACRE TRACTS, ACCORDING TO THE PLAT THEREOF RECORDED IN VOLUME 7 OF PLATS, PAGE 88, IN KING COUNTY, WASHINGTON.



6/24/2014



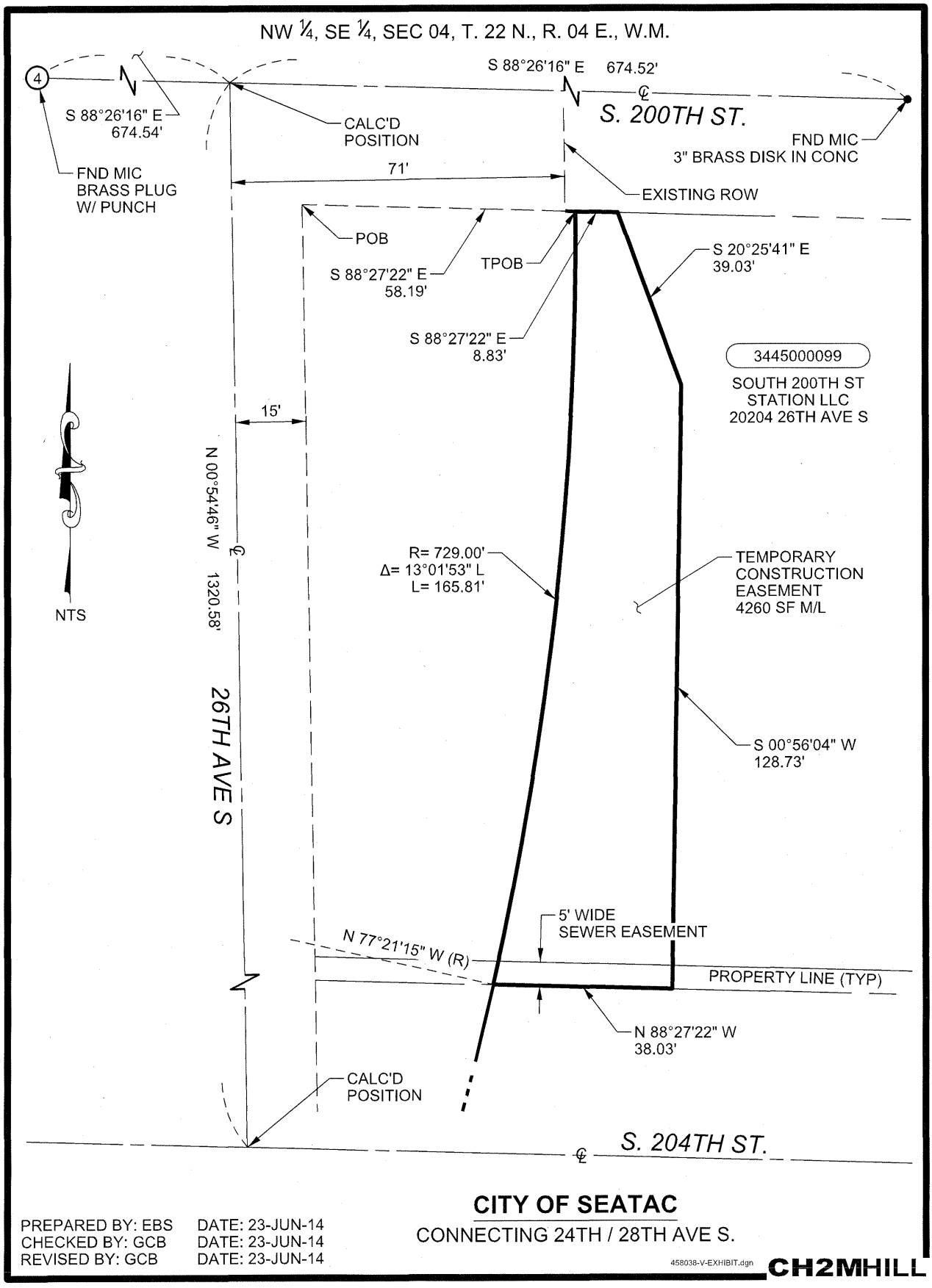
CITY OF SEATAC

CONNECTING 24TH / 28TH AVE S.

PREPARED BY: EBS DATE: 23-JUN-14
CHECKED BY: GCB DATE: 23-JUN-14
REVISED BY: GCB DATE: 23-JUN-14

458038-V-EXHIBIT.dgn

CH2MHILL



CITY OF SEATAC

CONNECTING 24TH / 28TH AVE S.

PREPARED BY: EBS DATE: 23-JUN-14
CHECKED BY: GCB DATE: 23-JUN-14
REVISED BY: GCB DATE: 23-JUN-14

458038-V-EXHIBIT.dgn

CH2MHILL

EXHIBIT A
RIGHT OF WAY ACQUISITION FROM PARCEL NO. 3445000106

All that portion of the below described PARENT PARCEL, in Section 4, Township 22 North, Range 4 East, W.M., in King County, Washington, described as follows:

Beginning at the northeast corner of the below described PARENT PARCEL, said point also being on the westerly margin of 26th AVE S., 30-feet wide; thence along the northerly line of said PARENT PARCEL North 88°27'55" West, 110.40 feet; thence leaving said northerly line South 45°24'23" West, 151.46 feet to a point on the southerly line of said PARENT PARCEL; thence along said southerly line South 44°21'58" East, 41.43 feet; thence North 38°11'22" East, 123.90 feet; thence South 69°59'07" East, 121.19 to a point on the westerly margin of 26th AVE S.; thence along said westerly margin North 00°54'46" West, 77.11 feet to the POINT OF BEGINNING, containing 11,000 square feet, more or less.

PARENT PARCEL

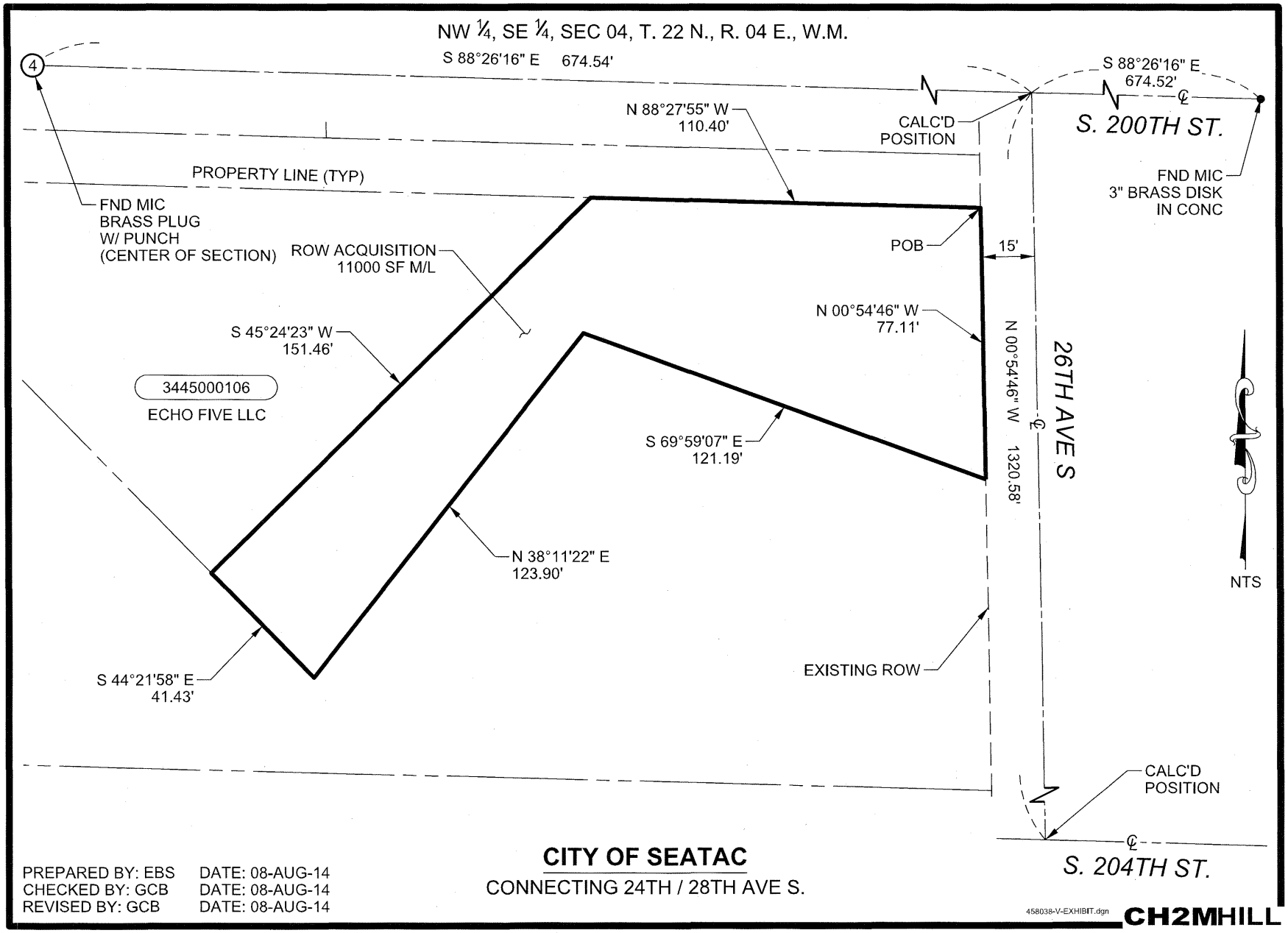
THAT PORTION OF FOLLOWING DESCRIBED PARCEL "A" LYING NORTHERLY OF A LINE DESCRIBED IN DEED EXECUTED BY ECHO FIVE, L.L.C., A WASHINGTON LIMITED LIABILITY COMPANY, IN FAVOR OF THE STATE OF WASHINGTON DEPARTMENT OF TRANSPORTATION, RECORDED UNDER RECORDING NO. 20080117000961.

PARCEL "A"

THE SOUTHERN HALF OF TRACT 12, HOMESTEAD PARK FIVE ACRE TRACTS, ACCORDING TO THE PLAT THEREOF RECORDED IN VOLUME 7 OF PLATS, PAGE 88, IN KING COUNTY, WASHINGTON;

EXCEPT THAT PORTION THEREOF CONVEYED TO KING COUNTY FOR ROAD BY DEED RECORDED UNDER KING COUNTY RECORDING NUMBER 765514.

8/8/2014



PREPARED BY: EBS DATE: 08-AUG-14
CHECKED BY: GCB DATE: 08-AUG-14
REVISED BY: GCB DATE: 08-AUG-14

CITY OF SEATAC

CONNECTING 24TH / 28TH AVE S.

458038-V-EXHIBIT.dgn

CH2MHILL

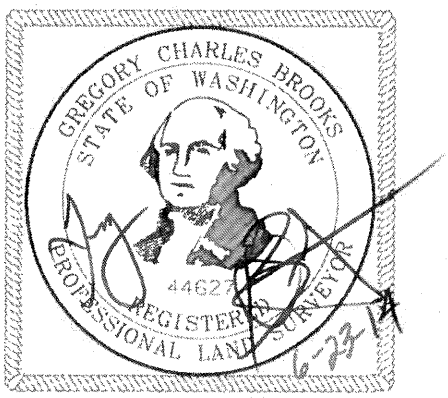
EXHIBIT A
RIGHT OF WAY ACQUISITION FROM PARCEL NO. 3445000097

All that portion of the below described PARENT PARCEL, in Section 4, Township 22 North, Range 4 East, W.M., in King County, Washington, described as follows:

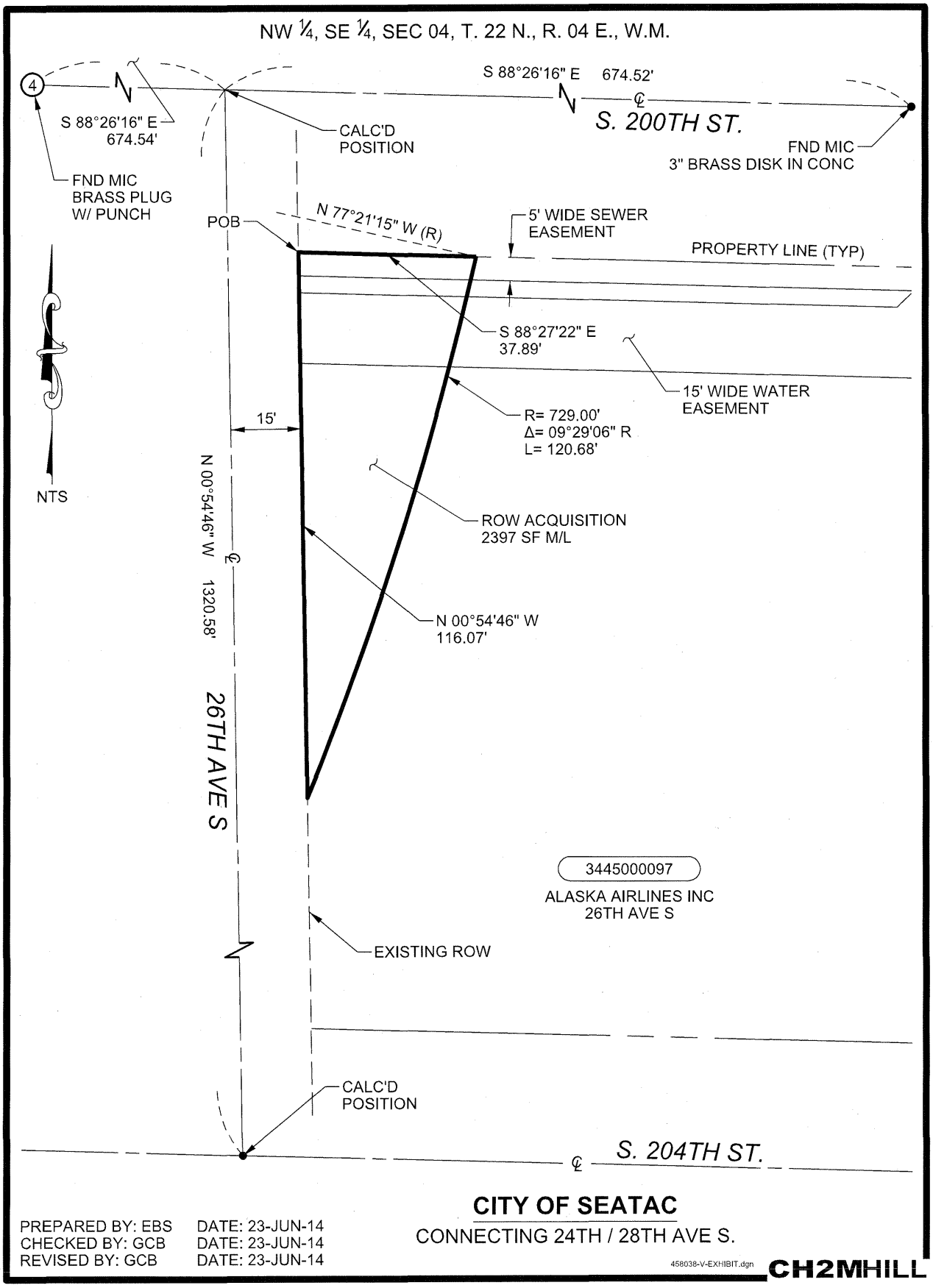
Beginning at the northwest corner of the below described PARENT PARCEL, said point also being on the easterly margin of 26th AVE S., 30-feet wide; thence along the northerly line of said PARENT PARCEL South 88°27'22" East, 37.89 feet to a point of intersection with a non-tangent curve, from which the radius point bears North 77°21'15" West; thence leaving said northerly line and along a 729.00-foot radius curve to the right, concave northwesterly, through a central angle of 09°29'06", an arc distance of 120.68 feet to a point on the easterly margin of 26th AVE S.; thence along said easterly margin North 00°54'46" West, 116.07 feet to the POINT OF BEGINNING, containing 2,397 square feet, more or less.

PARENT PARCEL

THAT PORTION OF THE SOUTH HALF OF TRACT 11, LYING WEST OF THE EAST 250 FEET THEREOF, HOMESTEAD PARK FIVE ACRE TRACTS, ACCORDING TO THE PLAT THEREOF RECORDED IN VOLUME 7 OF PLATS, PAGE 88, IN KING COUNTY, WASHINGTON.



6/23/2014



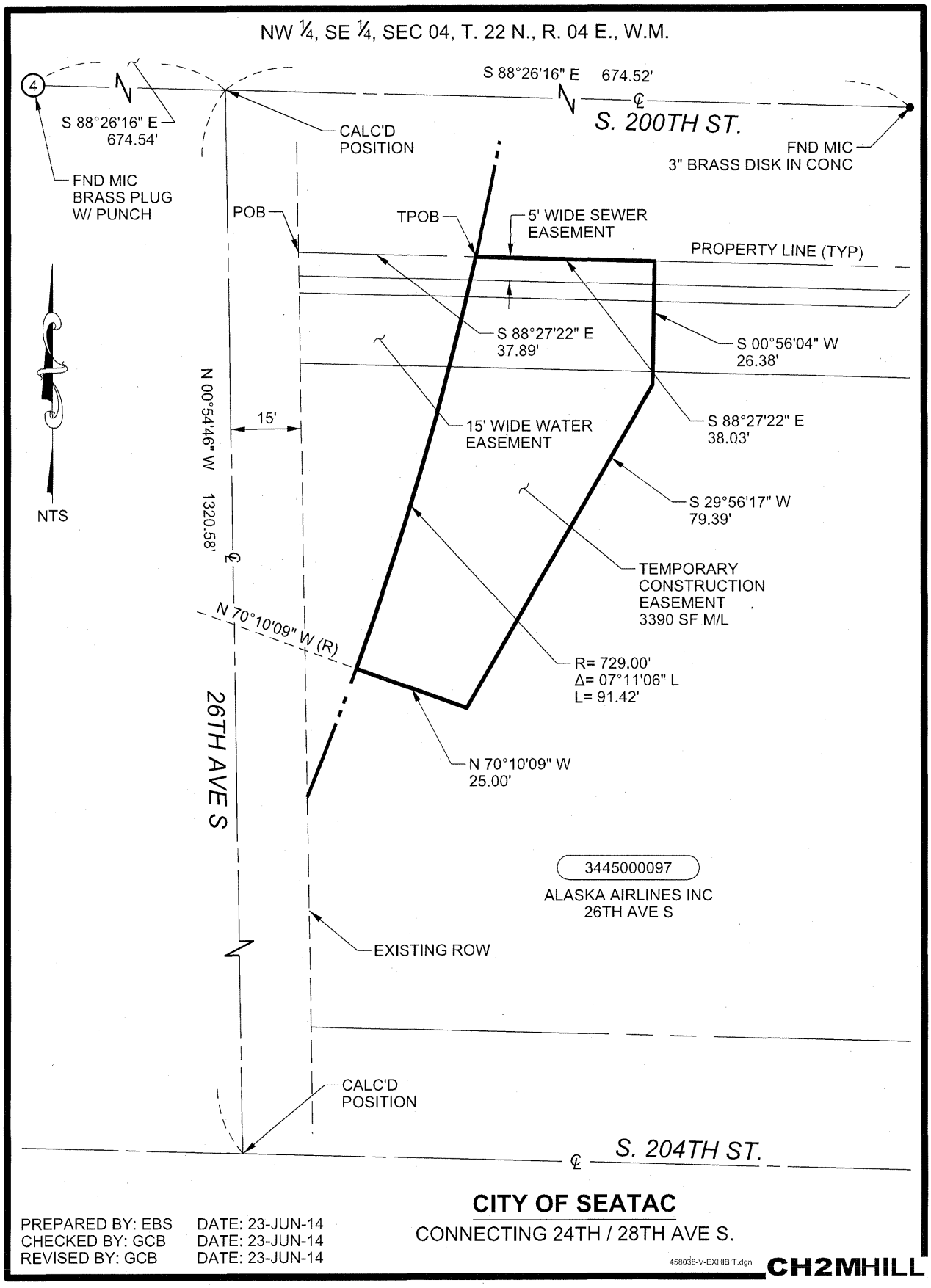
CITY OF SEATAC

CONNECTING 24TH / 28TH AVE S.

PREPARED BY: EBS DATE: 23-JUN-14
CHECKED BY: GCB DATE: 23-JUN-14
REVISED BY: GCB DATE: 23-JUN-14

458038-V-EXHIBIT.dgn

CH2MHILL



CITY OF SEATAC

CONNECTING 24TH / 28TH AVE S.

PREPARED BY: EBS	DATE: 23-JUN-14	
CHECKED BY: GCB	DATE: 23-JUN-14	
REVISED BY: GCB	DATE: 23-JUN-14	

458038-V-EXHIBIT.dgn

CH2MHILL

EXHIBIT A
RIGHT OF WAY ACQUISITION FROM PARCEL NO. 3445000108

All that portion of the below described PARENT PARCEL, in Section 4, Township 22 North, Range 4 East, W.M., in King County, Washington, described as follows:

Beginning at the southeast corner of the below described PARENT PARCEL, said point also being on the westerly margin of 26th AVE S., 30-feet wide; thence along said westerly margin North 00°54'46" West, 87.97 feet to the northerly line of said PARENT PARCEL; thence along said northerly line North 69°59'07" West, 121.19 feet; thence South 38°11'22" West, 123.90 feet; thence North 44°21'58" West, 75.53 feet; thence South 44°19'26" West, 108.33 feet to the southerly line of said PARENT PARCEL; thence along said southerly line South 88°28'13" East, 320.49 feet to the POINT OF BEGINNING, containing 23,953 square feet, more or less.

PARENT PARCEL

THAT PORTION OF FOLLOWING PARCEL "A" LYING SOUTHWESTERLY OF THE FOLLOWING DESCRIBED LINE:

BEGINNING AT A POINT OPPOSITE HIGHWAY ENGINEER'S STATION (HEREINAFTER REFERRED TO AS HES) 786+50.03 ON THE SR 509 LINE SURVEY OF SR 509, SR 99 TO S. 188TH ST. VIC. AND 221.14 FEET NORTHEASTERLY THEREFROM;

THENCE NORTHWESTERLY TO A POINT OPPOSITE HES 787+63.81 ON SAID LINE SURVEY AND 236.00 FEET NORTHEASTERLY THEREFROM;

THENCE NORTHEASTERLY TO A POINT OPPOSITE HES A 52+75.05 ON THE A LINE SURVEY OF SAID HIGHWAY AND 127.00 FEET SOUTHEASTERLY THEREFROM;

THENCE NORTHEASTERLY TO A POINT OPPOSITE HES A 53+40.65 ON SAID A LINE SURVEY AND 105.00 FEET SOUTHEASTERLY THEREFROM;

THENCE NORTHEASTERLY TO A POINT OPPOSITE HES A 54+20 ON SAID A LINE SURVEY AND 60.00 FEET SOUTHEASTERLY THEREFROM;

THENCE NORTHWESTERLY TO A POINT OPPOSITE SAID HES AND 110.00 FEET NORTHWESTERLY THEREFROM;

THENCE SOUTHWESTERLY TO A POINT OPPOSITE HES 790+95 ON SAID SR 509 LINE SURVEY AND 245 FEET NORTHEASTERLY THEREFROM;

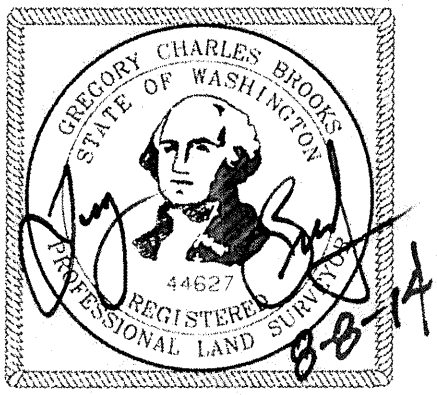
THENCE NORTHWESTERLY TO A POINT OPPOSITE HES 795+66 ON SAID SR 509 LINE SUREVY AND 245 FEET NORTHEASTERLY THEREFROM;

THENCE WESTERLY TO A POINT OPPOSITE HES TR 16+95 ON THE TR LINE SURVEY OF SAID HIGHWAY AND 70.00 FEET EASTERLY THEREFROM AND THE TERMINUS OF SAID LINE DESCRIPTION.

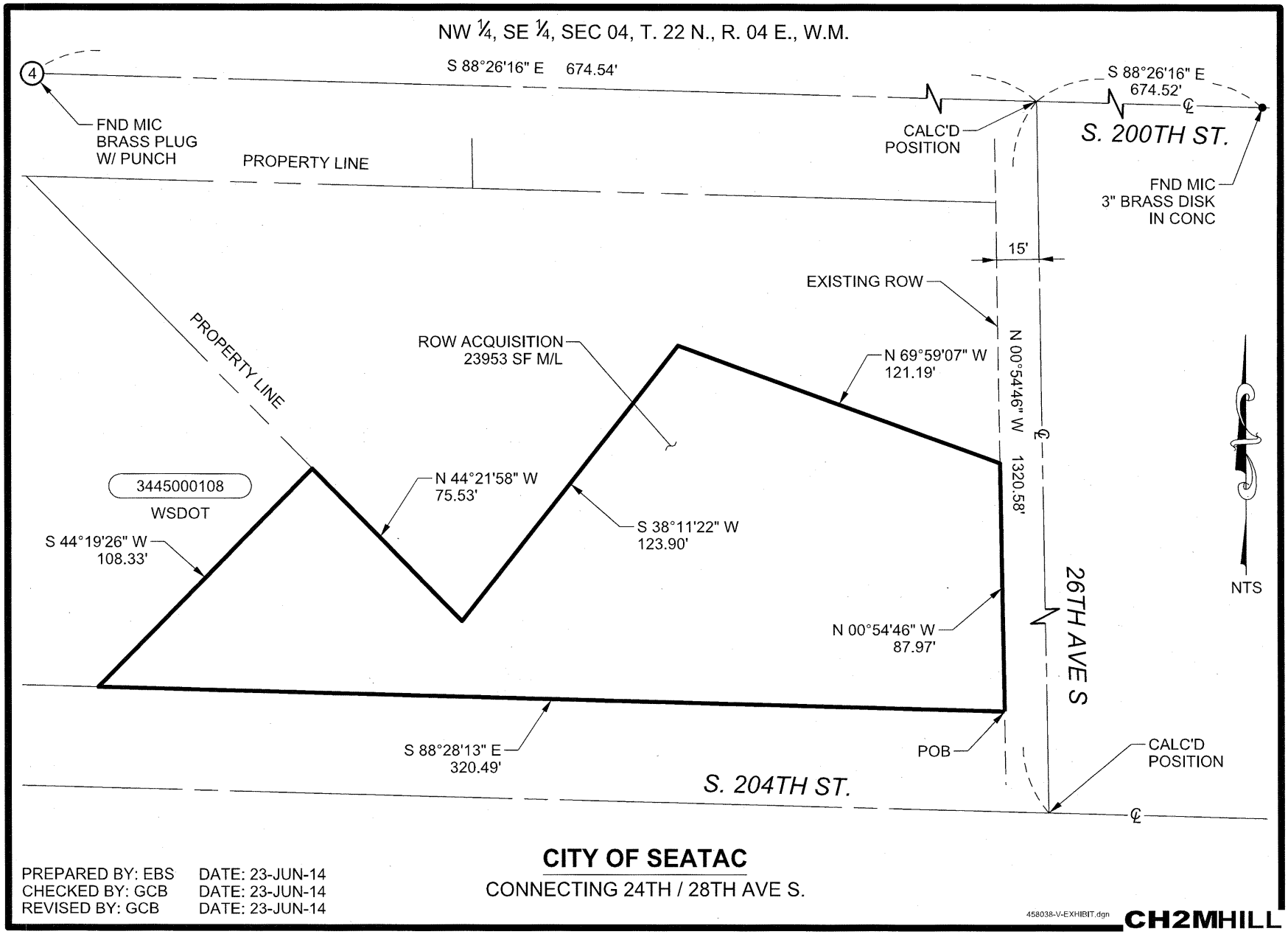
PARCEL "A"

THE SOUTHERN HALF OF TRACT 12, HOMESTEAD PARK FIVE ACRE TRACTS, ACCORDING TO THE PLAT THEREOF RECORDED IN VOLUME 7 OF PLATS, PAGE 88, IN KING COUNTY, WASHINGTON;

EXCEPT THAT PORTION THEREOF CONVEYED TO KING COUNTY FOR ROAD BY DEED RECORDED UNDER KING COUNTY RECORDING NUMBER 765514.



8/8/2014



CITY OF SEATAC

CONNECTING 24TH / 28TH AVE S.

PREPARED BY: EBS DATE: 23-JUN-14
CHECKED BY: GCB DATE: 23-JUN-14
REVISED BY: GCB DATE: 23-JUN-14

458038-V-EXHIBIT.dgn

CH2MHILL

EXHIBIT A
RIGHT OF WAY ACQUISITION FROM PARCEL NO. 3445000260

All that portion of the below described PARENT PARCEL, in Section 4, Township 22 North, Range 4 East, W.M., in King County, Washington, described as follows:

Beginning at the southwest corner of the below described PARENT PARCEL, said point also being on the easterly margin of 24th AVE S, 30-feet wide; thence along the southerly line of said PARENT PARCEL South 88°30'12" East, 24.52 feet; thence leaving said southerly line North 01°06'35" East, 47.95 feet to the beginning of a 625.00-foot radius tangent curve to the right; thence along said curve through a central angle of 07°15'49" an arc distance of 79.24 feet to the northerly line of said PARENT PARCEL; thence along said northerly line North 88°30'12" West, 34.91 feet to the easterly margin of 24th AVE S; thence along said easterly margin South 01°18'46" East, 127.15 feet to the POINT OF BEGINNING, containing 3,587 square feet, more or less.

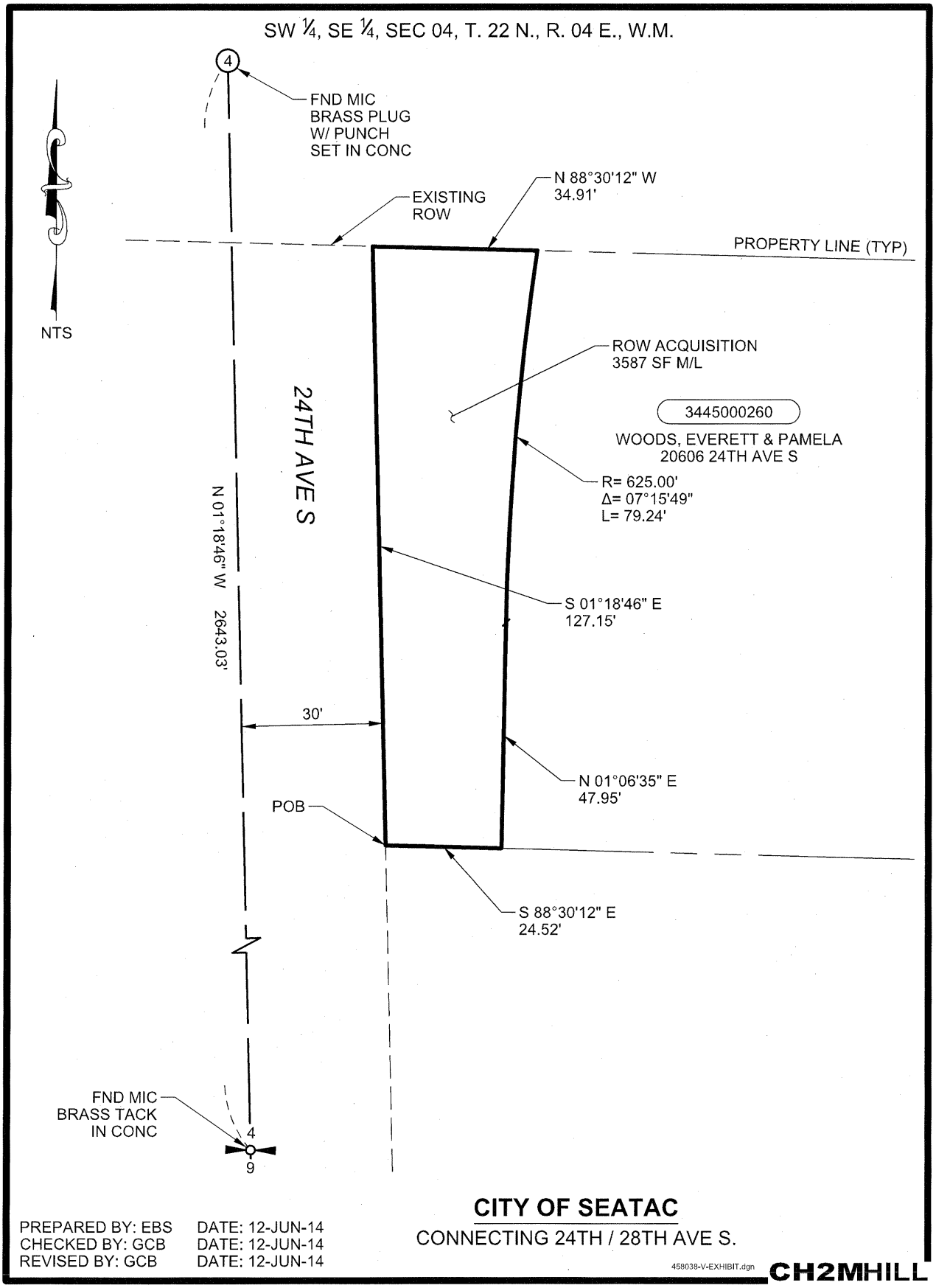
PARENT PARCEL

THE NORTH 127 FEET OF TRACT 32, HOMESTEAD PARK FIVE ACRE TRACTS, ACCORDING TO THE PLAT THEREOF RECORDED IN VOLUME 7 OF PLATS, PAGE 88, IN KING COUNTY, WASHINGTON;

EXCEPT THE WEST 30 FEET CONVEYED FOR ROAD TO KING COUNTY BY DEED RECORDED UNDER RECORDING NO. 4714903;

AND EXCEPT THE PORTION CONVEYED TO STATE OF WASHINGTON FOR ACCESS RIGHTS PURPOSES AS RECORDED IN DEED UNDER RECORDING NO. 20071023000357.

6/13/2014



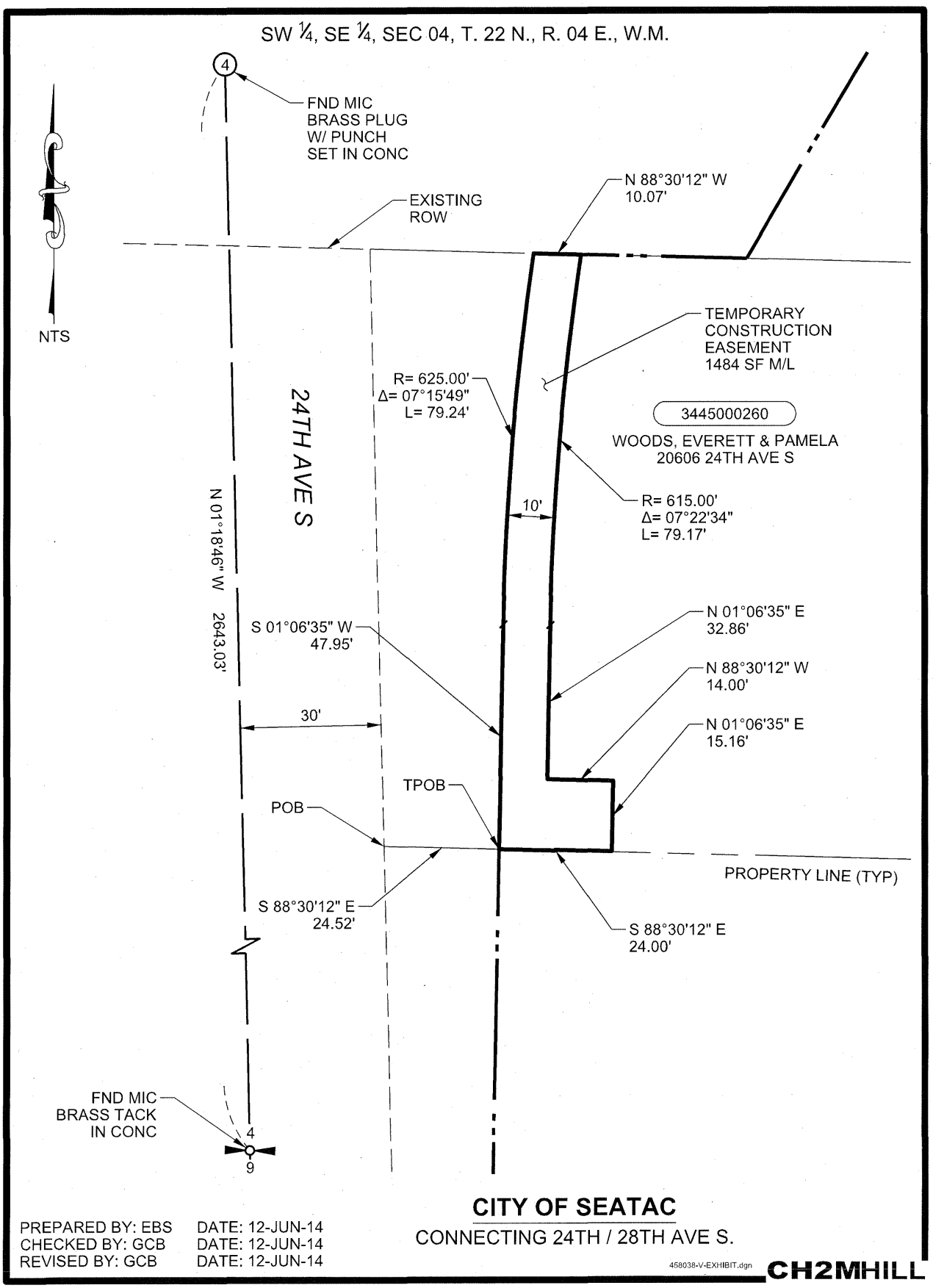
CITY OF SEATAC

CONNECTING 24TH / 28TH AVE S.

PREPARED BY: EBS	DATE: 12-JUN-14	
CHECKED BY: GCB	DATE: 12-JUN-14	
REVISED BY: GCB	DATE: 12-JUN-14	

458038-V-EXHIBIT.dgn

CH2MHILL



CITY OF SEATAC

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REVISED BY: GCB	DATE: 12-JUN-14	

458038-V-EXHIBIT.dgn

CH2MHILL

EXHIBIT A
RIGHT OF WAY ACQUISITION FROM PARCEL NO. 3445000274

All that portion of the below described PARENT PARCEL, in Section 4, Township 22 North, Range 4 East, W.M., in King County, Washington, described as follows:

Beginning at the southwest corner of the below described PARENT PARCEL, said point also being on the easterly margin of 24th AVE S, 30-feet wide; thence along the southerly line of said PARENT PARCEL South 88°30'12" East, 18.51 feet; thence leaving said southerly line North 01°06'35" East, 67.00 feet to the northerly line of said PARENT PARCEL; thence along said northerly line North 88°30'12" West, 21.35 feet to the easterly margin of 24th AVE S; thence along said easterly margin South 01°18'46" East, 67.08 feet to the POINT OF BEGINNING, containing 1,335 square feet, more or less.

PARENT PARCEL

THE SOUTH 67.00 FEET OF THE NORTH 269.00 FEET OF THE EAST 130.00 FEET OF THE WEST 160.00 FEET OF TRACT 32, HOMESTEAD PARK FIVE ACRE TRACTS, ACCORDING TO THE PLAT THEREOF RECORDED IN VOLUME 7 OF PLATS, PAGE 88, IN KING COUNTY, WASHINGTON;

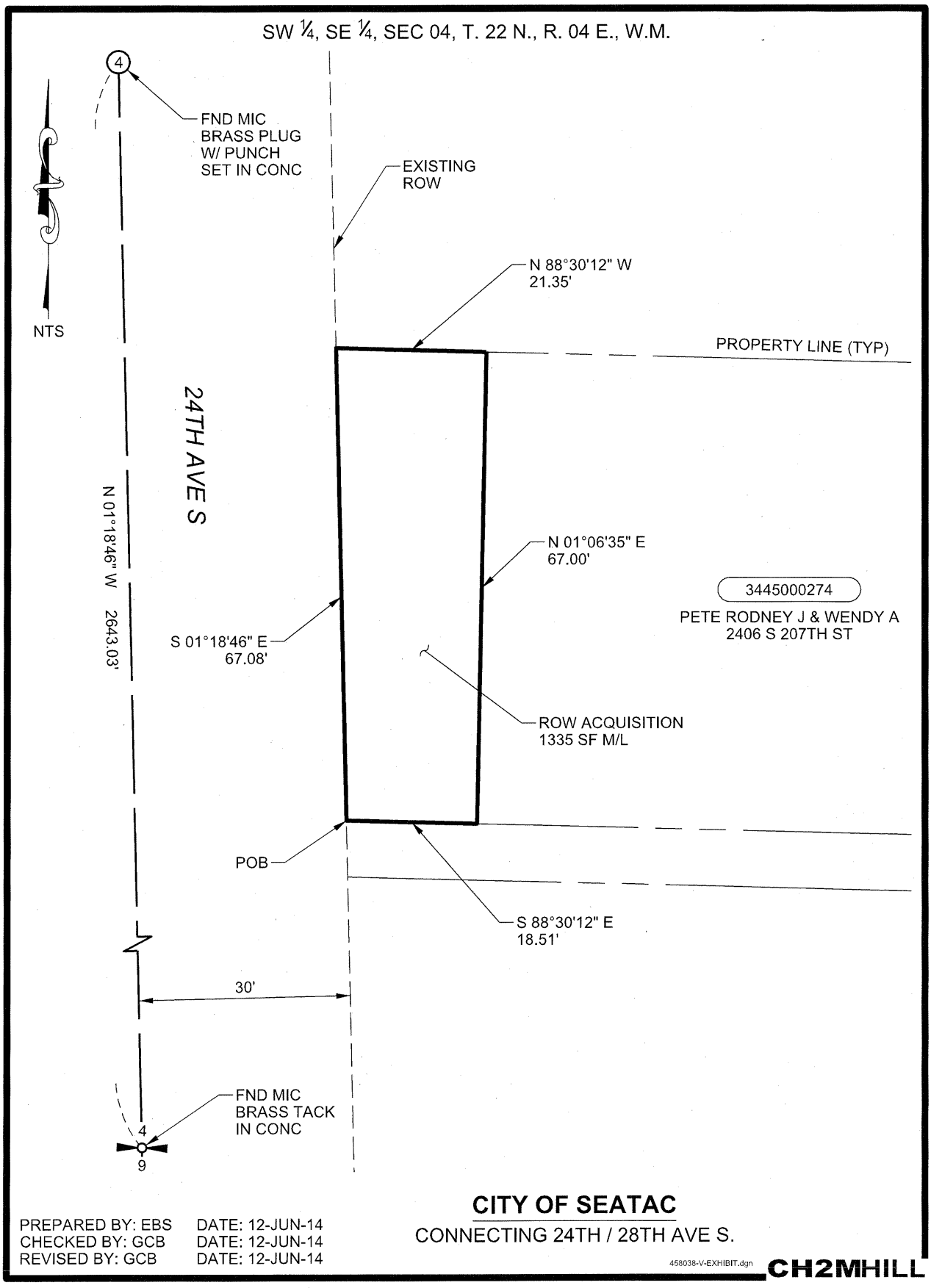
TOGETHER WITH A NON-EXCLUSIVE EASEMENT FOR INGRESS AND EGRESS OVER AND ACROSS THE SOUTH 20.0 FEET OF THE NORTH 289.00 FEET OF SAID TRACT 32;

EXCEPT THE EAST 93.0 FEET THEREOF;

AND EXCEPT THE WEST 30.0 FEET CONVEYED TO KING COUNTY FOR 24TH AVENUE SOUTH BY DEED RECORDED UNDER RECORDING NUMBER 4714902.

ALSO THE SOUTH 40.0 FEET OF THE NORTH 297.0 FEET OF THE WEST 20.0 FEET OF THE EAST 93.0 FEET OF SAID TRACT 32.

6/13/2014



CITY OF SEATAC

CONNECTING 24TH / 28TH AVE S.

PREPARED BY: EBS	DATE: 12-JUN-14	
CHECKED BY: GCB	DATE: 12-JUN-14	
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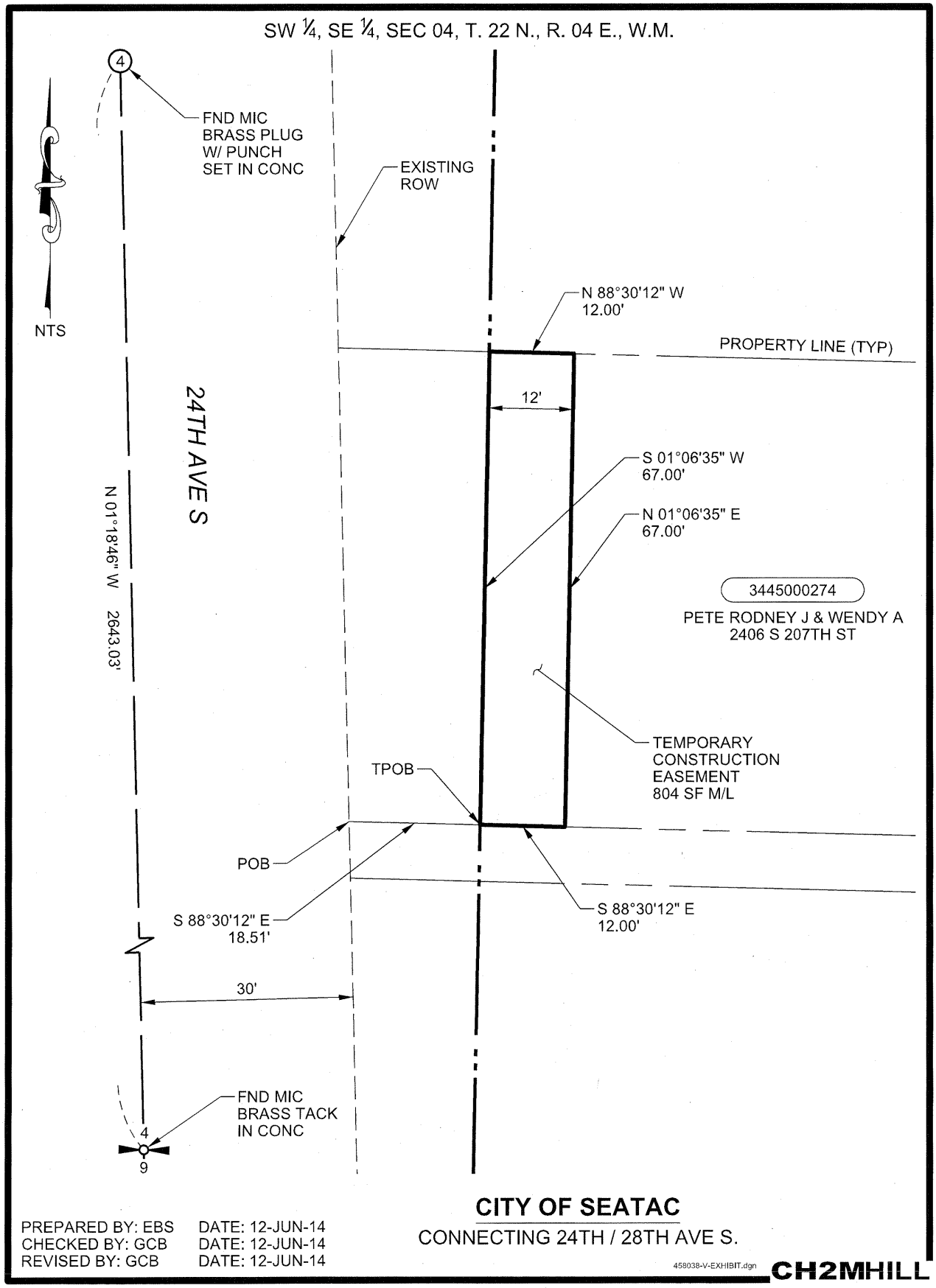
458038-V-EXHIBIT.dgn

CH2MHILL



CITY OF SEATAC

CONNECTING 24TH / 28TH AVE S.

PREPARED BY: EBS DATE: 12-JUN-14
CHECKED BY: GCB DATE: 12-JUN-14
REVISED BY: GCB DATE: 12-JUN-14

458038-V-EXHIBIT.dgn

CH2MHILL

EXHIBIT A
RIGHT OF WAY ACQUISITION FROM PARCEL NO. 3445000266

All that portion of the below described PARENT PARCEL, in Section 4, Township 22 North, Range 4 East, W.M., in King County, Washington, described as follows:

Beginning at the southwest corner of the below described PARENT PARCEL, said point also being on the easterly margin of 24th AVE S, 30-feet wide; thence along the southerly line of said PARENT PARCEL South 88°30'12" East, 21.35 feet; thence leaving said southerly line North 01°06'35" East, 75.00 feet to the northerly line of said PARENT PARCEL; thence along said northerly line North 88°30'12" West, 24.52 feet to the easterly margin of 24th AVE S; thence along said easterly margin South 01°18'46" East, 75.09 feet to the POINT OF BEGINNING, containing 1,720 square feet, more or less.

PARENT PARCEL

BEGINNING AT A POINT 30 FEET EAST OF THE NORTHWEST CORNER OF THE SOUTH 254 FEET OF THE NORTH 381 FEET OF TRACT 32, HOMESTEAD PARK FIVE ACRE TRACTS, ACCORDING TO THE PLAT THEREOF RECORDED IN VOLUME 7 OF PLATS, PAGE 88, IN KING COUNTY, WASHINGTON;

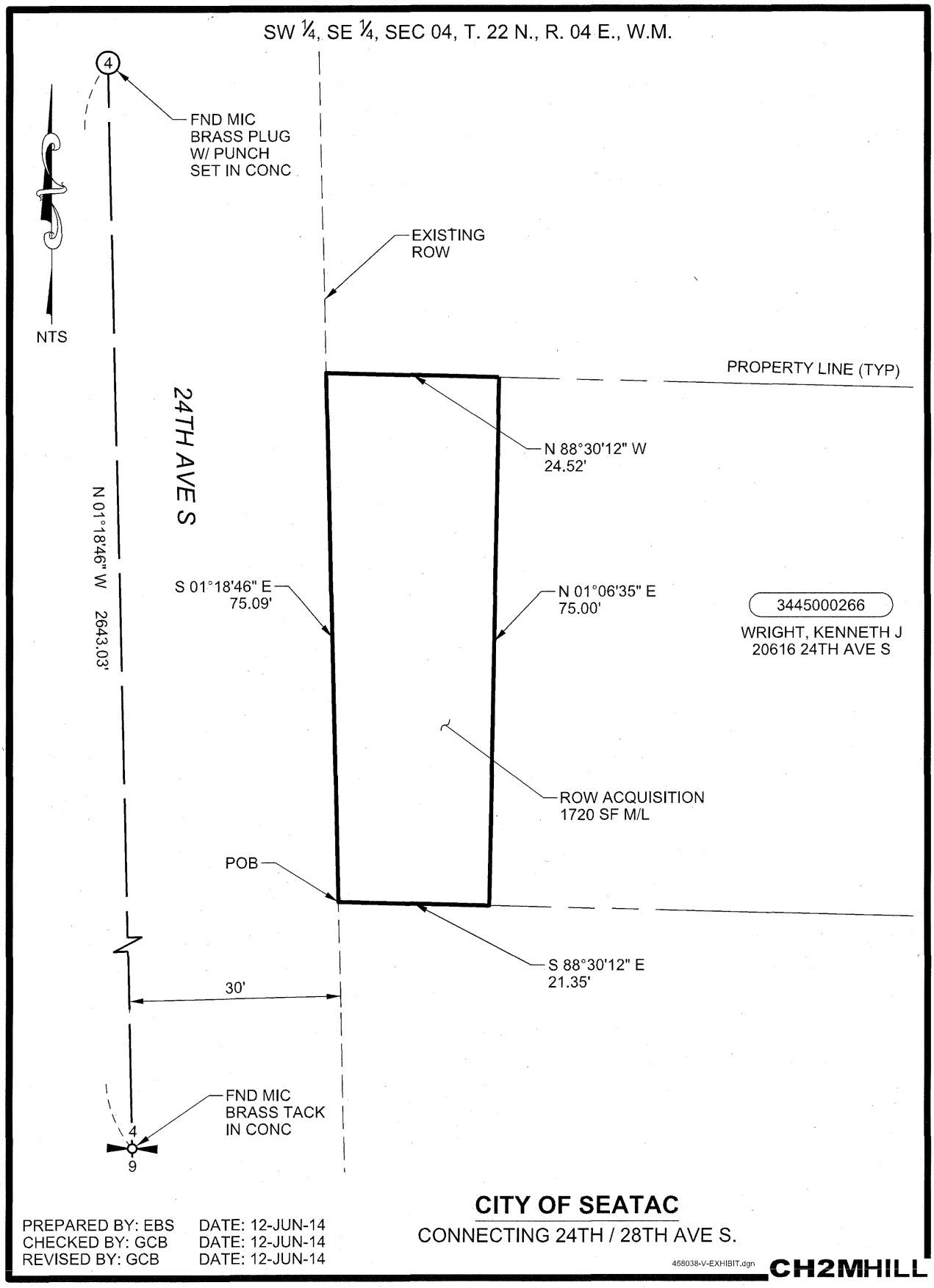
THENCE EASTERLY 130 FEET;

THENCE SOUTHERLY 75 FEET;

THENCE WESTERLY 130 FEET;

THENCE NORTHERLY 75 FEET TO THE POINT OF BEGINNING

6/13/2014



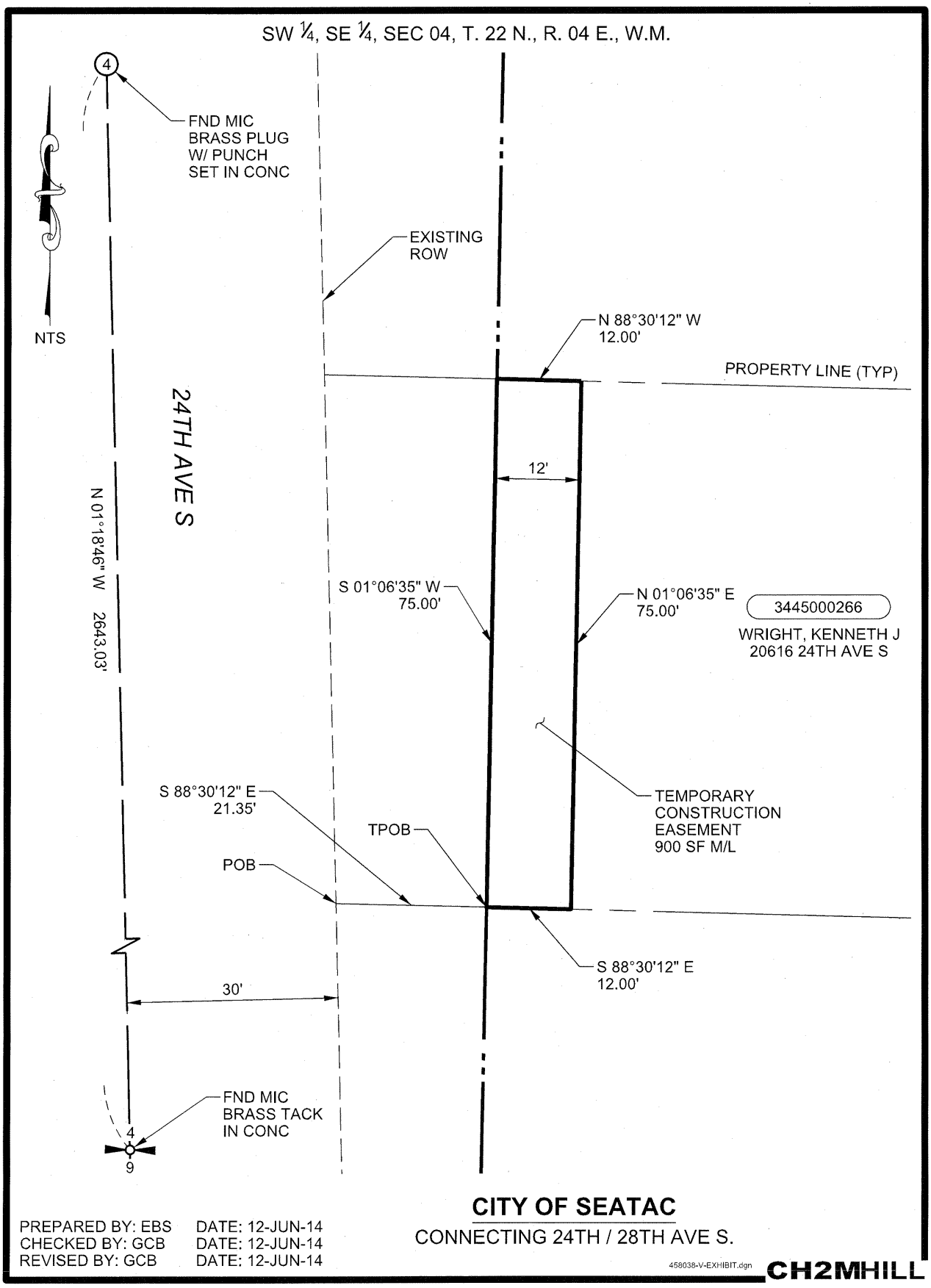
CITY OF SEATAC

CONNECTING 24TH / 28TH AVE S.

PREPARED BY: EBS DATE: 12-JUN-14
CHECKED BY: GCB DATE: 12-JUN-14
REVISED BY: GCB DATE: 12-JUN-14

458038-V-EXHIBIT.dgn

CH2MHILL



CITY OF SEATAC

CONNECTING 24TH / 28TH AVE S.

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REVISED BY: GCB DATE: 12-JUN-14

458038-V-EXHIBIT.dgn

CH2MHILL

EXHIBIT A
RIGHT OF WAY ACQUISITION FROM PARCEL NO. 3445000267

All that portion of the below described PARENT PARCEL, within Section 4, Township 22 North, Range 4 East, W.M., in King County, Washington, lying westerly of the following described line:

Beginning at the southwest corner of the below described PARENT PARCEL, said point also being on the easterly margin of 24th AVE S, 60-feet wide, from which the south quarter corner of said Section 4 bears South 3°10'42" West, 383.13 feet; thence along the southerly line of said PARENT PARCEL, South 88°30'12" East, 18.17 feet to the TRUE POINT OF BEGINNING of the hereinafter described line; thence leaving said southerly line North 01°06'35" East, 8.00 feet to the northerly line of said PARENT PARCEL, and the terminus of said line description, containing 146 square feet, more or less.

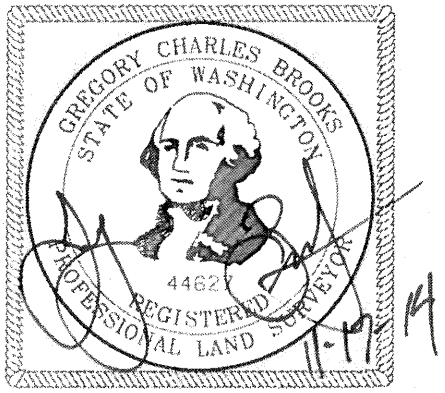
PARENT PARCEL

THE SOUTH 8 FEET OF THE NORTH 277 FEET OF THE EAST 130 FEET OF THE WEST 160 FEET;

ALSO THE WEST 20 FEET OF THE EAST 93 FEET OF THE SOUTH 20 FEET OF THE NORTH 197 FEET;

ALL IN TRACT 32, HOMESTEAD PARK FIVE ACRE TRACTS, ACCORDING TO THE PLAT THEREOF RECORDED IN VOLUME 7 OF PLATS, PAGE 88, IN KING COUNTY, WASHINGTON.

SITUATE IN THE COUNTY OF KING, STATE OF WASHINGTON.



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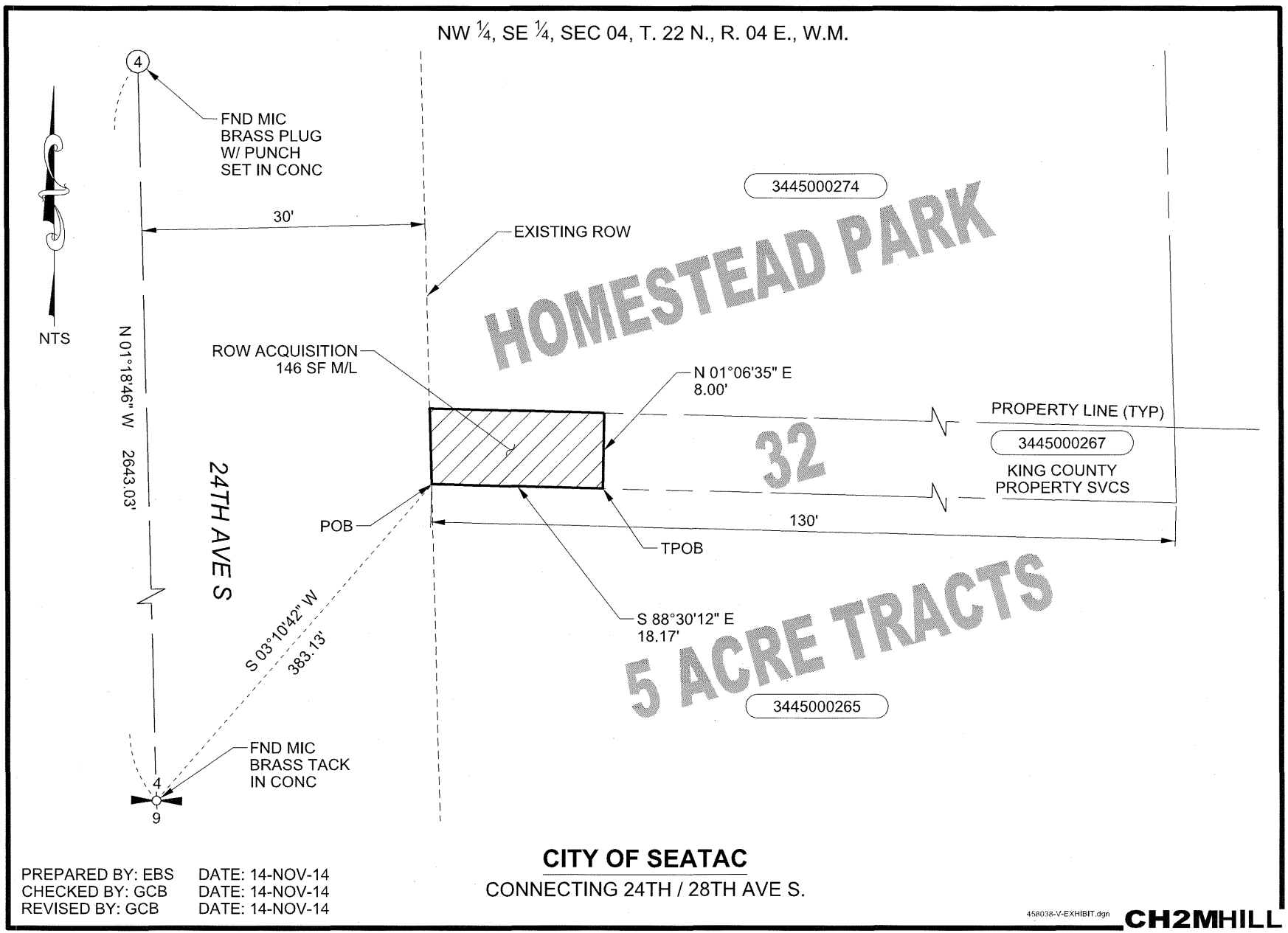


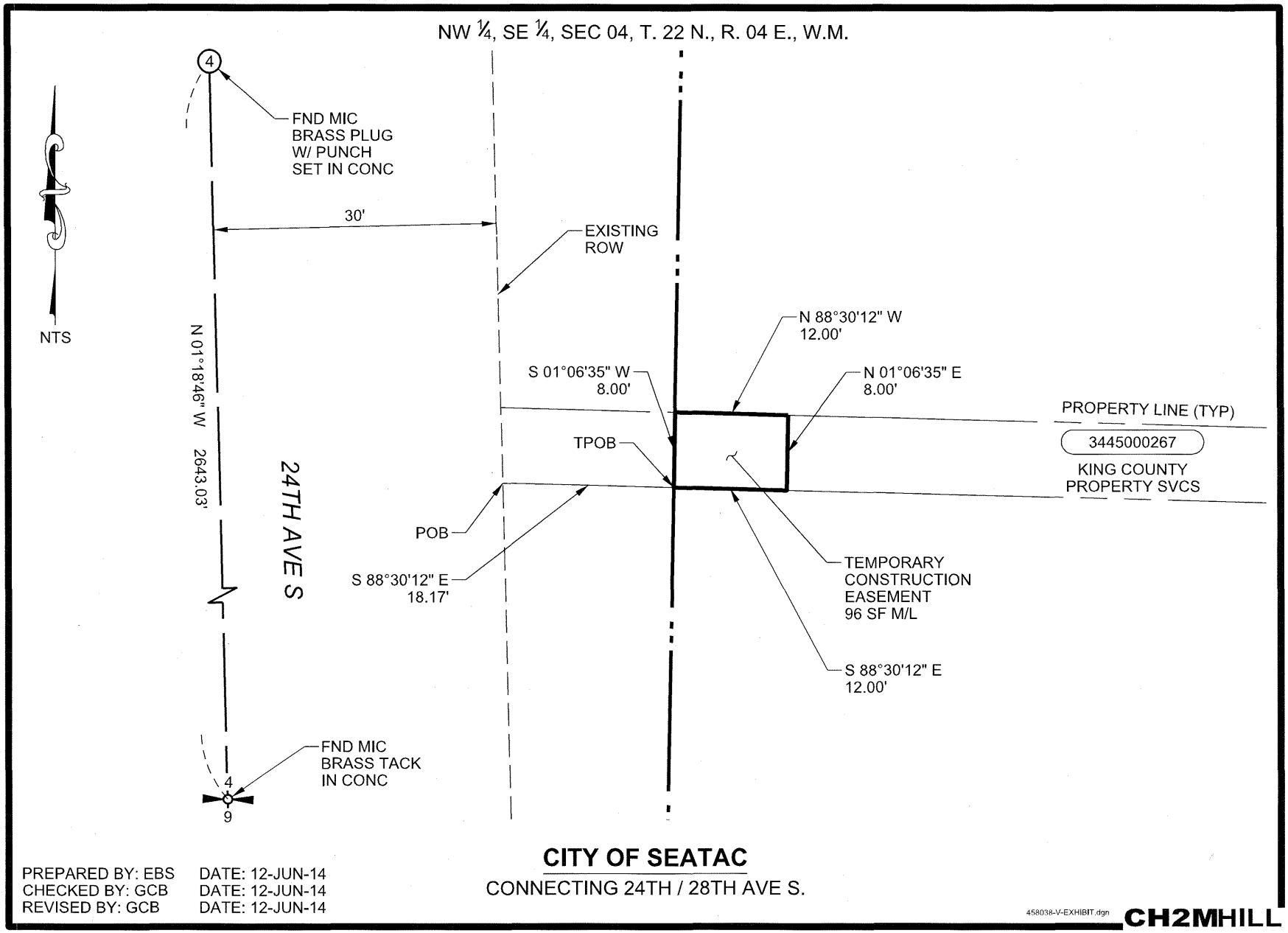
CITY OF SEATAC

CONNECTING 24TH / 28TH AVE S.

PREPARED BY: EBS DATE: 14-NOV-14
CHECKED BY: GCB DATE: 14-NOV-14
REVISED BY: GCB DATE: 14-NOV-14

458038-V-EXHIBIT.dgn

CH2MHILL



CITY OF SEATAC

CONNECTING 24TH / 28TH AVE S.

PREPARED BY: EBS DATE: 12-JUN-14
CHECKED BY: GCB DATE: 12-JUN-14
REVISED BY: GCB DATE: 12-JUN-14

458038-V-EXHIBIT.dgn

CH2MHILL

EXHIBIT A
RIGHT OF WAY ACQUISITION FROM PARCEL NO. 3445000265

All that portion of the below described PARENT PARCEL, in Section 4, Township 22 North, Range 4 East, W.M., in King County, Washington, described as follows:

Beginning at the southwest corner of the below described PARENT PARCEL, said point also being on the easterly margin of 24th AVE S, 30-feet wide; thence along the southerly line of said PARENT PARCEL South 88°30'12" East, 13.77 feet; thence leaving said southerly line North 01°06'35" East, 104.00 feet to the northerly line of said PARENT PARCEL; thence along said northerly line North 88°30'12" West, 18.17 feet to the easterly margin of 24th AVE S; thence along said easterly margin South 01°18'46" East, 104.13 feet to the POINT OF BEGINNING, containing 1,661 square feet, more or less.

PARENT PARCEL

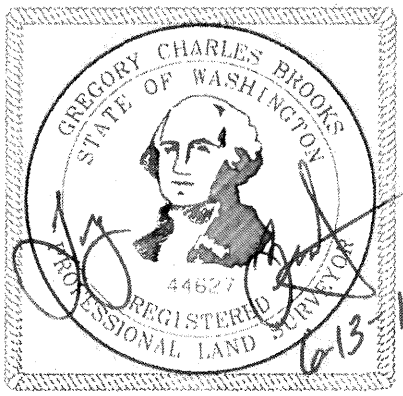
THE SOUTH 254 FEET OF THE NORTH 381 FEET OF TRACT 32, HOMESTEAD PARK FIVE ACRE TRACTS, ACCORDING TO THE PLAT THEREOF RECORDED IN VOLUME 7 OF PLATS, PAGE 88, IN KING COUNTY, WASHINGTON;

EXCEPT THE EAST 93 FEET THEREOF;

AND EXCEPT THE WEST 160 FEET OF THE NORTH 150 FEET THEREOF;

AND EXCEPT THE NORTH 142 FEET THEREOF;

AND EXCEPT THE WEST 30 FEET CONVEYED TO KING COUNTY FOR 24TH AVENUE BY DEED RECORDED UNDER RECORDING NUMBER 4714902.



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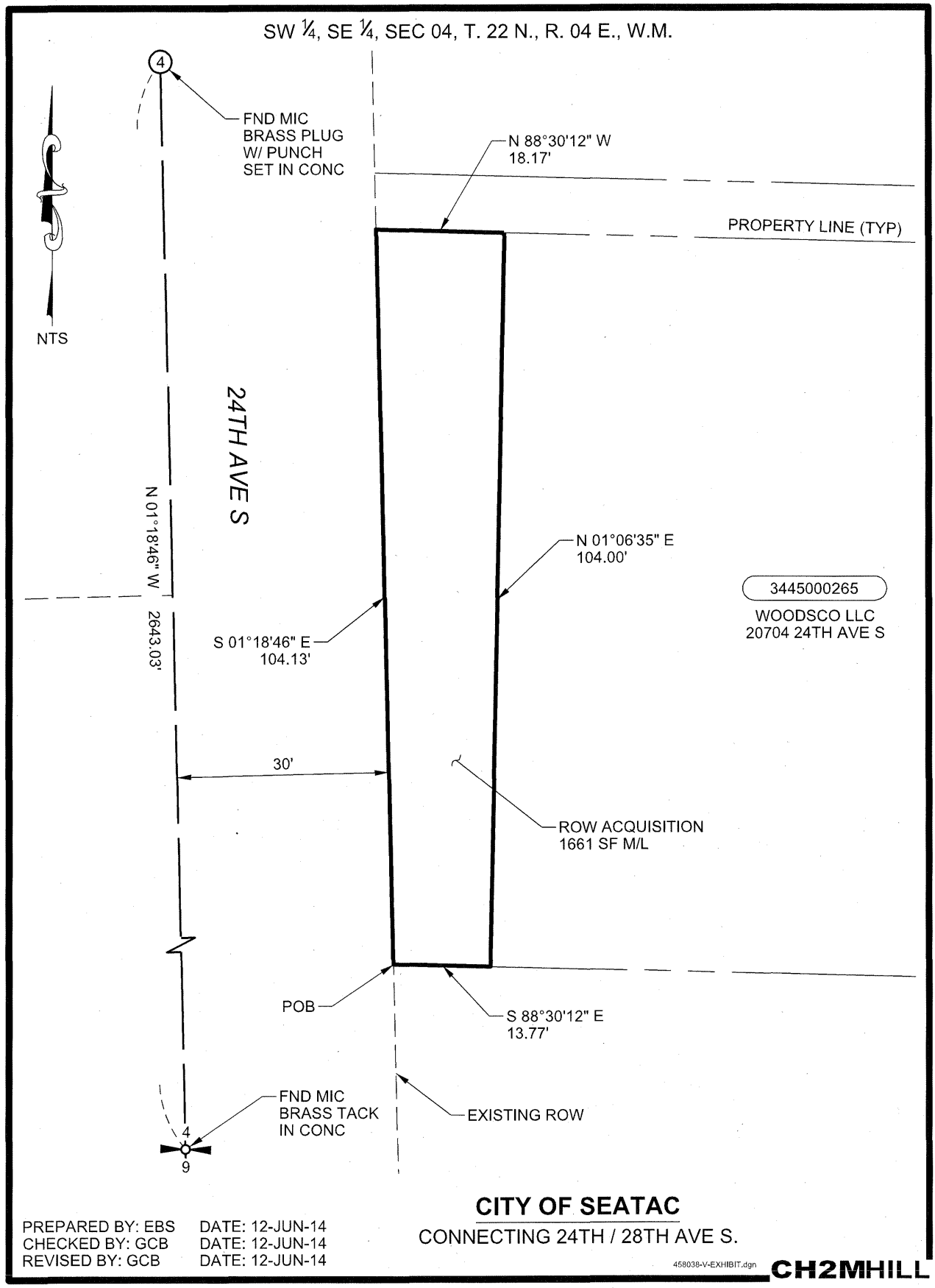

CITY OF SEATAC

CONNECTING 24TH / 28TH AVE S.

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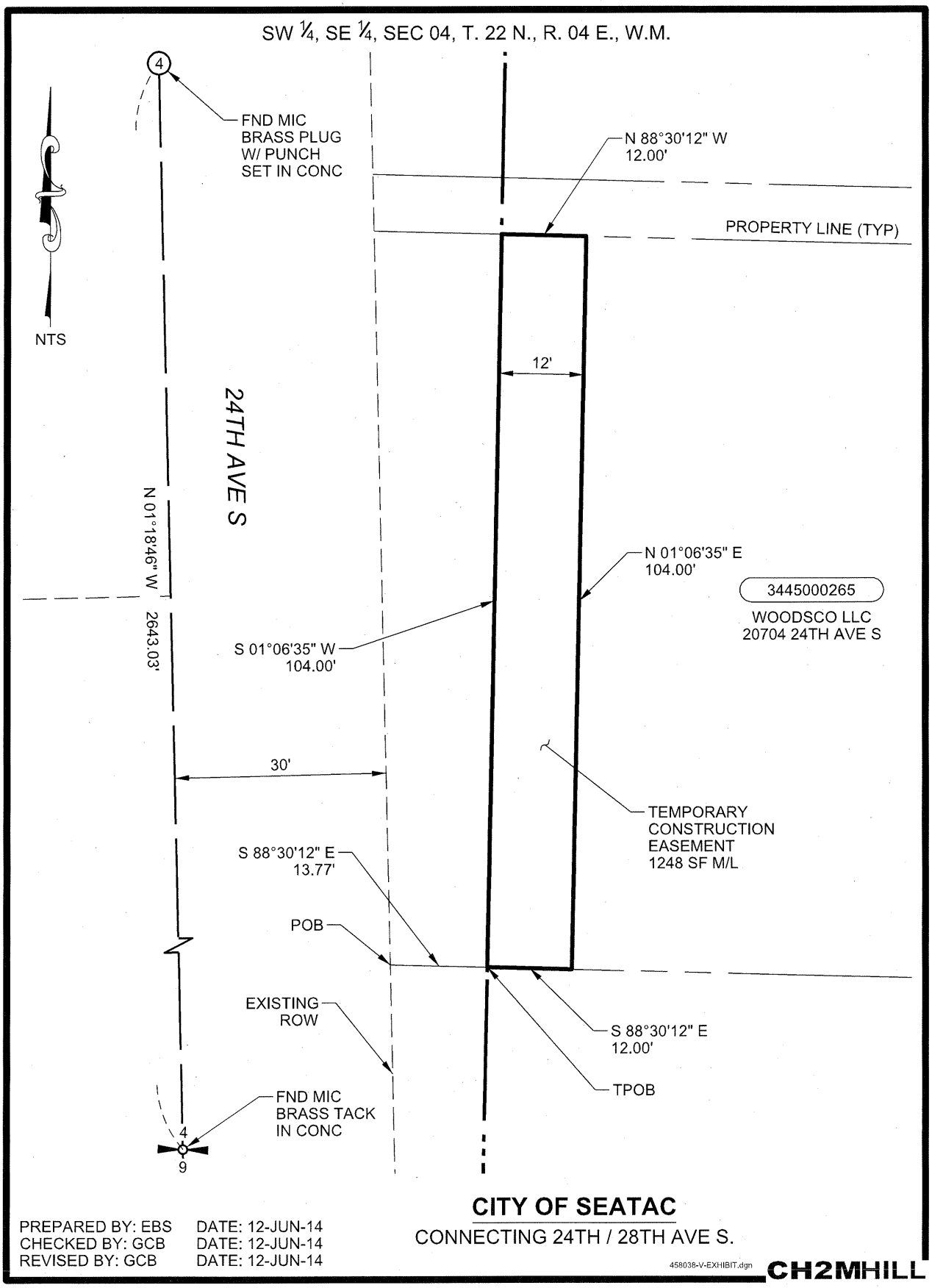
CH2MHILL



CITY OF SEATAC

CONNECTING 24TH / 28TH AVE S.

PREPARED BY: EBS DATE: 12-JUN-14
CHECKED BY: GCB DATE: 12-JUN-14
REVISED BY: GCB DATE: 12-JUN-14

458038-V-EXHIBIT.dgn

CH2MHILL

EXHIBIT A
RIGHT OF WAY ACQUISITION FROM PARCEL NO. 3445000270

All that portion of the below described PARENT PARCEL, in Section 4, Township 22 North, Range 4 East, W.M., in King County, Washington, described as follows:

Beginning at the southwest corner of the below described PARENT PARCEL, said point also being on the easterly margin of 24th AVE S, 30-feet wide; thence along said easterly margin, North 01°18'46" West, 177.17 feet to the northerly line of said PARENT PARCEL; thence along said northerly line South 88°30'12" East, 13.77 feet; thence leaving said northerly line South 01°06'35" West, 176.95 feet to the southerly line of said PARENT PARCEL; thence along said southerly line North 88°31'33" West, 6.28 feet to the POINT OF BEGINNING, containing 1,774 square feet, more or less.

PARENT PARCEL

PARCEL A:

THE WEST 216 FEET OF THE SOUTH 254 FEET OF TRACT 32, HOMESTEAD PARK FIVE ACRE TRACTS, ACCORDING TO THE PLAT THEREOF RECORDED IN VOLUME 7 OF PLATS, PAGE 88, IN KING COUNTY, WASHINGTON;

EXCEPT THE EAST 75 FEET OF THE SOUTH 179 FEET OF THE WEST 216 FEET;

EXCEPT THE WEST 141 FEET OF THE SOUTH 87 FEET OF THE WEST 216 FEET OF SAID TRACT;

AND EXCEPT THE WEST 30 FEET FOR ROAD AS DEEDED TO KING COUNTY BY DEED RECORDED UNDER RECORDING NUMBER 4714901.

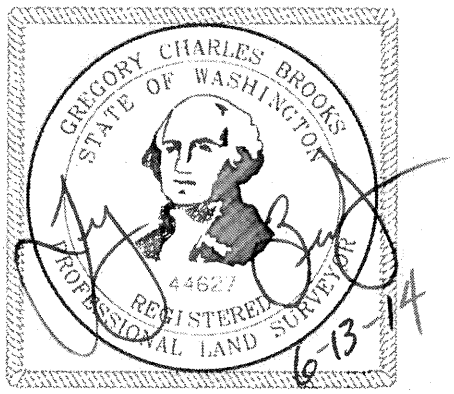
PARCEL B:

THE WEST 216 FEET OF TRACT 32, HOMESTEAD PARK FIVE ACRE TRACTS, ACCORDING TO THE PLAT THEREOF RECORDED IN VOLUME 7 OF PLATS, PAGE 88, IN KING COUNTY, WASHINGTON;

EXCEPT THE SOUTH 254 FEET;

EXCEPT THE NORTH 381 FEET;

AND EXCEPT THE WEST 30 FEET FOR ROAD.



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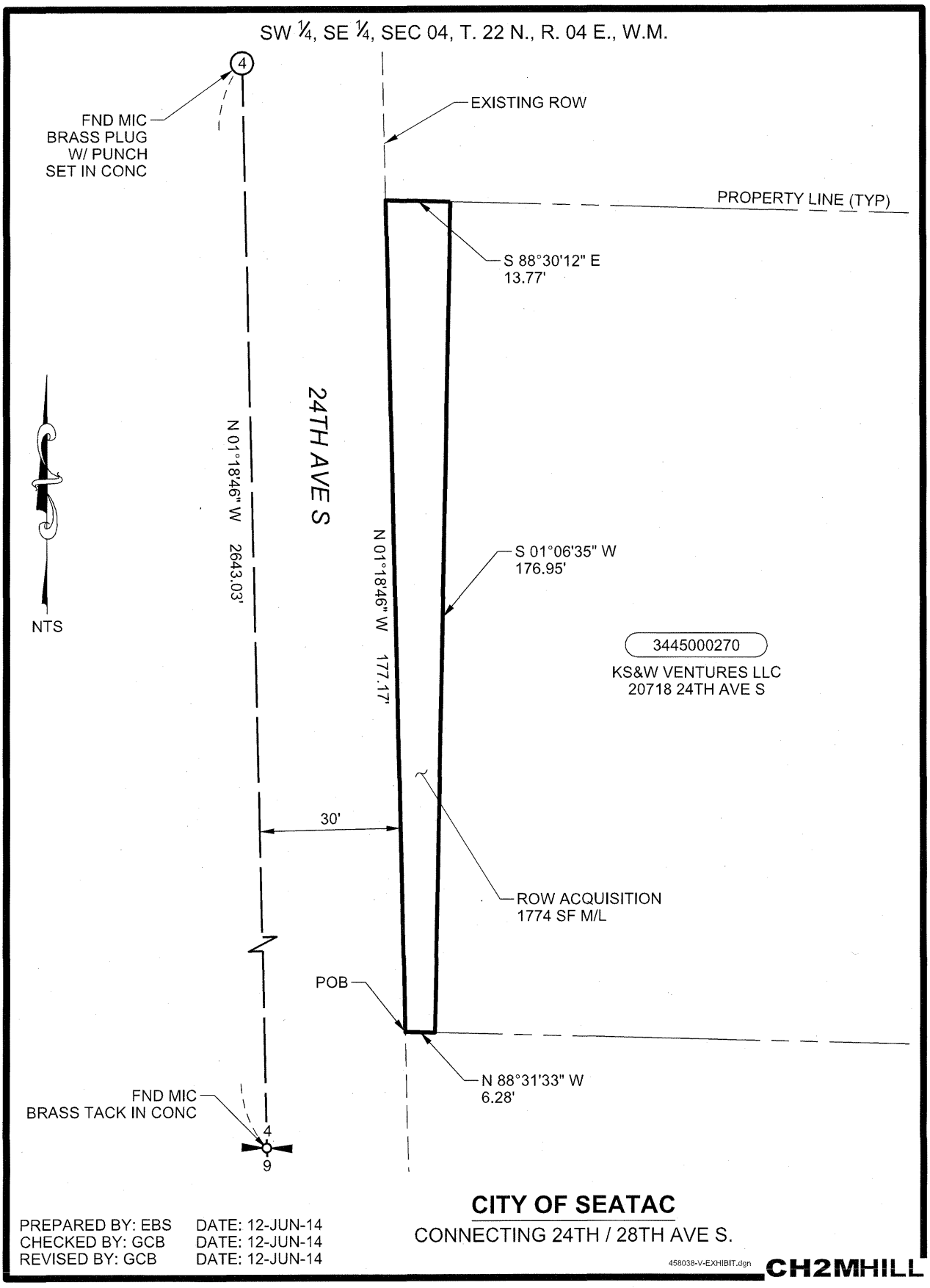
SW ¼, SE ¼, SEC 04, T. 22 N., R. 04 E., W.M.
4
FND MIC
BRASS PLUG
W/ PUNCH
SET IN CONC
EXISTING ROW
PROPERTY LINE (TYP)
S 88°30'12" E
13.77'
24TH AVE S
N 01°18'46" W 2643.03'
N 01°18'46" W 177.17'
S 01°06'35" W
176.95'
NTS
3445000270
KS&W VENTURES LLC
20718 24TH AVE S
30'
ROW ACQUISITION
1774 SF M/L
POB
N 88°31'33" W
6.28'
FND MIC
BRASS TACK IN CONC
4
9
CITY OF SEATAC
CONNECTING 24TH / 28TH AVE S.
PREPARED BY: EBS DATE: 12-JUN-14
CHECKED BY: GCB DATE: 12-JUN-14
REVISED BY: GCB DATE: 12-JUN-14
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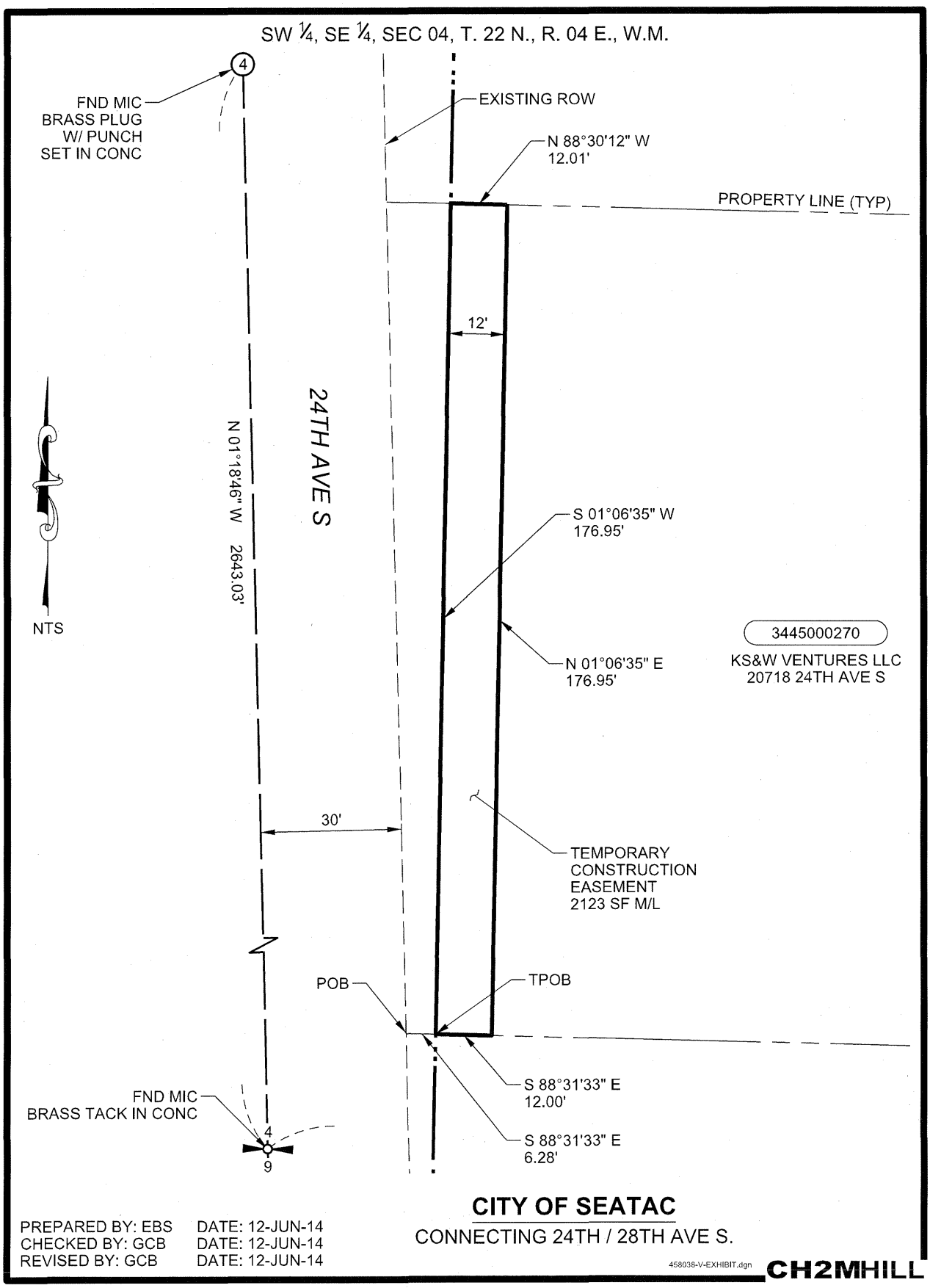
CH2MHILL



CITY OF SEATAC

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REVISED BY: GCB DATE: 12-JUN-14

458038-V-EXHIBIT.dgn

CH2MHILL

EXHIBIT A
RIGHT OF WAY ACQUISITION FROM PARCEL NO. 3445000272

All that portion of the below described PARENT PARCEL, in Section 4, Township 22 North, Range 4 East, W.M., in King County, Washington, described as follows:

Beginning at the southwest corner of the below described PARENT PARCEL, said point also being the intersection of the easterly margin of 24th AVE S, being 30-feet wide, and the northerly margin of S 208th St, also being 30-feet wide; thence along said southerly margin, South 88°31'33" East, 43.20 feet; thence leaving said southerly margin North 01°28'27" East, 3.00 feet; thence North 76°37'15" West, 26.90 feet; thence North 34°35'15" West, 23.48 feet; thence North 01°06'35" East, 44.47 feet to the northerly line of said PARENT PARCEL; thence along said northerly line North 88°31'33" West, 6.28 feet to the easterly margin of 24th AVE S; thence along said easterly margin South 01°18'46" East, 72.09 to the POINT OF BEGINNING, containing 741 square feet, more or less.

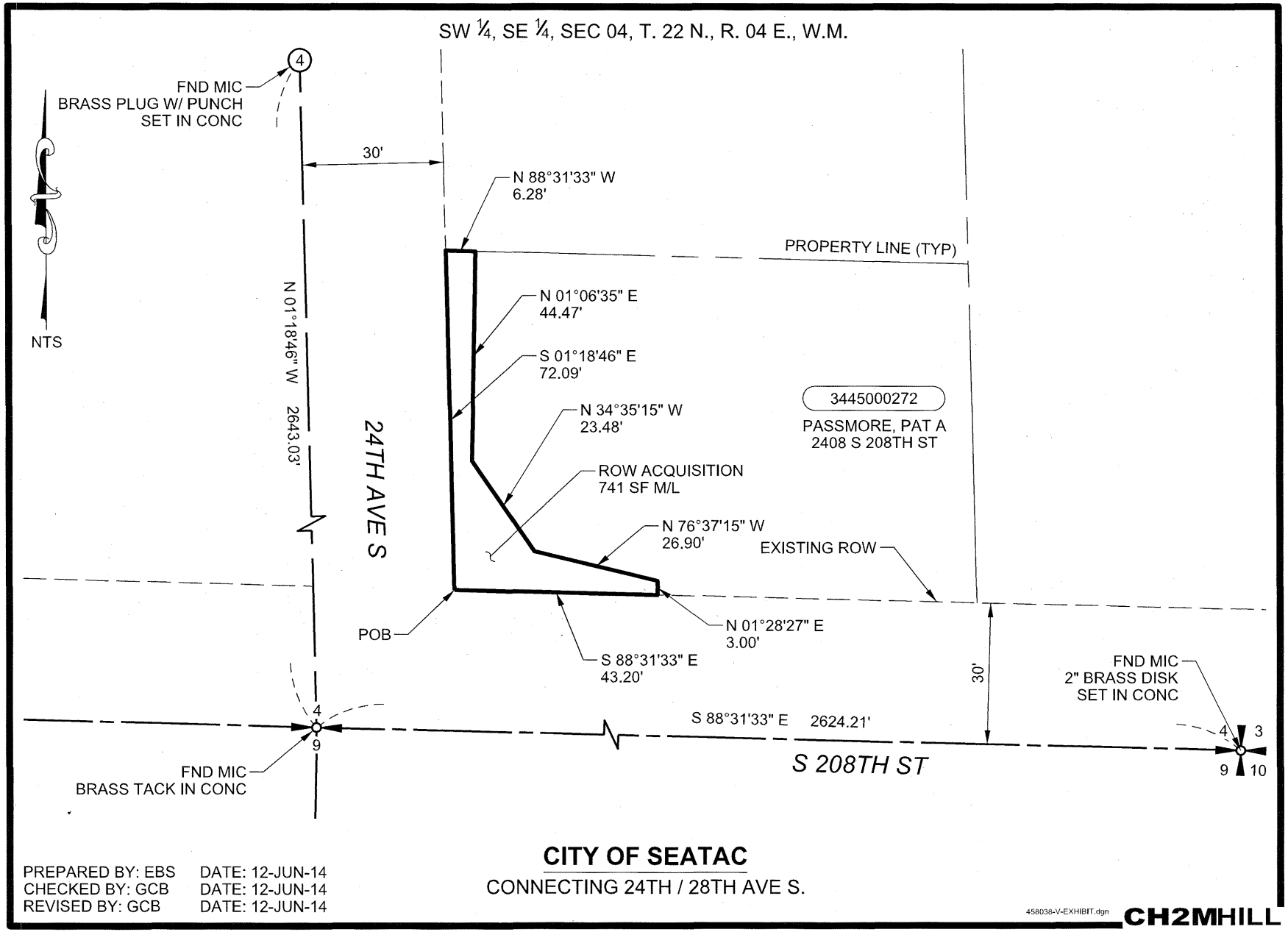
PARENT PARCEL

THE WEST 141 FEET OF THE SOUTH 87 FEET OF TRACT 32, HOMESTEAD PARK FIVE ACRE TRACTS, ACCORDING TO THE PLAT THEREOF RECORDED IN VOLUME 7 OF PLATS, PAGE 88, IN KING COUNTY, WASHINGTON;

EXCEPT THE WEST 30 FEET THEREOF CONVEYED TO KING COUNTY FOR ROAD BY DEED RECORDED UNDER RECORDING NUMBER 4714901;

AND EXCEPT THAT PORTION, IF ANY, LYING WITHIN SOUTH 208TH STREET.

6/13/2014



CITY OF SEATAC

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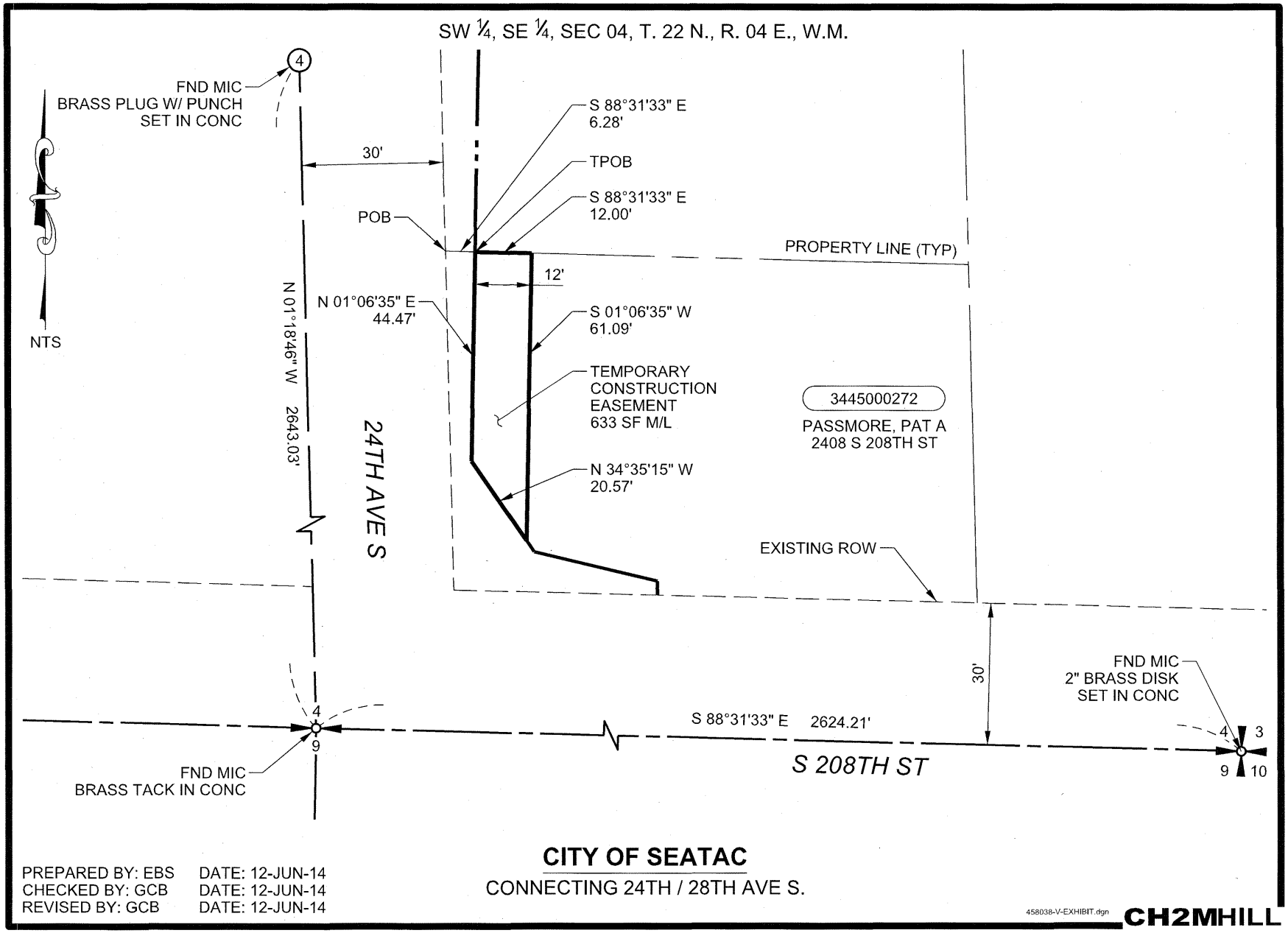
CH2MHILL



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458038-V-EXHIBIT.dgn

CH2MHILL

EXHIBIT A
RIGHT OF WAY ACQUISITION FROM PARCEL NO. 0922049179

All that portion of the below described PARENT PARCEL, in Section 9, Township 22 North, Range 4 East, W.M., in King County, Washington, lying northwesterly of the following described line:

Beginning at the southwest corner of the below described PARENT PARCEL, said point also being on the easterly margin of 24th AVE S, being 30-feet wide; thence along said easterly margin North 01°06'35" East, 62.16 feet to the TRUE POINT OF BEGINNING of the hereinafter described line; thence leaving said easterly margin along a 30.00-foot radius tangent curve to the right, through a central angle of 90°21'52", an arc distance of 47.31 feet to a point on the southerly margin of S 208th St and the terminus of said line, containing 196 square feet, more or less.

PARENT PARCEL

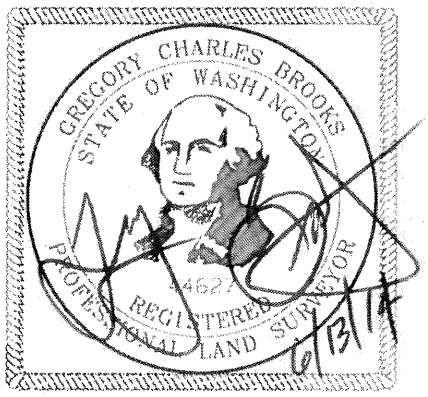
THE WEST 2 ACRES;

EXCEPT THE SOUTH 255 FEET;

AND EXCEPT THE EAST 160 FEET OF THE FOLLOWING DESCRIBED TRACT:

THE NORTH 5 ACRES OF THE WEST 17-1/2 ACRES OF THE NORTHWEST QUARTER OF THE NORTHEAST QUARTER OF SECTION 9, TOWNSHIP 22 NORTH, RANGE 4 EAST, W.M., IN KING COUNTY, WASHINGTON;

EXCEPTING THEREFROM THE NORTH 30 FEET, THE WEST 30 FEET AND THE EAST 30 FEET THEREOF.



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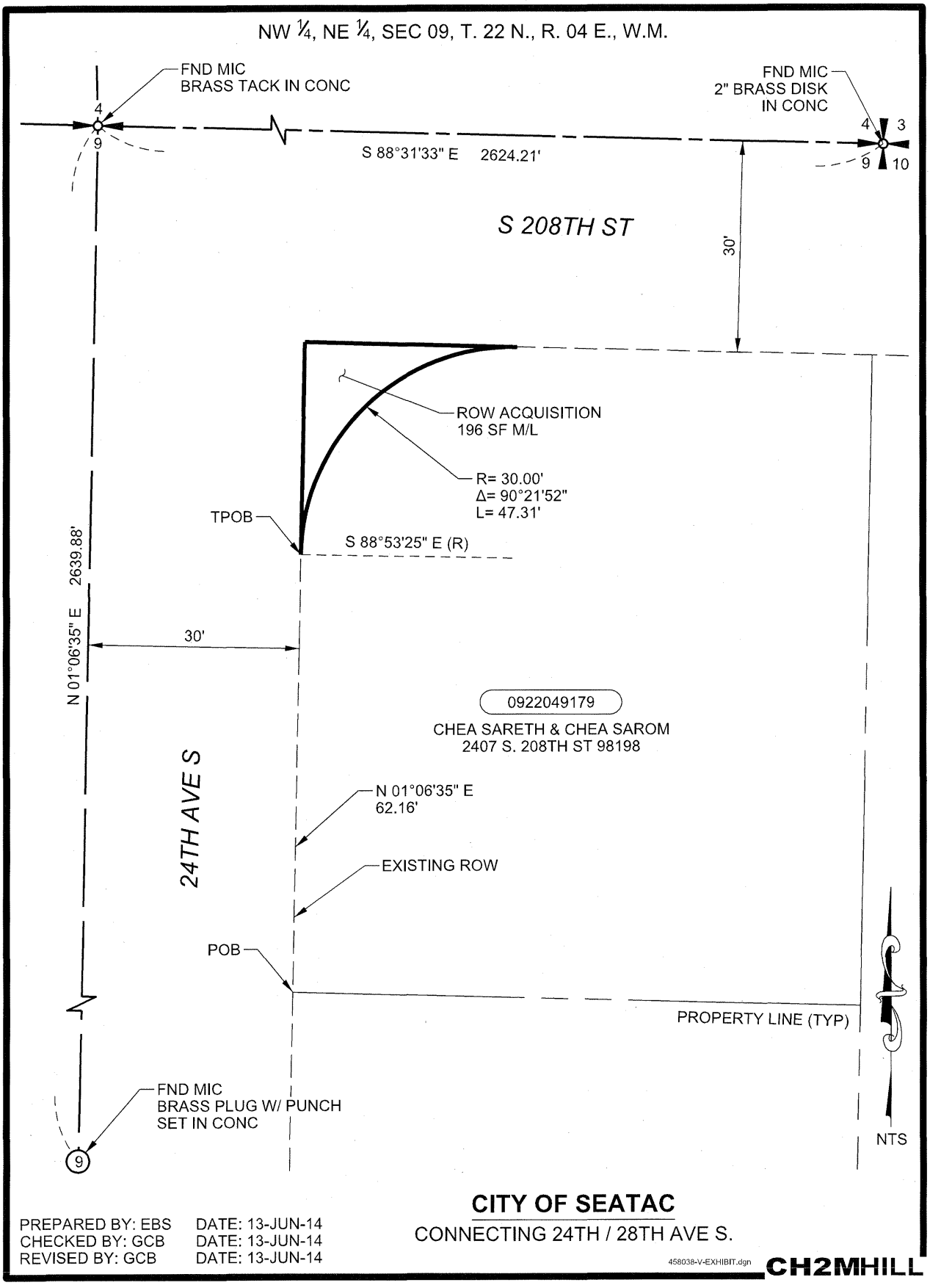

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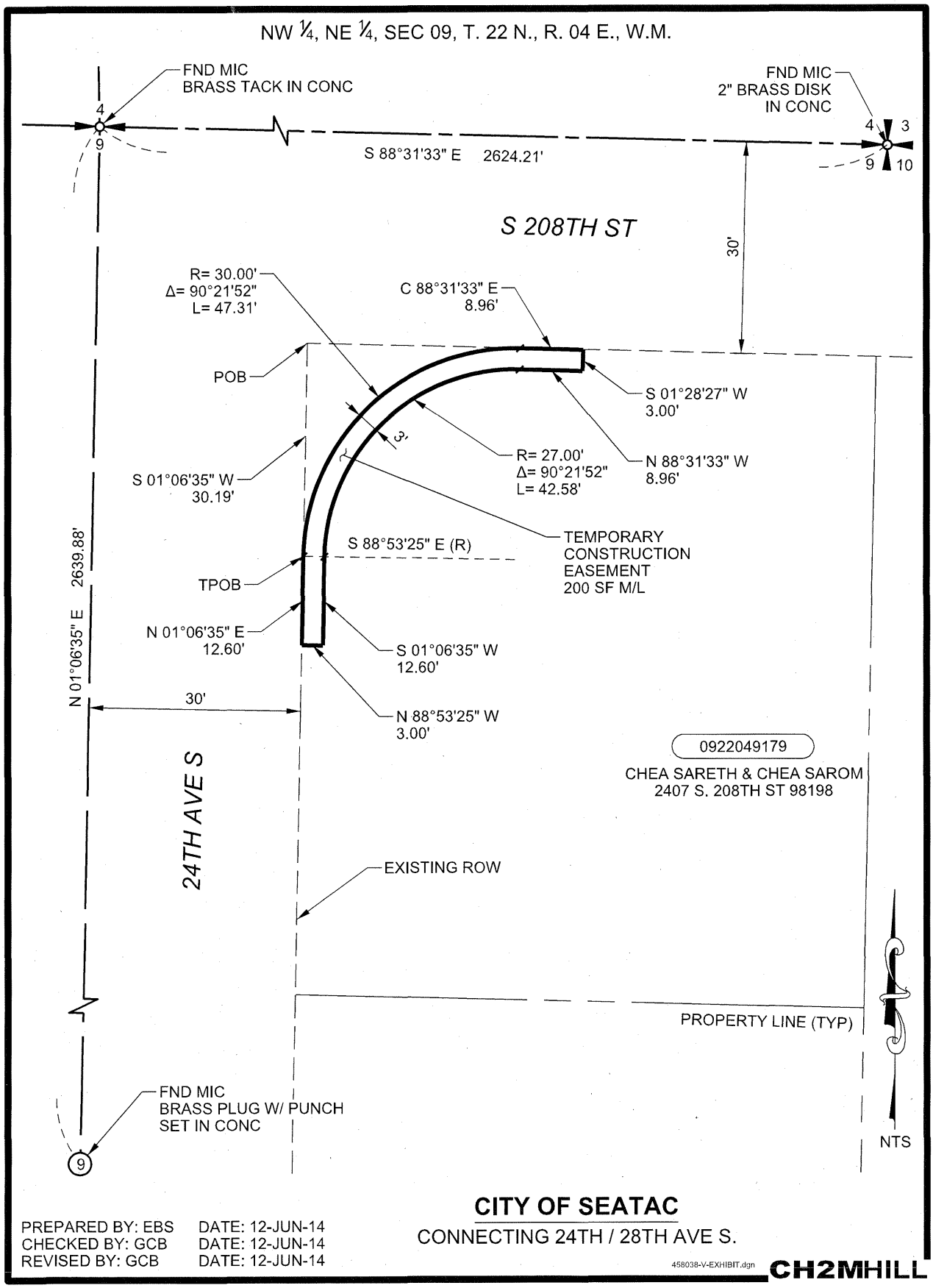
CH2MHILL



CITY OF SEATAC

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458038-V-EXHIBIT.dgn

CH2MHILL

ORDINANCE NO. 15-1002

AN ORDINANCE of the City Council of the City of SeaTac, Washington amending Sections 7.40.020 and 7.40.060 of the SeaTac Municipal Code related to Garbage Regulations.

WHEREAS, it is appropriate to amend the definition of "person" in Section 7.40.020 of the SeaTac Municipal Code to clarify that the City's garbage regulations are applicable to all entities, including government agencies; and

WHEREAS, it is appropriate to amend Section 7.40.060 of the SeaTac Municipal Code to clarify that the City's contractor has the exclusive right to collect garbage in the City;

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF SEATAC, WASHINGTON, DO ORDAIN as follows:

Section 1. Section 7.40.020 of the SeaTac Municipal Code is hereby amended to read as follows:

7.40.020 Definitions.

The definitions in this section apply throughout this chapter unless the context clearly requires otherwise.

"City" means the City of SeaTac, Washington.

"Collection contractor" or "contractor" means that entity holding a valid current contract with the City to collect and dispose of garbage, recyclables, and yard debris from within the City.

"Container" means a can, cart, detachable container or drop box container as described herein for the purpose of storing garbage, yard debris, recyclables or construction/demolition debris.

"Detachable container" means a watertight metal or plastic container equipped with a tight-fitting cover, capable of being mechanically unloaded into a collection vehicle, and that is not less than one (1) cubic yard or greater than eight (8) cubic yards in capacity.

"Director" means the City of SeaTac Public Works Director, or designee.

"Drop box container" means an all-metal container with ten (10) cubic yards or more capacity that is loaded onto a specialized collection vehicle, transported to a disposal or recycling site, emptied and transported back to the customer's site.

"Dwelling unit" means any building or portion thereof which contains living facilities, including provisions for sleeping, eating, cooking and sanitation for not more than one (1) family.

"Garbage" means all putrescible and nonputrescible solid and semi-solid wastes, including, but not limited to, rubbish, ashes, industrial wastes, swill, demolition and construction wastes, and discarded commodities. "Garbage" does not include hazardous wastes, special wastes, source-separated recyclables, or yard debris.

"Garbage can" means a City-approved contractor or customer provided twenty (20) or thirty-two (32) gallon container that is a water-tight galvanized sheet-metal or plastic container. The twenty (20) gallon container shall not exceed two and a half (2.5) cubic feet or twenty (20) gallons in capacity; weighing not over nine (9) pounds when empty or thirty-one (31) pounds when full; the thirty-two (32) gallon container shall not exceed four (4) cubic feet or thirty-two (32) gallons in capacity; weighing not over fifteen (15) pounds when empty or fifty (50) pounds when full; containers shall be fitted with two (2) sturdy looped handles, one on each side; and fitted with a tight cover equipped with a handle or one (1) sturdy looped handle for a container with wheels.

"Garbage cart" means a contractor-provided sixty-four (64) or ninety-six (96) gallon wheeled cart suitable for household collection, storage and curbside placement of garbage.

"Garbage unit" means secure and tight bundles, none of which shall exceed three (3) feet in the longest dimension, and shall not exceed fifty (50) pounds in weight. A "garbage unit" may be packed in small discarded boxes, barrels or bags, or in securely tight cartons or other receptacles reasonably easy to be handled and loaded by one person onto a collection vehicle. A garbage can may be a "garbage unit."

"Hazardous waste" means any substance that is:

1. Defined as hazardous by 40 C.F.R. Part 261 and regulated as hazardous waste by the United States Environmental Protection Agency under Subtitle C of the Resource Conservation and Recovery Act ("RCRA") of 1976, 42 U.S.C. Section 6901 et seq., as amended by the Hazardous and Solid Waste Amendments ("HSWA") of 1984; the Toxic Substances Control Act, 15 U.S.C. Section 2601 et seq.; or any other federal statute or regulation governing the treatment, storage, handling or disposal of waste imposing special handling or disposal requirements similar to those required by Subtitle C of RCRA.

2. Defined as dangerous or extremely hazardous by Chapter 173-303 WAC and regulated as dangerous waste or extremely hazardous waste by the Washington State Department of Ecology under the State Hazardous Waste Management Act, Chapter 70.105 RCW, or any other Washington State statute or regulation governing the treatment, storage, handling or disposal of wastes and imposing special handling requirements similar to those required by Chapter 70.105 RCW.

3. Any other substance that comes within the scope of this definition as determined by the Director.

"Mixed paper" means magazines, junk mail, phone books, bond or ledger grade paper, cardboard, paperboard packaging and other fiber-based materials meeting industry standards.

Mixed paper shall not include tissue paper, paper towels, food-contaminated paper or paper packaging combined with plastic wax or foil.

"Multi-family complex" means a multiple-unit residence with four (4) or more attached or unattached units billed collectively.

"Person" means an individual, business, firm, association, partnership, political subdivision, government agency, district, municipality, public or private corporation, or any other entity whatsoever.~~every person, firm, partnership, association, institution or corporation in the City accumulating garbage refuse requiring disposal~~. The term shall also mean the occupant and/or the owner of the premises for which service herein mentioned is rendered.

"Recyclables" means newspaper, corrugated cardboard, mixed paper, aluminum cans, glass containers, recyclable plastic containers that have contained nonhazardous products, polycoated cartons, tin cans, scrap metal, and such other materials that the City and contractor determine to be recyclable.

"Recycling cart" means a contractor-provided thirty-five (35), sixty-four (64) or ninety-six (96) gallon wheeled cart suitable for household collection, storage and curbside placement of source-separated recyclables.

"Residence" means a living space individually rented, leased or owned.

"Rubbish" means all discarded nonputrescible waste matter.

"Scrap metal" means ferrous and nonferrous metals not to exceed two (2) feet in any direction and thirty-five (35) pounds in weight per piece.

"Source-separated" means certain reclaimable materials that are separated from garbage by the generator for recycling or reuse, including, but not limited to recyclables, yard debris and other materials.

"Special waste" means polychlorinated biphenyl ("PCB") wastes, industrial process wastes, asbestos containing materials, petroleum contaminated soils, treated/decharacterized wastes, incinerator ash, medical wastes, demolition debris and other materials requiring special handling in accordance with applicable federal, state, county or local laws or regulations.

"Yard debris" means leaves, grass and clippings of woody, as well as fleshy plants and unflocked whole Christmas trees cut in four (4) foot sections. Materials larger than four (4) inches in diameter or four (4) feet in length are excluded.

"Yard debris cart" means a contractor-provided ninety-six (96) gallon wheeled cart provided for the purpose of containing and collecting yard debris.

Section 2. Section 7.40.060 of the SeaTac Municipal Code is hereby amended to read as follows:

7.40.060 Collection restrictions.

A. The contractor shall have the exclusive right to collect all garbage in the City. The contractor shall also have the exclusive right to collect, recyclables, and yard debris placed in containers owned by the contractor or set out for curbside collection, ~~including materials placed in contractor or customer containers within the City~~. It shall be unlawful for any person, other than the City or the contractor, to:

1. Remove or collect garbage in the City that has been set out for collection either curbside or at an approved point of collection;

2. Remove or collect recyclables and/or yard debris in the City that is placed in containers owned by the contractor and set out for collection either curbside or at an approved point of collection;

B. The contractor shall not have the exclusive right to collect construction/demolition materials meeting the current or future industry content criteria for recyclable construction/demolition materials being recycled by any person. In order for a person to recycle construction/demolition materials, the site must be served by an appropriately sized garbage container, which shall be used for the disposal of all garbage and construction/demolition material that is not being recycled.

C. The provisions of the section shall not apply to:

1. Garbage, recyclables or yard debris self-hauled by the generator;

2. Construction/demolition waste hauled by self-haulers or construction contractors in the normal course of their business;

3. Yard debris generated and hauled by private landscaping services.

Section 3. If any provision of this Ordinance or its application to any person or circumstance is held invalid, the remainder of this Ordinance or the application of the provisions to other persons or circumstances shall not be affected.

Section 4. This Ordinance shall be in full force and effect five (5) days after passage and publication as required by law.

ADOPTED this 10th day of February, 2015, and signed in authentication thereof on this 10th day of February, 2015.

CITY OF SEATAC

Mia Gregerson, Mayor

ATTEST:

Kristina Gregg, City Clerk

Approved as to Form:

Mary E. Mirante Bartolo, City Attorney

[Effective Date: 2-21-15]

[Amend Garbage Code]

ORDINANCE NO. 15-1003

AN ORDINANCE of the City Council of the City of SeaTac, Washington, amending Chapter 11.30 of the SeaTac Municipal Code related to Commute Trip Reduction, and adopting the City of SeaTac Commute Trip Reduction Plan Update.

WHEREAS, RCW 70.94.521 through 70.94.555 provides that the City is required to develop and implement a program and plan to reduce single occupant vehicle commute trips and vehicle miles traveled by employees at major worksites; and

WHEREAS, WAC 468-63-040 establishes new statewide minimum program goals and targets for local jurisdictions and includes a newly defined performance criteria of Non Drive Alone Travel (NDAT); and

WHEREAS, WAC 468-63-040 (l) (e)establishes that the local CTR plan shall be updated at least once every four years, in order to establish new four-year targets and program strategies and update other elements as needed;

NOW THEREFORE, THE CITY COUNCIL OF THE CITY OF SEATAC DO ORDAIN AS FOLLOWS:

Section 1. The purpose of this Ordinance is to improve air quality, reduce traffic congestion and minimize energy consumption. These regulations ~~are prepared to~~ comply with RCW 70.94.521 through 70.94.555~~.~~ This Ordinance does this by requiring employer-based programs that encourage employees to find alternatives to drive alone commuting with collaboration between the City of SeaTac and affected employers.

Section 2. Chapter 11.30 of the SeaTac Municipal Code is hereby amended to read as follows:

11.30.010. Definitions. The following definitions shall apply to this Chapter:

"Affected Employee" means a full-time employee who begins his or her regular work day at a single worksite covered by the Commute Trip Reduction Plan between 6:00 a.m. and 9:00 a.m. (inclusive) on two or more weekdays for at least twelve continuous months who is not an independent contractor. Seasonal agricultural employees, including seasonal employees of processors of agricultural products, are excluded from the count of affected employees.

"Affected Employer" means an employer that employs one hundred (100) or more full-time employees at a single worksite covered by the Commute Trip Reduction Plan who are scheduled

to begin their regular work day between 6:00 a.m. and 9:00 a.m. (inclusive) on two or more weekdays for at least twelve continuous months. Construction worksites, when the expected duration of the construction is less than two years, are excluded from this definition.

"Alternative Mode" means any means of commute transportation other than that in which the single-occupant motor vehicle is the dominant mode, including telecommuting and compressed work week schedules if they result in reducing commute trips.

"Alternative Work Schedules" mean programs such as compressed work week schedules that eliminate work trips for affected employees.

"Base year" means the twelve-month period which commences when a major employer is determined by the jurisdiction to be participating within the CTR program. The City of SeaTac uses this twelve-month period as the basis upon which it develops commute trip reduction goals.

"Base year survey" or "baseline measurement" means the survey, during the base year, of employees at a major employer worksite to determine the non-drive-alone rate and vehicle miles traveled per employee at the worksite. The jurisdiction uses this measurement to develop commute trip reduction goals for the major employer. The baseline measurement must be implemented in a manner that meets the requirements specified by City of SeaTac.

"Carpool" means a motor vehicle, including a motorcycle, occupied by two to six people of at least 16 years of age traveling together for their commute trip, resulting in the reduction of a minimum of one motor vehicle commute trip.

"Commute Trips" mean trips made from a worker's home to a worksite (inclusive) on weekdays.

"CTR" is the abbreviation of Commute Trip Reduction.

"CTR Program" means an employer's strategies to ~~reduce~~ increase employees' non-drive alone commutes and reduce average VMT per employee.

"Commute trip vehicle miles traveled per employee" means the sum of the individual vehicle commute trip lengths in miles over a set period divided by the number of full-time employees during that period.

"Compressed Work Week" means an alternative work schedule, in accordance with employer policy, that regularly allows a full-time employee to eliminate at least one work day every two weeks by working longer hours during the remaining days, resulting in fewer commute trips by the employee. This definition is primarily intended to include weekly and bi-weekly arrangements, the most typical being four 10-hour days or 80 hours in nine days, but may also include other arrangements.

"Custom Bus/Buspool" means a commuter bus service arranged specifically to transport employees to work.

"Dominant Mode" means the mode of travel used for the greatest distance of a commute trip.

"Drive Alone" means a single-occupant vehicle.~~motor vehicle occupied by one (1) employee for commute purposes, including a motorcycle.~~

"Employee Transportation Coordinator (ETC)" means a person who is designated as responsible for the development, implementation and monitoring of an employer's CTR program.

"Employer" means a sole proprietorship, partnership, corporation, unincorporated association, cooperative, joint venture, agency, department, district, or other individual or entity, whether public, non-profit, or private, that employs workers.

"Exemption" means a waiver from any or all CTR program requirements granted to an employer by City of SeaTac based on unique conditions that apply to the employer or employment site.

"Flex-Time" is an employer policy that provides work schedules allowing individual employees flexibility in choosing the start and end time but not the number of their working hours.

"Full-Time Employee" means a person, other than an independent contractor, whose position is scheduled on a continuous basis for 52 weeks for an average of at least 35 hours per week.

"Good Faith Effort" means that an employer has met the minimum requirements identified in RCW 70.94.531 and this Chapter, and is working collaboratively with the City of SeaTac to continue its existing CTR program or is developing and implementing program modifications likely to result in improvements to its CTR program over an agreed-upon length of time.

"Implementation" means active pursuit by an employer of the CTR goals of RCW 70.94.521-555 and this Chapter as evidenced by appointment of an employee transportation coordinator (ETC), distribution of information to employees regarding alternatives to drive alone commuting, and commencement of other measures according to its approved CTR program and schedule.

"A major employer" means a private or public employer, including state agencies, that employs one hundred or more full-time employees at a single worksite who are scheduled to begin their regular work day between 6:00 a.m. and 9:00 a.m. on weekdays for at least twelve continuous months.

"Major employer worksite" or "affected employer worksite" or "worksite" means the physical location occupied by a major employer, as determined by the City of SeaTac.

"Major employment installation" means a military base or federal reservation, excluding tribal reservations, or other locations as designated by City of SeaTac, at which there are one hundred or more affected employees.

"Mode" means the means of transportation used by employees, such as single-occupant motor vehicle, rideshare vehicle (carpool or vanpool), transit, ferry, bicycle, walking, compressed work week schedule and telecommuting.

"Non Drive Alone Travel (NDAT)" means travel by a method other than single-occupant vehicle. Travel avoided by telework, alternative work schedules, or condensed work weeks shall also be considered as non-drive-alone travel.

"Notice" means written communication delivered via the United States Postal Service with receipt deemed accepted three days following the day on which the notice was deposited with the Postal Service unless the third day falls on a weekend or legal holiday in which case the notice is deemed accepted the day after the weekend or legal holiday.

"Peak Period" means the hours from 6:00 a.m. to 9:00 a.m. (inclusive), Monday through Friday, except legal holidays.

"Peak Period Trip" means any commute trip that delivers the employee to his/her worksite to begin his or her regular workday between 6:00 a.m. and 9:00 a.m. (inclusive), Monday through Friday, except legal holidays.

~~"Proportion of Drive Alone Trips" or "Drive Alone Rate" means the number of commute trips over a set period made by employees in single occupancy vehicles divided by the number of potential trips taken by employees working during that period.~~

"Ride Matching Service" means a system which assists in matching commuters for the purpose of commuting together.

"Teleworking" or "Telecommuting" means the use of telephones, computers, or other similar technology to permit an employee to work from home, eliminating a commute trip, or to work from a work place closer to home, reducing the distance traveled in a commute trip by at least half.

"Transit" means a multiple-occupant vehicle operated on a for-hire, shared-ride basis, including bus, passenger ferry, rail, shared-ride taxi, shuttle bus, or vanpool.

"Transportation Demand Management (TDM)" means a broad range of strategies that are primarily intended to reduce and reshape demand on the transportation system.

"Transportation Management Association (TMA)" means a group of employers or an association representing a group of employers in a defined geographic area. A TMA may represent employers within specific city limits or may have a sphere of influence that extends beyond city limits.

"Vanpool" means a vehicle occupied by from five (5) to fifteen (15) people traveling together for their commute trip, resulting in the reduction of a minimum of one motor vehicle trip.

"Vehicle Miles Traveled (VMT) Per Employee" means the sum of the individual vehicle commute trip lengths in miles made by employees over a set period divided by the number of employees during that period.

"Week" means a seven-day calendar period starting on Monday and continuing through Sunday.

"Weekday" means any day of the week except Saturday or Sunday.

~~"Writing," "Written," or "In Writing" means original signed and dated documents. Facsimile (fax) transmissions are a temporary notice of action that must be followed by the original signed and dated document via mail or delivery~~.

11.30.015. –City of SeaTac CTR Plan. The goals established for the City and affected employers in the City are set forth in the City of SeaTac's Commute Trip Reduction-PlanPlan, as adopted by the SeaTac City Council.

11.30.020.- Commute Trip Reduction Goals.

A. The City of SeaTac's goals for ~~reducing the proportions~~increasing the proportions of non-drive-alone trips ~~of drive-alone commute trips~~ and reducing vehicle miles traveled per employee by affected employers in the City's jurisdiction, ~~major employment installations, and other areas designated by the City~~ are hereby established as referenced in the City of SeaTac's CTR Plan Update. These goals establish the desired level of performance for the CTR program in its entirety in City of SeaTac. The City of SeaTac will set the individual worksite goals for affected employers based on how the worksite can contribute to City of SeaTac's overall goal established in the CTR plan.

B. **Commute Trip Reduction Goals for Affected Employers.**

1. The ~~drive-alone~~NDAT and VMT goals for affected employers in City of SeaTac are hereby established as set forth in the City's CTR Plan Update.

2. If the goals for an affected employer or newly affected employer are not listed in the CTR Plan Update, they shall be established by the City of SeaTac at a level designed to achieve City of SeaTac's overall goals for the jurisdiction and other areas as designated by the City of SeaTac. The City of SeaTac shall provide written notification of the goals for each affected employer worksite by providing the information when City of SeaTac reviews the employer's proposed program and incorporating the goals into the program approval issued by the City of SeaTac.

11.30.030.- Implementation Responsibility. The City Manager or designee shall be responsible for implementing this Chapter, the CTR Plan Update, and the City of SeaTac CTR program together with any authority necessary to carry out such responsibilities such as rule-making or certain administrative decisions.

11.30.040. Applicability.

A. The provisions of this Chapter shall apply to any affected employer within the geographic limits of the City of SeaTac's CTR Plan.

B. **Notification of Applicability.** In addition to the City of SeaTac's established public notification for adoption of an ordinance, a notice of availability of a summary of an ordinance, a notice of the requirements and criteria for affected employers to comply with this Chapter, and subsequent revisions shall be published at least once in the City of SeaTac's official newspaper not more than 30 days after adoption of this Chapter.

Affected employers located in the City of SeaTac are to receive written notification that they are subject to this Chapter. Such notice shall be addressed to the company's chief executive officer, senior official, CTR program manager, or Employee Transportation Coordinator at the worksite. Such notification shall provide 90 days for the affected employer to perform a baseline measurement consistent with the measurement requirements specified by the City of SeaTac.

Affected employers that, for whatever reason, do not receive notice within 30 days of adoption of this Chapter and are either notified or identify themselves to the City of SeaTac within 90 days of the adoption of this Chapter will be granted an extension to assure up to 90 days within which to perform a baseline measurement consistent with the measurement requirements specified by the City of SeaTac.

Affected employers that have not been identified or do not identify themselves within 90 days of the adoption of this Chapter and do not perform a baseline measurement consistent with the measurement requirements specified by the City of SeaTac within 90 days from the passage of this Chapter are in violation of this Chapter.

If an affected employer has already performed a baseline measurement, or an alternative acceptable to the City of SeaTac, under previous iterations of this Chapter, the employer is not required to perform another baseline measurement.

C. **Newly Affected Employers.** Employers meeting the definition of "affected employer" in this Chapter must identify themselves to the City of SeaTac within 90 days of either moving into the boundaries of the City of SeaTac or ~~growing in employment~~increasing in employees at a worksite~~ to one hundred (100) or more affected employees~~. Employers who do not identify themselves within 90 days are in violation of this Chapter.

Newly affected employers identified as such shall be given 90 days to perform a baseline measurement consistent with the measurement requirements specified by the City of SeaTac. Employers who do not perform a baseline measurement within 90 days of receiving written notification that they are subject to this Chapter are in violation of this Chapter.

Not more than 90 days after receiving written notification of the results of the baseline measurement, the newly affected employer shall develop and submit a CTR Program to the City of SeaTac. The program will be developed in consultation with ~~the~~ City of SeaTac staff to be consistent with the goals of the CTR Plan Update adopted. The program shall be implemented not more than 90 days after approval by City of SeaTac. Employers who do not implement an approved CTR Program according to this schedule are in violation of this Chapter ~~and subject to the penalties outlined in SMC 11.30.080.~~

Newly affected employers will be given 90 days to designate an employee transportation coordinator (ETC) to work closely with ~~the~~ City of SeaTac staff to develop, implement, and monitor strategies and processes to meeting defined CTR goals for their job site. If for any reason the ETC is displaced from their position, a new ~~transportation coordinator~~ETC must be designated by the employer within 90 days. Employers who fail to designate an ETC within 90 days of being identified as an affected employer are in violation of this Chapter.

D. **Change in Status as an Affected Employer.** Any of the following changes in an employer's status will change the employer's CTR program requirements:

1. If an employer initially designated as an affected employer no longer employs one hundred (100) or more affected employees and expects not to employ one hundred (100) or more affected employees for the next twelve (12) months, that employer is no longer an affected employer. It is the responsibility of the employer to notify the City of SeaTac that it is no longer an effected employer. ~~an affected employer.~~ The burden of proof lies with the employer.

2. If the same employer returns to the level of one hundred (100) or more affected employees within the same twelve (12) months, that employer will be considered an affected employer for the entire 12 months and will be subject to the same program requirements as other affected employers.

3. If the same employer returns to the level of one hundred (100) or more affected employees twelve (12) or more months after its change in status to an "unaffected" employer, that employer shall be treated as a newly affected employer and will be subject to the same program requirements as other newly affected employers.

E. **Requirements for Employers – RCW 70.94.531.** An affected employer is required to make a good faith effort, as defined in RCW 70.94.534(2) and this Chapter, to develop and implement a CTR program that will encourage its employees to reduce VMT per employee and increase non-drive alone commute trips. The CTR program must include the mandatory elements as outlined in SMC 11.30.050.

11.30.050 Program Elements.

A. **Mandatory Program Elements.** Each employer's CTR program shall include the following mandatory elements:

1. Employee Transportation Coordinator (ETC). The employer shall designate an Employee Transportation Coordinator (ETC) to administer the CTR program. The ETC and/or designee's name, location, and telephone number must be prominently displayed physically or electronically at each affected worksite. The ETC shall oversee all elements of the employer's CTR program and act as liaison between the employer and the City of SeaTac. The objective is to have an effective transportation coordinator presence at each worksite; an affected employer with multiple sites may have one ETC

for all sites. The ETC must complete the basic ETC training provided by King County within six months of being designated as ETC.

2. Information Distribution. Information about alternatives to drive alone commuting as well as a summary of the employer's CTR Program shall be provided to employees at least once a year and to new employees at the time of hire. The summary of the employer's CTR Program shall also be submitted to the City of SeaTac with the employer's program description and regular report.

B. **Additional Program Elements.** In addition to the specific program elements described above, the employer's CTR program shall include additional elements as needed to meet CTR goals. Elements may include, but are not limited to, one or more of the following:

1. Provision of preferential parking for high-occupancy vehicles;
2. Reduced parking charges for high-occupancy vehicles;
3. Instituting or increasing parking charges for drive alone commuters;
4. Provision of commuter ride matching services to facilitate employee ridesharing for commute trips;
5. Provision of subsidies for rail, transit, or vanpool fares and/or transit passes;
6. Provision of vans or buses for employee ridesharing;
7. Provision of subsidies for carpools, walking, bicycling, teleworking, or compressed schedules;
8. Provision of incentives for employees that do not drive alone to work;
9. Permitting the use of the employer's vehicles for carpooling or vanpooling;
10. Permitting flexible work schedules to facilitate employees' use of transit, carpools, or vanpools;
11. Cooperation with transportation providers to provide additional regular or express service to the worksite;
12. Construction of special loading and unloading facilities for transit, carpool, and vanpool users;
13. Provision of bicycle parking facilities, lockers, changing areas, and showers for employees who bicycle or walk to work;
14. Provision of a program of parking incentives such as a rebate for employees who do not use the parking facilities;
15. Establishment of a program to permit employees to work part- or full-time at home or at an alternative worksite closer to their homes which reduces commute trips;
16. Establishment of a program of alternative work schedules, such as a compressed work week, which reduces commute trips;
17. Implementation of other measures designed to facilitate the use of high-occupancy vehicles, such as on-site day care facilities, emergency taxi services, or guaranteed ride home programs;
18. Charging employees for parking, and/or the elimination of free parking; and
19. Other measures that the employer believes will reduce the number and length of commute trips made to the site.

C. **CTR Program Report and Description.**

1. Affected employers shall review their program and file a regular progress report with the City of SeaTac in accordance with the format provided by the City.

2. The CTR Program Report and Description outlines the strategies to be undertaken by an employer to achieve the commute trip reduction goals for the reporting period. Employers are encouraged to consider innovative strategies and combine program elements in a manner that will best suit their location, site characteristics, business type, and employees' commuting needs. Employers are further encouraged to cooperate with each other to implement program elements.

3. At a minimum, the employer's CTR Program Report and Description must include:

   a. a general description of the employment site location, transportation characteristics, employee parking availability, on-site amenities, and surrounding services;
   b. the number of employees affected by the CTR program and the total number of employees at the site;
   c. documentation on compliance with the mandatory CTR program elements ~~(as described in Section 6.1);~~
   d. description of any additional elements included in the employer's CTR program ~~(as described in Section 6.2)~~; and
   e. a statement of organizational commitment to provide appropriate resources to the program to meet the employer's established goals.

D. **Biennial Measure of Employee Commute Behavior.** In addition to the baseline measurement, employers shall conduct a program evaluation as a means of determining worksite progress toward meeting CTR goals. As part of the program evaluation, the employer shall distribute and collect Commute Trip Reduction Program Employee Questionnaires (surveys) at least once every two years, and ~~strive to~~ achieve at least ~~a 70%~~ a 50% response rate from employees at the worksite. Worksites not achieving a minimum survey response rate of 50 percent will be required to re-survey within the same two year survey cycle period, and achieve a minimum 50 percent response rate the second time.

11.30.060 Record Keeping. Affected employers shall maintain a copy of their approved CTR Program Description and Report, their CTR Program Employee Questionnaire results, and all supporting documentation for the descriptions and assertions made in any CTR report to City of SeaTac for a minimum of 48 months. City of SeaTac and the employer shall agree on the record keeping requirements as part of the accepted CTR program.

11.30.070. Schedule and Process for CTR Program Description and Report.

A. **Document Review.** The City of SeaTac shall provide the employer with written notification if a CTR program is deemed unacceptable. The notification must give cause for any rejection. If the employer receives no written notification of extension of the review period of its CTR program or comment on the CTR program or annual report within 90 days of submission, the

employer's program or annual report is deemed accepted. The City of SeaTac may extend the review period up to 90 days. The implementation date for the employer's CTR program will be extended an equivalent number of days.

B. **Schedule.** Upon review of an employer's initial CTR program, the City of SeaTac shall establish the employer's regular reporting date.

C. **Modification of CTR Program Elements.** Any affected employer may submit a request to the City of SeaTac for modification of CTR requirements. Such request may be granted if one of the following conditions exist:

1. The employer can demonstrate it would be unable to comply with the CTR program elements for reasons beyond the control of the employer; or

2. The employer can demonstrate that compliance with the program elements would constitute an undue hardship.

The City of SeaTac may ask the employer to substitute a program element of similar trip reduction potential rather than grant the employer's request.

D. **Extensions.** An employer may request additional time to submit a CTR Program Description and Report, or to implement or modify a program. Such requests shall be via written notice at least 30 days before the due date for which the extension is being requested. Extensions not to exceed 90 days shall be considered for reasonable causes. The City of SeaTac shall grant or deny the employer's extension request by written notice within 10 working days of its receipt of the extension request. If there is no response issued to the employer, an extension is automatically granted for 30 days. Extensions shall not exempt an employer from any responsibility in meeting program goals. Extensions granted due to delays or difficulties with any program element(s) shall not be cause for discontinuing or failing to implement other program elements. An employer's regular reporting date shall not be adjusted permanently as a result of these extensions. An employer's annual reporting date may be extended at the discretion of the City of SeaTac.

E. **Implementation of Employer's CTR Program.** Unless extensions are granted, the employer shall implement its approved CTR program, including approved program modifications, not more than 90 days after receiving written notice from the City of SeaTac that the program has been approved or with the expiration of the program review period without receiving notice from the City.

11.30.080. Enforcement.

A. **Compliance.** For purposes of this section, compliance shall mean:

1. Fully implementing in good faith all mandatory program elements as well as provisions in the approved CTR Program Description and Report;

2. Providing a complete CTR Program Description and Report on the regular reporting date; and

3. Distributing and collecting the CTR Program Employee Questionnaire during the scheduled survey period, and achieving at least a 50% response rate.

B. **Program Modification Criteria.** The following criteria for achieving goals for VMT per employee and proportion of drive alone trips shall be applied in determining requirements for employer CTR program modifications:

1. If an employer meets either or both goals, the employer has satisfied the objectives of the CTR plan and will not be required to improve its CTR program;

2. If an employer makes a good faith effort, as defined in RCW 70.94.534(2) and this Chapter, but has not met the applicable drive alone or VMT goal, no additional modifications are required.

3. If an employer fails to make a good faith effort as defined in RCW 70.94.534(2) and this Chapter, and fails to meet the applicable NDAT~~drive alone~~ or VMT ~~reduction~~ goals, the City of SeaTac shall direct the employer to revise its program within 30 days to come into compliance with the measures defined by RCW 70.94.534(2), including specific recommended program modifications. In response to the recommended modifications, the employer shall submit a revised CTR Program Description and Report, including the requested modifications or equivalent measures, within 30 days of receiving written notice to revise its program. The City of SeaTac shall review the revisions and notify the employer of acceptance or rejection of the revised program. If a revised program is not accepted, the City of SeaTac will send written notice to that effect to the employer within 30 days and, if necessary, require the employer to attend a conference with program review staff for the purpose of reaching a consensus on the required program. A final decision on the required program will be issued in writing by the City of SeaTac within 10 working days of the conference.

C. **Violations.** The following constitute violations if the deadlines established in this Chapter are not met:

1. Failure to self identify as an affected employer;

2. Failure to perform a baseline measurement, including:

    a. Employers notified or that have identified themselves to the City of SeaTac within 90 days of the adoption of this Chapter and that do not perform a baseline measurement consistent with the requirements specified by the City of SeaTac within 90 days from the notification or self-identification;
    b. Employers not identified or self-identified within 90 days of the adoption of this Chapter and that do not perform a baseline measurement consistent with the

requirements specified by the City of SeaTac within 90 days from the adoption of this Chapter;

3. Failure to develop and/or submit on time a complete CTR program;

4. Failure to designate an ETC within 90 days from notification or self-identification; in addition, failure to send ETC to ETC training within 6 months of hire or designation as an ETC.

5. Failure to implement an approved CTR program, unless the program elements that are carried out can be shown through quantifiable evidence to meet or exceed VMT and non-drive alone goals as specified in this Chapter;

6. Submission of false or fraudulent data in response to survey requirements;

7. Failure to make a good faith effort, as defined in RCW 70.94.534 and this Chapter;

~~7.~~8. Fairlure to achieve at least a 50% CTR survey response rate during two year survey cycle period.; or~~or~~

~~8.~~9. Failure to revise a CTR program as defined in RCW 70.94.534(4) and this Chapter.

D. **Penalties**

1. Violation of this Chapter shall constitute a civil infraction subject to a penalty of two hundred fifty dollars ($250.00).

2. No affected employer with an approved CTR program which has made a good faith effort may be held liable for failure to reach the applicable drive alone or VMT goal;

3. Each day of failure to implement the program is a continuing offense and shall constitute a separate violation.

4. An affected employer shall not be liable for civil penalties if failure to implement an element of a CTR program was the result of an inability to reach agreement with a certified collective bargaining agent under applicable laws where the issue was raised by the employer and pursued in good faith. Unionized employers shall be presumed to act in good faith compliance if they:

   a. Propose to a recognized union any provision of the employer's CTR program that is subject to bargaining as defined by the National Labor Relations Act; and
   b. Advise the union of the existence of the statute and the mandates of the CTR program approved by the City of SeaTac and advise the union that the proposal being made is necessary for compliance with state law RCW 70.94.531.

11.30.090. Exemptions and Goal Modifications.

A. **Worksite Exemptions.** An affected employer may request the City of SeaTac to grant an exemption from all CTR program requirements or penalties for a particular worksite. The employer must demonstrate that it would experience undue hardship in complying with the requirements of this Chapter as a result of the characteristics of its business, its work force, or its location(s). An exemption may be granted if and only if the affected employer demonstrates that it faces extraordinary circumstances, such as bankruptcy, and is unable to implement any measures that could ~~reduce~~ increase the proportion of non-drive-alone trips and reduce VMT per employee. Exemptions may be granted by the City of SeaTac at any time based on written notice provided by the affected employer. The notice should clearly explain the conditions for which the affected employer is seeking an exemption from the requirements of the CTR program. The City of SeaTac shall grant or deny the request within 30 days of receipt of the request. The City of SeaTac shall review annually all employers receiving exemptions, and shall determine whether the exemption will be in effect during the following program year.

B. **Employee Exemptions.** Specific employees or groups of employees who are required to drive alone to work as a condition of employment may be exempted from a worksite's CTR program. Exemptions may also be granted for employees who work variable shifts throughout the year and who do not rotate as a group to identical shifts. The City of SeaTac will use the criteria identified in the CTR Board Administrative Guidelines to assess the validity of employee exemption requests. The City of SeaTac shall grant or deny the request within 30 days of receipt of the request. The City of SeaTac shall review annually all employee exemption requests, and shall determine whether the exemption will be in effect during the following program year.

C. **Modification of CTR Program Goals.**

1. An affected employer may request that the City of SeaTac modify its CTR program goals. Such requests shall be filed in writing at least 60 days prior to the date the worksite is required to submit its program description or annual report. The goal modification request must clearly explain why the worksite is unable to achieve the applicable goal. The worksite must also demonstrate that it has implemented all of the elements contained in its approved CTR program.

2. The City of SeaTac will review and grant or deny requests for goal modifications in accordance with procedures and criteria identified in the CTR Board Guidelines.

3. An employer may not request a modification of the applicable goals until one year after the City of SeaTac's approval of its initial program description or annual report.

11.30.100. Appeals.

A. Employers may file a written appeal of the City's final decisions regarding the following actions:

1. Rejection of an employer's proposed program.

2. Denial of an employer's request for a waiver or modification of any of the requirements under this Chapter or a modification of the employer's program.

B. Such appeals must be filed with the City within fifteen (15) days after the City sends a notice of final decision to the employer.

C. Timely appeals shall be heard by the City's Hearing Examiner. Determinations on appeals shall be based on whether the decision being appealed was consistent with the state law.

Section 3. The City of SeaTac's Commute Trip Reduction Plan Update which is attached as Exhibit A is adopted, contingent upon approval by the WSDOT CTR Board.

Section 4. If any provision of this Ordinance or its application to any person or circumstance is held invalid, the remainder of the act or the application of the provision to other persons or circumstances shall not be affected.

Section 5. This Ordinance shall be in full force and effect 5 days after passage and publication as required by law.

ADOPTED this 14th day of April, 2015, and signed in authentication thereof on this 14th day of April, 2015.

CITY OF SEATAC

Tony Anderson, Deputy Mayor

ATTEST:

Kristina Gregg

Kristina Gregg, City Clerk

Approved as to Form:

Mary Mirante Bartolo

Mary Mirante Bartolo, City Attorney

[Effective Date: 4/25/15]

[Commute Trip Reduction]

EXHIBIT A

Commute Trip Reduction Implementation Plan Update: 2015–2019

Jurisdiction: City of SeaTac

Goals, targets and other performance measures

See Goal and Target Worksheet (attached).

Strategies

What specific steps and strategies will you implement to meet your goal? Please include (a) policies and regulations, (b) services and facilities, and (c) marketing and incentives.

The City of SeaTac will contract with King County Metro to
1) train all new Employee Trip Coordinators (ETC's) and new sites to ensure that they have an understanding of the requirements of the law, implementation strategies and their site's performance to date;
2) track and notify employers of legally required activities and provide technical assistance for legal compliance;
3) provide survey analysis for all sites, and assist sites not making progress toward goal;
4) assist ETCs with marketing of their commute programs and ensure they meet their information distribution requirements. Also help ETCs become a major resource to their employees by providing them with up-to-date commute information, tools for communicating with employees, turn-key commuter promotions, and opportunities to attend employer network group meetings;
5) actively promote alternatives to drive-alone commuting (ex: transportation fairs) at worksites selected by location, corridor, industry or lack of progress toward goal.

In addition, the City of SeaTac will focus effort during the 2015 and 2017 CTR survey cycles to capture all compressed work week activities by using a tip sheet for each employer customized to their specific employee alternative work schedules, and assist paper survey sites to distribute and collect surveys to assure at least 50% survey response rate. We believe survey results will improve based on these efforts.

Comprehensive planning & community goals

Governor's Executive Order 14-04 Washington Carbon Reduction and Clean Energy Action directs state agencies to assist local governments to update their comprehensive plans to produce travel and land-use patterns that maximize efficiency in movement of goods and people, and reduce greenhouse gas emissions.

How does trip reduction support the goals of your community and comprehensive plan, and vice versa? How will you further integrate trip reduction through the updating of your comprehensive plan (e.g., parking, land use)?

Increasing NDAT supports SeaTac community goals of healthy living and reducing traffic from new and existing development; encouraging transit use; and managing/monitoring parking supply to strike a balance between supporting neighborhood livability, economic development, and support of alternative modes of traveling.

The Comprehensive Plan Update is set for approval in June, 2015. We will attach this to our CTR Plan Update at that time.

Land use and transportation conditions

How do existing and future anticipated land-use and transportation conditions affect CTR worksites?

The City will continue to support the extension of Link Light Rail south to Des Moines and Federal Way. Since the majority of CTR affected worksites are located along the International Boulevard corridor, this has excellent potential to increase NDAT to each worksite. Additionally, Puget Sound Regional Council's Vision 2040 specifies the development of a Regional Growth Center along International Boulevard, wherein mixed use developments near our three light rail station areas will allow for more people to live and work in SeaTac, meaning more use of walking, biking and local transit to commute to work.

Financial plan

What are the anticipated funding sources and amounts for local trip reduction, including grants and local funding?

Source of Funding	Estimated Amount
WSDOT CTR Implementation Grant	$50,000
Regional Growth Centers TDM CMAQ grant partner	TBD
Local match of staff time, media outreach	$6,000

GTEC report (if your jurisdiction has a designated GTEC)

Are you continuing to implement?

Optional: Describe the (a) strategies, (b) land use and transportation conditions, (c) population and employment demographics, and (d) financial plan, and how they differ from those in the CTR plan.

What specific policy, service changes and land-use steps will be accomplished during this period for the GTEC area?

n/a

Regional transportation planning organization CTR plan review

☐ Recommended

☐ Not recommended

RTPO comments:

Commute Trip Reduction Goals and Targets Worksheet: 2015–2019

Jurisdiction: CITY OF SEATAC

Goals, targets and other performance measures

State goals for the 2019/2020 survey period include an increase of non drive-alone travel (NDAT), and reductions of VMT and GHG. What are your percent targets for the 2019/2020 survey period?

	2007-2008 Baseline	Percent Change	2019-2020
NDAT	29.7%	17.6% ↑	34.9%
VMT	14.5	18% ↓	11.89
GHG	14.5	18% ↓	11.89

Targets: Describe how targets were set for the goals?

The cities of SeaTac, Federal Way, Tukwila, Kent and Renton have decided to work as a south end coalition for implementation of CTR goals using the model of adopting state goals, while setting local targets.

The state established a 2019 target of a 6% point increase for jurisdiction's Non-Drive Alone Travel (NDAT) over the 2007 baseline. Analysis of the impact of that target concluded that these jurisdictions would need to experience a 20-30% increase over the baseline NDAT to achieve a 6 percentage point increase. When compared to the 17.6% increase in NDAT needed at the state level to achieve the same 6 percentage point increase, this seemed to be a far too aggressive target for suburban jurisdictions to achieve. However, we feel that by leveraging CTR funds from the 2015 CMAQ grant, we can reach the ***same rate of increase*** as the proposed state target.

As a result, we have set our NDAT targets to reflect a 17.6% increase from the 2007 baseline. This target is consistent with the rate of increase set forth by WSDOT for the state as a whole. Please see the chart on the following page for specific jurisdictional NDAT targets. As the state's Vehicle Miles Traveled (VMT) & Greenhouse Gas (GHG) targets already reflect a percent change, we have accepted those targets as is.

Jurisdiction	Baseline NDAT	Target NDAT
City of Federal Way	20.8%	24.4%
City of SeaTac	**29.7%**	**34.9%**
City of Tukwila	23.0%	27.1%
City of Kent	20.5%	24.1%
City of Renton	25.4%	29.9%

Measurement: How will you measure progress toward your targets?

The City will use CTR survey results from affected worksites as a measurement tool to determine progress in meeting the identified goals.

Other performance measures: What other types of TDM performance goals and targets has your jurisdiction established? What are you trying to accomplish? How will you measure progress toward those goals?

The number of miles of sidewalks has more than tripled since incorporation in 1990, from 10.7 miles to 44.8 miles. Our transportation plan includes installing new sidewalks and bike lanes on all arterial upgrade projects.

The City's Neighborhood Sidewalk Program has completed six neighborhood sidewalk projects since 2009, with the goal of adding approximately 1.5 centerline miles of sidewalk per year, for an additional fourteen years. The focus is on connecting neighborhoods to schools, transit, businesses and other amenities.

The City of SeaTac currently has a WalkScore.com score of 36; our goal is a score of 40 by 2017. Mixed use development envisioned for our light rail station areas should increase this score.

Planned incentives for SeaTac worksites for the 2015 CTR survey cycle will help sites reach and exceed the 70% targeted survey response rate, increasing valuable "no-fill" survey results.

ORDINANCE NO. _____15-1004_____

AN ORDINANCE of the City Council of the City of SeaTac, Washington, amending the 2015-2016 Biennial City Budget to fund scanning of documents by the City Clerk.

WHEREAS, it is appropriate to provide funding to the City Clerk's Office for scanning of documents, as the space being utilized for document storage at City Hall is no longer available for use; and

WHEREAS, and amendment to the City's 2015-2016 Biennial Budget is necessary to provide the appropriation authority;

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF SEATAC, WASHINGTON, DO ORDAIN as follows:

Section 1. The 2015-2016 Biennial City Budget shall be amended to increase the expenditures in the General Fund (Fund #001) by $17,000.

Section 2. The 2015-2016 Biennial City Budget shall be amended to transfer $17,000 from Building Management Fund (Fund #108) to the General Fund (Fund #001).

Section 3. This Ordinance shall be in full force and effect five (5) days after passage and publication as required by law.

ADOPTED this 28th day of April, 2015, and signed in authentication thereof on this 28th day of April, 2015.

CITY OF SEATAC

Mia Gregerson, Mayor

ATTEST:

Kristina Gregg, City Clerk

Approved as to Form:

Mary E. Mirante Bartolo, City Attorney

[Effective Date: 5/9/15]

[2015-2016 Budget Amendment Fund 108]

ATTACHMENTS: None.

ORDINANCE NO. ___15-1005_____

AN ORDINANCE of the City Council of the City of SeaTac, Washington, to amend the 2015-2016 budget for certain unspent 2014 carry forward appropriations.

WHEREAS, for funds other than the General Fund, the City Council wishes to amend the 2015-2016 adopted budget, to carry forward unexpended 2014 appropriations for projects continuing into 2015; and

WHEREAS, certain adjustments to fund balances and expenditures are advisable to properly manage and account for city funds and to increase transparency of the total citywide all-funds financial summary; and

WHEREAS, State Law, Chapter 35A.34 RCW allows for carry forward of unexpended appropriation balances of a preceding budget year;

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF SEATAC, WASHINGTON, DO ORDAIN as follows:

Section 1. This Ordinance amends the City's 2015-2016 biennial budget for 2014 unspent appropriation authority on project commitments made during 2014 but are anticipated to be completed in due course during the 2015-2016 biennial budget period. Such requests have been further evaluated and limited to actual budget savings occurring during 2014 to be eligible for this budget action. The result will be an increase in the budgeted beginning fund balances and an increase to the 2015 expenditure authority by the same amount of $225,000. This amount is composed entirely of unexpended 2014 budget authority being carried forward into 2015 for the items indentified in Exhibit A.

There are no General Fund amounts included in this budget action.

Section 2. The amended biennial budget sets forth totals of estimated appropriations for each separate fund, and the aggregate totals for all such funds. The said amended budget appropriations, in summary by fund and aggregate total of the City of SeaTac is shown in the attached Exhibit B

Section 3. This Ordinance shall be in full force and effect for the fiscal years 2015-2016 five (5) days after passage and publication as required by law.

ADOPTED this 12th day of May, 2015, and signed in authentication thereof on this 12th day of May, 2015.

CITY OF SEATAC

Mia Gregerson, Mayor

ATTEST:

Kristina Gregg, City Clerk

Approved as to form:

Mary E. Mirante Bartolo, City Attorney

[Effective Date: 5/23/15]

[2015-2016 Biennial Budget Amendment Ordinance]

EXHIBIT A

2014 to 2015 Budget carry forward summary

FUND #	From Acct #	To Acct #	Carry Fwd Amount	Description
There are no General Fund Requests			***$0***	Actual savings of 2% was already anticipated in setting the 2015-2016 Budget
Special Revenue Funds				
106	106.000.03.519.70.41.000	106.000.03.519.70.41.000	$70,000	Sound Transit related contracted professional services not completed in 2014 will carry forward into the 2015 budget period.
Capital Funds				
307	307.000.11.595.61.63.186	307.000.11.595.61.63.186	$155,000	Required for the remaining payments for construction to S 179th St Sidewalk Project.
		Grand Total - ALL FUNDS	**$225,000**	

EXHIBIT B

2015-2016 BIENNIAL BUDGET (EXPENDITURES + ENDING BALANCES) = $169,176,587

	FUND	BEGINNING BALANCE 2015-2016	REVENUES & OTHER SOURCES 2015-2016	EXPENDITURE APPROPRIATION 2015-2016	ENDING BALANCE 2015-2016
001	General Fund	$ 7,454,789	$ 72,482,593	$ 69,984,179	$ 9,953,203
102	Street Fund	8,531,781	15,394,742	15,510,794	8,415,729
105	Port ILA	1,299,848	1,250	45,470	1,255,628
106	Transit Planning	208,350	657,280	727,080	138,550
107	Hotel/Motel Tax	6,696,335	2,022,422	2,670,003	6,048,754
108	Building Management	1,341,000	3,022,900	2,030,954	2,332,946
110	Facility Repair & Replacement	87,653	200,100	283,058	4,695
111	Des Moines Creek Basin ILA	1,248,851	725,792	738,616	1,236,027
206	2009 LTGO Bond Fund	10,802	691,020	691,000	10,822
207	SCORE Bond Servicing	0	419,022	419,022	0
301	Municipal Capital Improvements	258,682	4,671,424	3,363,859	1,566,247
306	Municipal Facilities CIP	3,274,810	1,183,000	4,456,656	1,154
307	Transportation CIP	1,021,375	23,538,000	22,313,408	2,245,967
308	Light Rail Station Areas CIP	1,804,772	1,500	1,750,000	56,272
403	SWM Utility	3,108,978	5,414,705	4,454,842	4,068,841
501	Equipment Rental	1,356,889	1,045,922	2,348,475	54,336
	TOTAL BIENNIAL BUDGET	$37,704,915	$131,471,672	$131,787,416	$37,389,171

2015 BUDGET PORTION **FOR MANAGEMENT PURPOSES**

		FY 2015	FY 2015	FY 2015	FY 2015
001	General Fund	$ 7,454,789	$ 36,253,066	$ 34,636,147	$ 9,071,708
102	Street Fund	8,531,781	7,558,965	9,846,185	6,244,561
105	Port ILA	1,299,848	750	22,735	1,277,863
106	Transit Planning	208,350	320,256	390,156	138,450
107	Hotel/Motel Tax	6,696,335	997,789	1,342,790	6,351,334
108	Building Management	1,341,000	1,529,700	1,169,474	1,701,226
110	Facility Repair & Replacement	87,653	100,050	183,059	4,644
111	Des Moines Creek Basin ILA	1,248,851	362,364	350,808	1,260,407
206	2009 LTGO Bond Fund	10,802	347,510	347,500	10,812
207	SCORE Bond Servicing	0	209,553	209,553	0
301	Municipal Capital Improvements	258,682	2,109,774	1,763,709	604,747
306	Municipal Facilities CIP	3,274,810	1,183,000	4,456,656	1,154
307	Transportation CIP	1,021,375	11,984,500	11,286,040	1,719,835
308	Light Rail Station Areas CIP	1,804,772	750	1,250,000	555,522
403	SWM Utility	3,108,978	2,707,794	2,641,677	3,175,095
501	Equipment Rental	1,356,889	514,947	1,290,252	581,584
	TOTAL BUDGET	$37,704,915	$66,180,768	$ 71,186,741	$32,698,942

2016 BUDGET PORTION **FOR MANAGEMENT PURPOSES**

		FY 2016	FY 2016	FY 2016	FY 2016
001	General Fund	$ 9,071,708	$ 36,229,527	$ 35,348,032	$ 9,953,203
102	Street Fund	6,244,561	7,835,777	5,664,609	8,415,729
105	Port ILA	1,277,863	500	22,735	1,255,628
106	Transit Planning	138,450	337,024	336,924	138,550
107	Hotel/Motel Tax	6,351,334	1,024,633	1,327,213	6,048,754
108	Building Management	1,701,226	1,493,200	861,480	2,332,946
110	Facility Repair & Replacement	4,644	100,050	99,999	4,695
111	Des Moines Creek Basin ILA	1,260,407	363,428	387,808	1,236,027
206	2009 LTGO Bond Fund	10,812	343,510	343,500	10,822
207	SCORE Bond Servicing	0	209,469	209,469	0
301	Municipal Capital Improvements	604,747	2,561,650	1,600,150	1,566,247
306	Municipal Facilities CIP	1,154	-	-	1,154
307	Transportation CIP	1,719,835	11,553,500	11,027,368	2,245,967
308	Light Rail Station Areas CIP	555,522	750	500,000	56,272
403	SWM Utility	3,175,095	2,706,911	1,813,165	4,068,841
501	Equipment Rental	581,584	530,975	1,058,223	54,336
	TOTAL BUDGET	$32,698,942	$65,290,904	$60,600,675	$37,389,171

ORDINANCE NO. 15-1006

AN ORDINANCE of the City Council of the City of SeaTac, Washington adding a new section 9.05.120 to the SeaTac Municipal Code related to parking.

WHEREAS, the SeaTac City Council passed Ordinance No. 94-1021, an Ordinance adopting by reference certain parking infractions established by state law; and

WHEREAS, based on citizen complaints there is a need to address additional on-street parking problems; and

WHEREAS, the current provisions of the SeaTac Municipal Code do not provide adequate tools for addressing the citizen complaints of on-street parking problems; and

WHEREAS, the City finds that the provisions of this Ordinance are necessary for the public health, safety and welfare;

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF SEATAC, WASHINGTON, DO ORDAIN as follows:

Section 1. A new Section 9.05.120 is added to the SeaTac Municipal Code to read as follows:

9.05.120 Monetary Penalties.

Any person found to be in violation of any provision relating to stopping, standing, or parking under RCW 46.61.570, RCW 46.61.575, WAC 308-330-433, WAC 308-330-439, WAC 308-330-442, WAC 308-330-454, WAC 308-330-457 shall be deemed to have committed a parking infraction and for each such violation shall be subject to a monetary penalty in the amount of fifty dollars ($50.00) plus court costs and statutory assessments, if any.

Section 2. This Ordinance shall be in full force and effect five (5) days after passage and publication as required by law.

ADOPTED this 23rd day of June, 2015, and signed in authentication thereof on this 23rd day of June, 2015.

CITY OF SEATAC

Mia Gregerson, Mayor

ATTEST:

Kristina Gregg, City Clerk

Approved as to Form:

Mary E. Mirante Bartolo, City Attorney

[Effective Date: 7/4/15]

[Parking Code]

ORDINANCE NO. 15-1007

AN ORDINANCE of the City of SeaTac, Washington, ("City") granting the City of Seattle, by and through its City Light Department ("Seattle City Light"), a municipal corporation, a non-exclusive franchise to construct, maintain, operate, replace and repair an electric utility system, over, along, under, and through designated public rights-of-way in the City of SeaTac, Washington.

WHEREAS, RCW 35A.11.020 grants the City broad authority to regulate the use of the public Right-of-way; and

WHEREAS, RCW 35A.47.040 authorizes the City "to grant nonexclusive franchises for the use of public streets, bridges or other public ways, structures or places above or below the surface of the ground for ... poles, conduits, tunnels, towers and structures, pipes and wires and appurtenances thereof for transmission and distribution of electrical energy ..."; and

WHEREAS, RCW 43.09.210, the State Accountancy Act, requires payment for services rendered to be paid at its true and full value to avoid any perception that a financial benefit has been conferred; and

WHEREAS, the Washington State Constitution prohibits municipal corporations from gifting money or property, or to loan its money or credit with the exception of support for the poor and infirm, and residential energy conservation; and

WHEREAS, Seattle City Light and the City of SeaTac entered into a Franchise Agreement on January 1, 2000 with a term of 15 years; and

WHEREAS, Seattle City Light will endeavor to achieve generally consistent terms and conditions with all jurisdictions within the Seattle City Light service territory; and

WHEREAS, the Council finds that it is in the best interests of the health, safety and welfare of the residents of the SeaTac community to continue to grant a non-exclusive franchise to Seattle City Light for the operation of an electric utility system within the City Right-of-way;

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF SEATAC, WASHINGTON, DOES ORDAIN AS FOLLOWS:

1. Definitions. The following terms contained herein, unless otherwise indicated, shall be defined as follows:

1.1. Abandoned Facilities: Facilities in the City's Right-of-way that SCL has designated as abandoned or have not been used by SCL and the third party users or co-owners and have been non-operational for more than 180 Days.

1.2. City: The City of SeaTac, a municipal corporation of the State of Washington, specifically including all areas incorporated therein as of the effective date of this ordinance and any other areas later added thereto by annexation or other means.

1.3. Days: Calendar days.

1.4. Director: The head of the City Public Works Department or his or her designee.

1.5. Facilities: All wires, lines, cables, conduits, equipment, and supporting structures, including utility poles, located in the City's Right-of-way, utilized, owned or co-owned by SCL associated with activities authorized by this Agreement. Facilities also include Underground Civil Infrastructure and Underground Electrical System as defined in this Agreement.

1.6. Major Relocation Project: A Public Project greater than 500 linear feet in distance, that necessitates a relocation or undergrounding of facilities.

1.7. Minor Relocation Project: A Public Project 500 linear feet or less in distance, that necessitates a relocation or undergrounding of Facilities.

1.8. Person: An entity or natural person.

1.9. Power Distribution Infrastructure: Facilities owned and operated by Seattle City Light, up to and including 26,000 volt distribution lines.

1.10 Primary Project Costs: The costs associated with Undergrounding that provides the trench for the underground infrastructure. This includes but is not limited to, surveying, trench and vault excavation, backfill, and resurfacing, including all labor, materials, and equipment.

1.11 Private Property Infrastructure: The underground civil infrastructure, including the service lines to be located on private property, that is necessary for SCL to complete an underground service connection to the private property. Private Property Infrastructure is the responsibility of the private property owner.

1.12 Project Management Costs: Labor, equipment, and materials costs internal to each party directly related to management of work associated with Public Projects.

1.13. Public Project: City-initiated improvement project in the City Right-of-way included or contained in the City's Comprehensive Plan. This includes, but is not limited to, roadway improvements, multi-modal transportation improvements, pedestrian improvements and stormwater utility projects.

1.14 Rate Differential: The difference in the rate charged by SCL to customers within the City of Seattle and the rate charged by SCL to customers in the City, not including any utility tax that may be permitted by state law and levied by the City.

1.15 Relocation: Moving Facilities from one location to another except for moving above-grade Facilities to an underground location.

1.16. Revenue: Revenue means "Gross Income" as defined in the Seattle Municipal Code Section 5.48.020 (B), as now in effect or subsequently amended.

1.17. Right-of-way: The surface of and the space along, above, and below any street, road, highway, freeway, lane, sidewalk, alley, court, boulevard, parkway, drive, easement, and/or road Right-of-way now or hereafter held or administered by the City of SeaTac.

1.18. SCL: Seattle City Light, an electric utility owned and operated by the City of Seattle and its respective successors and assigns.

1.19 SCL Civil Infrastructure Engineering Standards: The most current engineering guidelines, construction guidelines, materials standards, and engineering operations and practices adopted by SCL that govern the design, location, alignment, depth, materials, and engineering specifications determined by SCL in its sole discretion that apply to Civil Infrastructure associated with SCL Facilities.

1.20. Underground Civil Infrastructure: SCL's underground infrastructure necessary to contain, facilitate, and operate SCL's Underground Electrical System, including but not limited to conduit, ducts, duct banks, vaults, handholds, casing, and other non-energized electrical facilities, including all labor, materials and equipment.

1.21 Underground Electrical System: SCL's underground electrical distribution system and underground service lines, including but not limited to cables, connections, terminations, transformers, switches, and associated components, including all labor, materials and equipment.

1.22 Undergrounding: The process of converting existing or placing new electrical power distribution circuitry and support structures below finished grade (lot, sidewalk, or street, as appropriate).

2. Franchise Granted.

2.1. Pursuant to RCW 35A.47.040, the City hereby grants to SCL, its heirs, successors, and assigns, subject to the terms and conditions hereinafter set forth, a franchise beginning on the effective date of this Ordinance (the "Agreement").

2.2. This Agreement shall grant SCL the right, privilege and authority, subject to the terms and conditions hereinafter set forth, to construct, operate, maintain, replace, and use all necessary equipment and facilities for an electric utility system, in, under, on, across, over, through, along or below the public Right-of-way located in the City, as approved under City permits.

2.3. SCL will not permit new third party users to use its Facilities without certification that said third party users have a franchise or other permission to operate in the City. This Paragraph does not restrict SCL's ability to utilize telemetric devices to monitor and operate its electrical distribution system or the usage of electrical energy.

2.4 This Agreement shall not abridge, terminate or supersede any real property rights, including but not limited to fee ownership, easements, or rights or privileges for use of real property pursuant to any existing license or permit that SCL may hold for use or occupancy of the City Right-of-way or other City property.

2.5. This Agreement is granted upon the express condition that it shall not in any manner prevent the City from granting other or further franchises in any Right-of-way. Such franchise shall in no way prevent or prohibit the City from using any Right-of-way or other City property or affect its jurisdiction over them or any part of them, and the City shall retain the authority to make all necessary changes, relocations, repairs, maintenance, establishment, improvement, dedication of the same as the City may deem fit, including the dedication, establishment, maintenance, and improvement of all new Rights-of-way or other public properties of every type and description.

3. Franchise Term. This Agreement shall be effective until September 30, 2030.

4. Consideration. The City and SCL recognize that the City has the authority under state law to establish its own municipal electric utility, and the authority to acquire SCL electric distribution properties in the City for that purpose. The City and SCL also recognize that the City has the authority to impose a utility tax on a light and power business operating within the City.

4.1. In consideration for the City agreeing not to exercise its authority to a) establish its own municipal electric utility during the term of this franchise, and b) impose a utility tax on SCL, the City and SCL agree to the following:

4.1.1. Beginning on the Effective Date (as defined in Section 27 of this Agreement), SCL shall pay the City four percent (4%) of the total amount of revenue derived from SCL service to customers in the City. SCL shall add a six percent (6%) Rate Differential to the base rates for SCL customers within the City compared to the base rates charged to SCL customers within the City of Seattle.

4.1.2. Effective January 1, 2016, SCL shall increase the payment to the City in Section 4.1.1 from four percent (4%) to six percent (6%) of the total amount of revenue derived from SCL service to customers in the City. At that time, SCL shall increase the six percent (6%) Rate Differential to an eight percent (8%) Rate Differential to the base rates for SCL customers within the City compared to the base rates charged to SCL customers within the City of Seattle. The rates from which the Rate Differential is calculated in the City shall be subject to the rate review process by the Seattle City Council, and subject to approval by Seattle City Council ordinance. However, the Rate Differential percentage shall not be affected by a change in the base rates.

4.1.3. Within one year of the Effective Date of this Agreement, and with one year advance written notice, the City may elect to change the Rate Differential established in 4.1.2. above from eight percent (8%) to six percent (6%), and beginning upon the date of any subsequent Rate Differential change taking effect, SCL shall decrease its payments to the City as provided in Section 4.1.1 above to four percent (4%) of the amount of revenue derived from SCL service to customers in the City.

4.1.4. Within a reasonable time of the City's written notice to change the Rate Differential as provided in 4.1.3 above, SCL shall provide the City with a good faith estimate and supporting information of the likely impact to SCL customer rates in the City.

4.1.5. The Mayor of Seattle shall appoint a member nominated by the suburban cities to the Seattle City Light Review Panel, who will represent the interests of suburban cities served in whole or in part by SCL.

4.2. Should the City of Seattle be prevented by judicial or legislative action from imposing or collecting a tax on all or a part of the revenues derived by SCL from customers in the City, SCL shall reduce the payments to the City provided in Section 4.1.1 above by an equivalent amount.

4.3. Should a court of competent jurisdiction declare the consideration to be paid to the City in Section 4.1 above invalid, in whole or in part, or should a change in law make the consideration to be paid to the City in Section 4.1 above invalid, in whole or in part, this entire Agreement may be terminated by the City at any time thereafter upon 180 Days written notice. During such notice period, however, SCL and the City shall attempt to agree upon acceptable, substitute provisions.

4.4. Payments by SCL to the City provided for under Section 4.1 shall be paid monthly within 30 Days following the end of each calendar month.

5. City Ordinances and Regulations.

5.1. Except as provided for in Section 7 of this Agreement, nothing herein shall be deemed to direct or restrict the City's ability to adopt and enforce all necessary and appropriate ordinances regulating the performance of the conditions of this franchise, including any reasonable ordinance made in the exercise of its police powers in the interest of public safety and for the welfare of the public. The City shall have the authority at all times to control, by appropriate regulations, the location, elevation, and manner of construction and maintenance of any facilities of SCL located within the City Right-of-way. SCL shall promptly conform with all such regulations, unless compliance would cause SCL to violate other requirements of local, state or federal law, or industry codes or standards for the safe installation, maintenance and operation of its Facilities, including but not limited to regulations specified by the American National Standards Institute (ANSI), the North American Electrical Reliability Corporation (NERC), the National Electrical Code (NEC), the National Electrical Safety Code (NESC), and written and duly executed SCL policies and procedures.

6. Right-of-Way Management.

6.1. Excavation, Permits and Notice of Entry.

6.1.1. During any period of relocation or maintenance, all surface structures, if any, shall be erected and used in such places and positions within the Right-of-way so as to interfere as little as possible with the safe and unobstructed passage of traffic and the unobstructed use of property adjoining the Right-of-way. SCL shall at all times post and maintain proper barricades and comply with all applicable safety regulations during such period of construction as required by the ordinances of the

City or state law, including RCW 39.04.180, for the construction of trench safety systems.

6.1.2. Public Right of Way Permits. Prior to performing any work in the City's Right-of-way for the purpose of installation, construction, repair, testing, maintenance or relocation of its facilities, SCL shall first apply for and obtain from the City appropriate permit(s) in accordance with the City's ordinances and regulations requiring permits to perform work or operate in the Right-of-way. Upon reasonable request by the City, SCL shall provide the City with plans, maps, and information showing the proposed and final location(s) of any facilities in accordance with Section 6.8 of this Agreement. Notwithstanding Section 6.1.5, SCL shall not commence any such work within City's Right-of-way without a permit.

The City shall grant SCL all permits, rights of entry, and rights and permissions necessary to perform the work, in a timely and consistent manner, but in no event more than 30 days exclusive of the days for SCL to respond to the City's comments and concerns.

6.1.3. Work performed by SCL shall not unnecessarily obstruct the passage or use of the Right-of-way.

6.1.4. Minor, Blanket and Major Activities.

6.1.4.1. Minor Activities Defined. Minor Activities are routine work performed by SCL that requires no excavation of the Right-of-way and can be performed while maintaining the following traffic passage requirements: no lane restrictions on arterials, street closures or traffic detours at any time. Typical examples include but are not limited to: street light lamp replacement; overhead and underground electrical distribution system maintenance in existing facilities; disconnection of service for non-payment; installation, replacement or repair of metering equipment; operation of switches; replacement of fuses or sectionalizers; and repair or maintenance of crossarms, insulators, overheard primary and secondary wires or other equipment on poles.

6.1.4.2. Requirements for Minor Activities. Minor Activities do not require a City permit, City notification, or payment of fees. Minor Activities require traffic control measures consistent with the Manual on Uniform Traffic Control Devices (MUTCD).

6.1.4.3. Blanket Activities Defined. Blanket Activities are routine work performed by SCL that require less than 35 square feet of excavation outside of any pavement in the right-of-way on non-arterial streets. The following traffic passage requirements must be met for Blanket Activities: no street closures or traffic detours at any time; continuous two-way traffic on arterial streets or alternating two-way traffic on non-arterial streets; no lane restrictions between 7:00 a.m. and 10:00 a.m. and between 3:00 p.m. and 7:00 p.m., weekdays on arterials. Typical examples include but are not limited to: repair of damaged poles, removal of old poles, Vegetation Management in the Right-of-way and repair of underground power cables and/or conduit.

6.1.4.4. Requirements for Blanket Activities. SCL or its contractors must obtain a Right-of-Way Use Class D Permit from the City for Blanket Activities performed in the City's Right-of-way. The permit will be charged at the fee as identified in the City's Fee Schedule and hourly inspection fees shall be paid on a monthly basis within 30 Days following the end of each month. Blanket Activities require submittal of typical traffic control measures consistent with the MUTCD. For certain activities where facilities are co-owned, a Permit may be issued by the City that would allow both the primary permit holder and the primary permit holder's sub-contractors or co-owners to perform Blanket Activities, as identified in the conditions of the Permit. Permits for Blanket Activities shall be valid for no longer than twelve months.

6.1.4.5. Notification of Blanket Activities. SCL shall notify the City in writing, at least twenty-four (24) hours in advance of entering the Right-of-way, with the exception Vegetation Management Activity Notice as provided for in Subsection 6.10.2, by emailing pertinent information to permitsubmittal@ci.seatac.wa.us, which shall include at a minimum the following information: franchise ordinance number, street address nearest to the proposed work site, and description of work to be performed. SCL shall provide written notice of completion within twenty-four (24) hours after completing work.

6.1.4.6. Major Activities. All other activities not deemed Minor or Blanket Activities are Major Activities and require a complete Right-of-Way Use permit application, review and approval. Fees will be assessed individually according to the City's Fee Schedule and paid on a monthly basis within 30 Days following the end of each month.

6.1.4.7. In the event SCL fails to comply with any of the conditions set forth in this Subsection, the City is authorized to suspend SCL's authority to operate under this Subsection by providing SCL ten (10) Days advance written notice of such suspension and the basis therefore. SCL shall then have fifteen (15) Days to correct its non-compliance and submit written notification thereof to the City. The City shall then either: 1) reinstate SCL's authority to operate under this Subsection, or 2) notify SCL that its authority to operate under this Subsection has been suspended. If suspended, after thirty (30) Days SCL shall have the right to request that the City reinstate its authority to operate under this Subsection, which shall not be unreasonably withheld.

6.1.5. Emergency Work, Permit Waiver. In the event of any emergency where any facilities located in the Right-of-way are broken or damaged, or if SCL's construction area for their facilities is in such a condition as to place the health or safety of any person or property in imminent danger, SCL shall immediately take any necessary emergency measures to repair or remove its facilities without first applying for and obtaining a permit as required by this Agreement. During normal work hours, SCL however, shall verbally notify the Director as soon as possible after the event of the need to perform emergency repairs. This emergency provision shall not relieve SCL from later obtaining any required permits for the emergency work. If permits for the emergency work would

normally be required, SCL shall apply for the permits the next business day following the emergency work or as soon as practical.

6.1.6. Private Property Rights of Entry. On behalf of SCL, the City shall be responsible for obtaining all rights of entry, including permits, construction easements or temporary construction easements for any work SCL is required to perform on private property in connection with any City-initiated Right-of-way, street improvement, or Public Project.

6.1.6.1 SCL shall make a good faith effort to comply with the property owner/resident's preferences, if any, regarding the location or placement of underground facilities consistent with sound engineering practices, City Code, and City Road Design and Construction Standards.

6.1.7. Notice of Entry. At least ten (10) Days prior to its intended construction of facilities, SCL shall inform all residents in the immediately affected area, that a construction project will commence, the dates and nature of the project, and provide a toll-free or local number which the resident may call for further information. A pre-printed door hanger may be used for this purpose.

6.1.8. At least twenty-four (24) hours prior to entering Right-of-way adjacent to or on private property to perform the installation, maintenance, repair, reconstruction, or removal of facilities, except those activities exempted from permit requirements in accord with Subsection 6.1.of this Agreement, a written notice describing the nature and location of the work to be performed shall be physically posted upon the affected private property by SCL.

6.2. Abandonment of SCL's Facilities.

6.2.1. SCL shall not have any Abandoned Facilities in the Right-of-way without the prior written consent of the Director. As needed, but no more than twice annually, SCL shall provide the City with written notice identifying Facilities that SCL will designate as abandoned or will likely become Abandoned Facilities due to non-use, prior to the Facilities being Abandoned, along with a reasonable plan for removal of such Facilities. The removal plan shall also include the removal of utility improvements, equipment, or lines attached to SCL's Facilities. All necessary permits must be obtained prior to such removal work, which will be processed in a timely manner by the City.

6.2.2. The City may request in writing that SCL provide a determination as to whether certain Facilities are Abandoned Facilities. Such determination shall be made in SCL's sole discretion, and SCL shall provide written notice to the City of its determination within thirty (30) Days of the City's request.

6.3. Restoration After Construction.

6.3.1. Except as may be provided for in a separate project relocation or undergrounding agreement between the City and SCL, SCL shall, after any installation, construction, relocation, maintenance, or repair of facilities within the franchise area, restore the Right-of-way to at least the same condition it was in immediately prior to any such abandonment, installation, construction, relocation, maintenance or repair. All concrete encased monuments which have been disturbed or displaced by such work shall be restored pursuant to all federal, state and local

standards and specifications. SCL agrees to promptly complete all restoration work and to promptly repair any damage caused by such work at its sole cost and expense.

6.3.2. If it is determined that SCL has failed to restore the Right-of-way in accordance with this Section, the City shall provide SCL with written notice including a description of actions the City believes necessary to restore the Right-of-way. If the Right-of-way is not restored in accordance with the City's notice within thirty (30) Days of that notice, the City, or its authorized agent, may restore the Right-of-way. SCL is responsible for all costs and expenses incurred by the City in restoring the Right-of-way in accordance with this Section.

6.4. City License and Bonding Requirements. SCL, as a public agency, is not required to comply with the City's standard bonding requirement for working in the City's Right-of-way. The issuance of this Franchise shall meet any and all requirements for SCL to procure a City Business License to operate, maintain, or provide other utility services within the City's jurisdiction. However, any work being performed by any private contractor shall be subject to City business license regulations and any applicable bonding requirements.

6.5. Safety.

6.5.1. SCL, in accordance with applicable federal, state, and local safety rules and regulations shall, at all times, employ ordinary care in the installation, maintenance, and repair utilizing methods and devices commonly accepted in its industry of operation to prevent failures and accidents that are likely to cause damage, injury, or nuisance to persons or property.

6.5.2. All of SCL's facilities in the Right-of-way shall be constructed and maintained in a safe and operational condition.

6.6. Dangerous Conditions, Authority for City to Abate.

6.6.1. Whenever Facilities or the operations of SCL cause or contribute to a condition that endangers any person or substantially impairs the lateral support of the adjoining Right-of-way, public or private property, the Director may direct SCL, at no charge or expense to the City, to take actions to resolve the condition or remove the endangerment, with all necessary permits obtained in accordance with this agreement and applicable City codes and regulations. Such directive may include compliance within a prescribed time period.

6.6.2. In the event SCL fails or refuses to promptly take the directed action, or fails to fully comply with such direction, or if emergency conditions exist which require immediate action to prevent imminent injury or damages to persons or property, the City may take such actions as it believes are necessary to protect persons or property and the SCL shall be responsible to reimburse the City for its costs.

6.7. Relocation of System Facilities.

6.7.1. Except as may be provided for in a separate project relocation or undergrounding agreement between the City and SCL, SCL agrees and covenants to protect, support, temporarily disconnect, relocate or remove from any Right-of-way its facilities without cost to the City to the extent permitted by State law, when so

required by the City, provided that SCL shall in all such cases have the privilege to temporarily bypass, in the authorized portion of the same Right-of-way and upon approval by the City, any facilities required to be temporarily disconnected or removed.

6.7.2. If a Public Project necessitates the relocation of SCL's existing Facilities, the City shall:

6.7.2.1. As soon as possible prior to the commencement of project construction, but in no event not less than 90 Days for Minor Relocation Projects and one (1) year for Major Relocation Projects, provide SCL with written notice requiring such relocation; and

6.7.2.2. Provide SCL with copies of any plans and specifications pertinent to the requested relocation and a proposed temporary or permanent relocation for SCL's facilities.

6.7.2.3. Ensure that all necessary permits and easements are issued to SCL in a timely manner so SCL may maintain the timeline established under this or separate Agreement.

6.7.2.4. After receipt of such notice and such plans and specifications, SCL shall complete overhead to overhead relocation of its facilities at least ten (10) Days prior to commencement of the project.

6.7.3. SCL's ability to accommodate such requests shall take into consideration alternatives with the least amount of interference to SCL's customers and operations, provide a more cost-effective alternative, or provide a more efficient or appropriate design or method for such relocation. SCL may, after receipt of written notice requesting a relocation of its facilities, submit to the City written alternatives to such relocation. The City shall evaluate such alternatives and advise SCL in writing if any of the alternatives are suitable to accommodate the work that necessitates the relocation of the Facilities. If so requested by the City, SCL shall submit additional information to assist the City in making such evaluation. The City shall give each alternative proposed by SCL full and fair consideration. Notwithstanding the above, SCL shall relocate its Facilities as provided in this Section, if the City determines to not use any alternatives proposed by SCL.

6.7.4. The provisions of this Section shall in no manner preclude or restrict SCL from making any arrangements it may deem appropriate when responding to a request for relocation of its Facilities by any person other than the City, where the improvements to be constructed by said person are not part of a Public Project, provided that such arrangements do not unduly delay or increase the cost of a related Public Project, if any.

6.7.5. Whenever any person shall have obtained permission from the City to use any Right-of-way for the purpose of moving any building or other oversized structure, SCL, upon fourteen (14) Days written notice from the City that the use of the Right-of-way is permitted, shall raise or remove, at the expense of the person or entity desiring to move the building or structure, any of SCL's facilities that may obstruct the movement thereof; provided, that the moving of such building or

structure shall be done in accordance with City Code. Where more than one path is available for the moving of such building or structure, the path of least interference, as determined by the City in consultation with SCL, shall be utilized.

6.7.6. This Section 6.7 applies only to Relocation of SCL Facilities necessitated by a Public Project as defined in this Agreement. Any Relocation of SCL Facilities requested or required by the City not related to a Public Project will be addressed through separate agreement between the parties.

6.7.7. If the City requires the subsequent relocation of Facilities within five (5) years from the date of relocation of such Facilities pursuant to this Section, then the City shall bear the entire cost of such subsequent relocation.

6.8. SCL and City Maps and Records. Upon request, SCL and City mutually agree to provide each other with as-built plans, maps, and records without charge. Due to federal requirements, when the City makes a request for SCL records, City's request must set forth a legitimate business or governmental justification. Upon approval, such records will be provided to City in a format maintained by SCL. SCL reserves the right to withhold records or require City to sign a Non-Disclosure Agreement for the release of records which are deemed Critical Energy Infrastructure Information (CEII). CEII is defined as information that relates to the production, generation, transportation, transmission, or distribution of energy in which the release may cause incapacity or destruction that would negatively affect security, economic security, public health or safety, or any combination thereto. Should the City receive a public records request for information for SCL records, and if the City in consultation with SCL determines that such information is not exempt from disclosure under the Public Records Act (RCW 42.56), the City will provide a minimum of 15 days advance notice to SCL, so that SCL has an opportunity to seek, at its own expense, a judicial determination prohibiting disclosure pursuant to a public records request.

6.9 Poles and Pole Attachments. SCL, has the right to install, maintain, and remove poles in the Right-of-way. SCL will work with the City to ensure poles are removed and replaced safely and maintained properly in the City's Right-of-way to protect the welfare of the general public. The City acknowledges that SCL has existing agreements with third parties regarding the use and sharing of poles. Existing agreements with third parties for co-ownership of poles govern the use of such poles and attachments by pole co-owners. SCL may require, and the City shall allow, that SCL and co-owners be jointly named on any applicable City permits,

6.9.1. SCL and SCL pole co-owners through their existing agreements with SCL shall remove all utility attachments and shall remove all poles prior to the poles becoming Abandoned Facilities, unless otherwise agreed to in writing with the City as outlined in Section 6.2 of this Agreement. SCL will use its rights available under existing written facilities use and ownership agreements with third parties to obtain timely removal of Abandoned Facilities.

6.9.2. SCL and SCL pole co-owners through their existing agreements with SCL shall not stage new or replacement poles in the City's Right-of-way more than thirty (30) Days in advance of the pole installation or replacement.

6.9.3. If the City wishes to attach to a SCL owned or co-owned pole, the City must complete a pole attachment application and have a valid agreement with SCL.

6.9.4. Installation, maintenance, and removal of poles for which SCL is the responsible party are subject to the permitting requirements of Subsection 6.1.4.

6.9.5. SCL will provide the City with a listing of all authorized SCL pole co-owners and third party renters who have attached to SCL poles or SCL co-owned poles within the City. The list of SCL pole co-owners and third party renters will be updated upon request of the City but not more than once annually..

6.10 Vegetation Management (VM). In accordance with City ordinances, SCL recorded easements, SCL policies and guidelines and all applicable law, including NERC requirements, WAC 296-24-960, RCW 64.12.035 and International Society of Arboriculture (ISA) Utility Pruning Best Practices, SCL has the authority to perform VM activities, which will be coordinated by an ISA certified arborist under the direction of SCL's Powerline Clearance Coordinator. VM activities include the maintenance of critical infrastructure, trimming and removing trees and other plant life, including shrubs and vines, to prevent interference with SCL's Facilities.

6.10.1 Annual City Vegetation Management Plan. SCL shall provide the Director an Annual SCL Vegetation Management Plan by December 1 each year that identifies the general location of SCL's VM regularly scheduled maintenance plans for the coming year based on SCL's 4 year transmission and feeder trimming plan. These plans will be conducted in alignment with SCL's standards and practices.

6.10.2 VM Activity Notice and Blanket Permits. For scheduled maintenance, SCL shall provide the City with at least fourteen (14) Days advance written notice by email to permitsubmittal@ci.seatac.wa.us prior to commencing VM activities in the City. The VM Activity Notice should be consistent with VM activities identified in the Annual SCL Vegetation Management Plan. The notice shall provide: 1) the locations of the VM activities and type of property (private property, City Right-of-way, or SCL property); 2) description of the VM activities, including tree topping or removal, if any; 3) required traffic control measures consistent with the Manual on Uniform Traffic Control Devices (MUTCD), if needed, including measures to maintain pedestrian access on City Right-of-way; 4) name and contact information of the firm performing the VM activities; and 5) the general timeline and duration of VM activities.

Along with providing the City a VM Activity Notice for scheduled maintenance, for VM activity conducted in the City's Right-of-way, SCL or its contractors shall apply for and obtain any applicable Permits from the City, pursuant to Section 6.1.4 of this Agreement. Any Permit application will include the information provided in the VM Activity Notice and other pertinent information that either SCL or the City deems useful for the issuance of the Permit.

6.10.3 Property Owner Notification. SCL shall provide advance written notice to the owner of the private property where SCL desires to perform VM activities, or to the nearest adjacent property owner where SCL is performing VM activities in the City Right-of-way or on SCL Property. Said notice shall be in the form of a doorknob hanger or other City-approved communications method and shall contain a contact name, address, and telephone number where the property owner can obtain information regarding the VM activities and express concerns. Notice

issued pursuant to this subsection shall be provided no sooner than ninety (90) days and no later than seven (7) days prior to commencement of any VM activities.

6.10.4 VM Clearance Distances. Clearance Distances for VM between SCL's electrical facilities and the surrounding vegetation shall align with SCL's Distribution and Transmission Tree Trimming Construction Guidelines (standard number D9-80) and shall be in accordance with clearance criteria found in WAC 296-24-960 and RCW 64.12.035. Clearance distances for distribution (lines rates 50kV or below) and transmission (lines rated 51kV or above) power lines shall conform with utility, ISA and SCL best practices.

6.10.5. VM on Private Property. SCL shall take into consideration property owners' requests regarding the trimming of trees or plant life on their property without jeopardizing the safety or the operational reliability of their Facilities. SCL reserves the right to remove trees as authorized by RCW 64.12.035.

6.10.7. VM in City Right-of-Way. The City will provide SCL a minimum of 21 days notice when planting trees under and/or adjacent to SCL Facilities on the City Right-of-way. The City will plant small growing, wire-friendly trees from an approved list provided SCL.

6.10.8. Replacement and Restoration Requirements. SCL shall be exempt from the Right-of-way tree pruning, removal and replacement requirements in City. SCL shall generally offer Urban Landscape Tree Certificates rather than re-planting services, unless another mutually acceptable arrangement is agreed upon by both SCL and the City. Replacement certificates will follow these guidelines:

For any tree removed City Light will offer as replacement a minimum of three Urban Landscape Tree Certificates or mutually acceptable equivalent for each tree being removed to the affected property owner,.

Tree replacement adjacent to SCL infrastructure will take into consideration the replacement tree's future growth and impacts to City Light critical infrastructure and access to such infrastructure.

6.10.9. Notice for Tree Removal. For trees in the City Right-of-way and on SCL Property that are identified for removal, SCL shall place signage on the tree at least ten (10) Days in advance of the removal. Said signage shall explain that the tree is being removed and shall also provide an explanation for why removal is occurring.

6.10.10. VM Debris Removal. SCL will promptly remove debris unless explicit arrangements are otherwise made. In City Right-of-way, the City may, at its sole discretion, remove and dispose of any such debris generated by SCL or its contractors that is not removed within twenty-four (24) hours of the VM activity occurring (or such shorter time period as deemed appropriate by the City if such debris poses a hazard), and bill SCL for the actual cost of said removal and disposal.

6.10.11. Hazard Abatement. The forgoing notwithstanding, SCL shall at all times have the right to perform VM activities in the Right-of-way on vegetation that poses an imminent safety concern or has caused a system failure, or is in imminent

risk of doing so, including storm and emergency events, without delay for prior notice.

7. Undergrounding. SCL will work cooperatively with the City on Public Projects that present cost-effective means to underground utility distribution infrastructure in Rights-of-way as identified in the City's most recent Comprehensive Plan.

7.1. The City must notify SCL in writing of planned Public Projects that may require undergrounding of SCL electric facilities a minimum of one (1) year prior to the expected Project kick-off date for the design portion of the Project and with sufficient time to meet the requirements of the City of Seattle bi-annual budget cycle. Both parties are responsible for obtaining proper legislative budgetary authority to meet their project funding obligations of this Agreement.

7.2. SCL will work cooperatively with the City in design, estimating, scheduling and construction of Public Projects that require undergrounding of SCL's electrical infrastructure, including but not limited to electrical conversions, to bring such Projects to completion in the most efficient manner, and in compliance with SCL Civil Infrastructure Engineering Standards. The specific Project scope of work, applicable terms and conditions, and obligations of the parties will be agreed upon and memorialized in a separate written agreement executed by both parties, and may be subject to approval by the parties' respective City Councils.

7.3. Standard cost allocation for City-initiated undergrounding projects will generally be as follows:

7.3.1. City shall pay for 100% of the Primary Project Cost, 100% of the excavation and restoration costs, as well as 40% of the Civil Infrastructure and SCL Underground Electrical System project costs.

7.3.2. SCL will pay for 60% of the Civil Infrastructure and SCL Underground Electrical System project costs. SCL shall have no responsibility for Primary Project Costs.

7.3.3. SCL will pay 100% of SCL Project Management Costs, the City will pay 100% of the City's Project Management Costs, and all other Project costs will be included in 60/40 cost allocation as defined in Sections 7.4.1 and 7.4.2 above.

7.3.4. The Parties agree that SCL's total cost responsibility for a specific Public Project shall be limited to a sum certain agreed upon by the Parties in a separate written agreement for the undergrounding of SCL's Facilities related to that Public Project. Further, the City shall agree to release and indemnify SCL from and against any and all claims, liens, demands, actions, costs, losses, expenses, harm, damages, and liability of any kind or character (collectively, "Claims") arising out of, related to, or in connection with any and all costs of a Public Project that exceed the maximum amount of SCL's cost responsibility for undergrounding of SCL Facilities contained in a specific undergrounding agreement; provided, however, that the City shall not be required to release and indemnify SCL for cost overruns or exceedances on a Public Project to the extent such overruns or exceedances are caused by SCL's negligence.

7.3.5. Private property owners will be responsible for providing the underground Private Property Infrastructure, subject to review and approval by SCL, that is needed to provide electrical service from the public right of way to the designated service point on the private property, as well as all costs related to installing and maintaining such Private Property Infrastructure.

7.4. SCL's ability to accommodate undergrounding requests for Public Projects shall take into consideration alternatives with the least amount of interference to SCL's customers and operations. SCL may, after receipt of written notification of a Public Project requesting undergrounding of its facilities, submit to the City written alternatives to undergrounding of its facilities. The City shall evaluate such alternatives and advise SCL in writing if any of the alternatives are suitable to accommodate the Public Project. If so requested by the City, SCL shall submit additional information to assist the City in making such evaluation. The City shall give each alternative proposed by SCL full and fair consideration. Notwithstanding the above, SCL shall underground its Facilities as provided in this Section or as otherwise provided for in a separate written agreement executed by both parties, if the City determines to not use any alternatives proposed by SCL.

7.5. The provisions of this Section 7 shall in no manner preclude or restrict SCL from making any arrangements it may deem appropriate when responding to a request for undergrounding of its facilities by any person other than the City, where the improvements to be constructed by said person are not part of a Public Project, provided that such arrangements do not unduly delay or increase the cost of a related Public Project.

7.6. This Section 7 applies only to Undergrounding of SCL Facilities necessitated by a Public Project as defined in this Agreement. Any undergrounding of SCL Facilities requested or required by the City for a reason unrelated to a Public Project will be addressed through separate written agreement between the parties.

7.7. If the City requires the subsequent relocation, of Facilities within five (5) years from the date of relocation of such Facilities pursuant to this Section, then the City shall bear the entire cost of such subsequent relocation.

8. Street Lighting. Provided public streetlights are funded as a local government function, installation, ownership, maintenance, and operations of streetlights will be addressed under a separate agreement between the City and SCL.

9. Implementation of Service Requirements.

9.1. Rate Information. SCL shall make available all studies, reports, memoranda, or other documents provided to the legislative branches of the City of Seattle regarding the establishment of the rates, or any portion thereof, to be charged to its customers. . The City shall be provided a reasonable opportunity to review said documents and to comment or otherwise participate in Seattle's rate setting process. Opportunities for public hearings or public comment during Seattle's rate setting process will be made known through the Franchise City designated representative on the SCL Review Panel or online at www.seattle.gov.

9.2 Communication with City Customers. SCL will notify the City in advance of any planned communication to its customers in the City regarding the services and rates affected by this Agreement.

10. Planning Coordination.

10.1. Coordination of Projects and Activities

10.1.1. SCL and the City will meet in February of each year to review planned capital improvements by SCL and any planned projects or activities by City which may affect the Right-of-way for that year. Additional meetings for planning and coordination may be held as deemed necessary by both parties.

10.1.2. The City and SCL shall promptly inform the other party of any changes to codes, ordinances, policies or practices that may impact any terms or conditions of this Agreement.

10.1.3. SCL shall meet with the City, other franchisees and users of the Right-of-way, according to a schedule to be determined by the City and SCL, to schedule and coordinate construction on specific projects.

10.1.4. All construction locations, activities, and schedules shall be coordinated, as required by the Director or his or her designee, to minimize public inconvenience, disruption, or damages.

10.2. Growth Management. SCL agrees, as follows, to participate in the development of, and reasonable updates to, the utilities element of the City's comprehensive plan:

10.2.1. For SCL's service within the City limits, SCL will participate in a cooperative effort with the City to develop a Comprehensive Plan Utilities Element which meets the requirements described in RCW 36.70A.070(4).

10.2.2. SCL will participate in a cooperative effort with the City to ensure that the Utilities Element of the City's Comprehensive plan is accurate as it relates to SCL's operations and is updated to ensure it continued relevance at reasonable intervals.

10.2.3. Upon reasonable written request, SCL shall make available to the extent possible information that is not deemed confidential, sensitive, or exempt from disclosure under state or federal law related to the general location, proposed location, and capacity of existing and proposed electrical lines as requested by the Director within a reasonable time.

10.2.3. SCL will update information provided to the City under this Section 10 whenever there are major changes in SCL's electrical system plans for the City.

10.3. Development of Right-of-Way Standards. SCL herein agrees to provide the staff-support necessary to enable SCL to meaningfully participate in the City's ongoing development of Right-of-way Standards. By way of illustration and not limitation, this participation shall include attendance at City planning meetings, review and comment of documents proposed for adoption, and any other activities that may be required in the formulation of Right-of-way Standards, as agreed by SCL and the City.

10.5. Emergency Operations. The City and SCL agree to cooperate in the planning and implementation of emergency operations response procedures. SCL will be engaged in City emergency planning process at the request of the City. The City will provide current emergency contact information to SCL's Emergency Manager.

11. Service Quality. SCL is dedicated to exceeding our customers' expectations in producing and delivering environmentally responsible, safe, low-cost, and reliable power. SCL shall exercise the same degree of technical, professional and administrative quality in serving its customers in the City that is provided to all other customers within SCL's service territory. SCL shall at all times comply with the minimum regulatory standards including but not limited to ANSI Voltage Standard C84.1 presently in effect or as may be amended by the Seattle Municipal Code.

12. City Use of SCL Property. SCL owns real properties, and holds various property interests and facilities in the City which are essential to SCL's electrical utility operations. SCL will cooperate with the City in the same manner as it does with the City of Seattle in aligning the operation and management of its property and facilities to serve the goals and objectives of the City's Comprehensive Plan, while meeting the requirements of all applicable State Laws, and pursuant to SCL's applicable Department Policies and Procedures

12.1. Favorable Consideration of City Requests. SCL shall give every favorable consideration to a request by the City for use of SCL property in return for compensation for such use at fair market value, including requests by the City to use SCL property for such public uses as public parks, public open space, public trails for non-motorized transportation, surface water management, or other specifically identified public uses. Fair market value compensation for use of SCL property may include in-kind or non-monetary consideration jointly determined by SCL and the City, to the extent that SCL and the City agree to do so.

12.2. Prior Approval of Specific Plans by SCL. Prior to any installation, modification or extension of any improvement on SCL property, property interest or facilities proposed by the City, the City shall supply SCL with detailed drawings and specifications relating to such proposed development. No construction, installation or modification shall be performed until the plans have been approved in writing by SCL and SCL has granted the City appropriate permission or consent to proceed with the City's work on, or use of SCL property.

12.3. Permit for City Use of SCL Property. SCL shall provide the City by separate agreement and with proper consideration for each use of SCL property requested by the City, which shall detail the terms of such use including provisions to assure the continued safe and efficient operation of the electric utility.

13. Finance.

13.1. Annual Reconciliation. Unless otherwise provided herein, all charges between the parties, except for charges for electrical service, penalties, reimbursements for breach or other forms of cure, and payment pursuant to Subsections 4.1.1 and 6.1.4, shall be accrued and reconciled annually in accord with the following process:

13.1.1. By January 31 of each calendar year, or upon such other date as the parties may agree, the parties shall exchange itemized invoices of charges that have been incurred over the previous calendar year. Said invoice shall include all

information reasonably necessary to allow each party to evaluate the validity and magnitude of each charge.

13.1.2. Each party shall have forty five (45) Days to provide the other with written notice disputing any specific charge on the other's invoice. If an invoice is not disputed within this period, then the invoice will be deemed accurate.

13.1.3. Undisputed charges shall be set off against each other. The party with a remaining balance due after the set off shall provide a reconciled invoice to the other party. Said invoice shall be satisfied within forty five (45) Days of its receipt.

13.2. Other Charges. Unless otherwise provided herein, charges between the parties shall be paid within forty five (45) Days of the receipt of a written invoice for said charge.

14. Indemnification.

14.1. SCL shall indemnify, defend and hold harmless the City, its elected and appointed officials, officers, employees, or agents from any and all claims, costs, judgments, awards, or liability, including reasonable attorney fees, arising from injury or death of any person or damage to property to the extent the same is caused by the negligent acts or omissions, or willful misconduct of SCL, its agents, servants, officers, or employees in the exercise of the rights granted to SCL by this Agreement. This indemnification shall include, but not be limited by this reference to, claims against the City arising as a result of the negligent acts or omissions of SCL, its agents, servants, officers, or employees in barricading, instituting trench safety systems or providing other adequate warnings of any excavation, construction, or work in the Right-of-way or in any other public place in performance of work or services permitted under this Agreement.

14.2. Inspection or acceptance by the City of any work performed by SCL at the time of completion of construction shall not be grounds for avoidance of any of these covenants of indemnification.

14.3. In the event any claim or demand for which indemnification is provided under Section 14.1 is presented to, or suit or action is commenced against the City based upon any such claim or demand, the City shall promptly notify SCL thereof, and SCL may elect, at its sole cost and expense, to settle and compromise such suit or action, or defend the same with attorneys of its choice. SCL will consider in good faith, and will not unreasonably refuse, the City's tender of the defense of any suit or claim for which indemnification is provided under Section 14.1.

14.4. In the event of liability for damages arising out of bodily injury to persons or damages to property caused by or resulting from the concurrent negligence of SCL and the City, its officers, employees and agents, SCL's liability hereunder shall be only to the extent of SCL's negligence. It is further specifically and expressly understood that, solely to the extent required to enforce the indemnification provided herein, SCL waives its immunity under RCW Title 51 as provided in RCW 4.24.115; provided, however, the foregoing waiver shall not in any way preclude SCL from raising such immunity as a defense against any claim brought against SCL by any of its employees. This waiver has been mutually negotiated by the parties.

14.5. Notwithstanding any other provisions of this Franchise, SCL assumes the risk of damage to its Facilities located in the Right-of-way from activities conducted by the City, its officers, agents, employees, and contractors, except as set forth below. SCL releases and waives any and all claims against the City, its officers, agents, employees, or contractors for damage to or destruction of SCL's Facilities caused by or arising out of activities conducted by the City, its officers, agents, employees, and contractors, in the Right-of-way, except to the extent any such damage or destruction is caused by or arises from the negligence or any willful or malicious action on the part of the City, its officers, agents, employees, or contractors.

14.6. In the event it is determined that RCW 4.24.115 applies to this Agreement or any activity pursuant to this Agreement, SCL's indemnification obligations under Section 14.1 shall apply to the maximum extent permitted thereunder, to the full extent of SCL's negligence. Further, in any such action, the City shall have the right to participate, at its sole cost and expense, through its own attorney in any suit or action which arises pursuant to this Agreement when the City determines that such participation is in the City's best interest.

14.7. The provisions in this Section 14 shall survive the expiration or termination of this Franchise with respect to any claim, demand, suit or action for which indemnification is provided under Section 14.1 and which is based on an act or omission that occurred during the term of this Agreement.

15. Enforcement.

15.1. In addition to all other rights and powers retained by the City under this Agreement, the City reserves the right to revoke and terminate this Agreement and all rights and privileges of SCL in the event of a substantial violation or breach of its terms and conditions. Likewise, SCL may terminate this Agreement in the event of a substantial violation or breach of its terms and conditions by the City.

15.2. A substantial violation or breach by a SCL shall include, but shall not be limited to, the following:

15.2.1. An uncured violation of any material provision of this Agreement, or any material rule, order or regulation of the City made pursuant to its power to protect the public health, safety and welfare;

15.2.2. An intentional evasion or knowing attempt to evade any material provision of this Agreement or practice of any fraud or deceit upon the system customers or upon the City;

15.2.3. Failure to begin or substantially complete any system construction or system extension as set forth in a franchise or Right-of-way use agreement;

15.2.4. Failure to provide the services specified in the Agreement;

15.2.5. Misrepresentation of material fact during negotiations relating to this Agreement or the implementation thereof;

15.2.6. A continuous and willful pattern of grossly inadequate service and failure to respond to legitimate customer complaints;

15.2.7. An uncured failure to pay fees or consideration associated with this Agreement.

15.3. No violation or breach shall occur which is without fault of SCL or the City, or which is as a result of circumstances beyond SCL's or the City's reasonable control. Neither SCL, nor the City, shall be excused by economic hardship nor by nonfeasance or malfeasance of its directors, officers, agents or employees; provided, however, that damage to equipment causing service interruption shall be deemed to be the result of circumstances beyond SCL's or the City's control if it is caused by any negligent act or unintended omission of its employees (assuming proper training) or agents (assuming reasonable diligence in their selection), or sabotage or vandalism or malicious mischief by its employees or agents. The party alleging the violation shall bear the burden of proof in establishing the existence of such conditions.

15.4. Except in the case of termination pursuant to Subsection 15.1 of this Agreement, prior to any termination or revocation, the City, or SCL, shall provide the other with detailed written notice of any substantial violation or material breach upon which it proposes to take action. The party who is allegedly in breach shall have a period of sixty (60) Days following such written notice to cure the alleged violation or breach, demonstrate to the other's satisfaction that a violation or breach does not exist, or submit a plan satisfactory to the other to correct the violation or breach. If, at the end of said sixty (60) day period, the City or SCL reasonably believes that a substantial violation or material breach is continuing and the party in breach is not taking satisfactory corrective action, the other may declare that the party in breach in default, which declaration must be in writing. Within twenty (20) Days after receipt of a written declaration of default, the party that is alleged to be in default may request, in writing, Alternative Dispute Resolution as set forth in Section 21 of this Agreement.

15.5. The City may, in its discretion, provide an additional opportunity for SCL to remedy any violation or breach and come into compliance with this agreement so as to avoid the termination or revocation.

15.6. In addition to any other remedy provided for herein for violation of any provision, or failure to comply with any of the requirements of this Agreement, the City may levy liquidated damages of up to $500.00 for each of the first five (5) Days that a violation exists and up to $1,000.00 for each subsequent day that a violation exists. Payment of such liquidated damages shall not relieve any person of the duty to correct the violation.

15.7. Notwithstanding any other provision of this Agreement, any violation existing for a period greater than thirty (30) Days may be remedied by the City at SCL's expense.

16. Survival. All of the provisions, conditions and requirements of Sections 6.1 Excavation, Permits, and Notice of Entry, 6.2 Abandonment of SCL's Facilities, 6.3 Restoration After Construction, 6.6 Dangerous Conditions, Authority for City to Abate, 6.7 Relocation of System Facilities, 6.9 Poles and Pole Attachments, and 14 Indemnification, of this Agreement shall be in addition to any and all other obligations and liabilities SCL may have to the City at common law, by statute, or by contract, and shall survive the City's franchise to SCL for the use of the areas mentioned in Section 2 of this Agreement herein, and any renewals or extensions thereof. All of the provisions, conditions, regulations and

requirements contained in this Agreement shall further be binding upon the heirs, successors, executors, administrators, legal representatives and assigns of SCL and all privileges, as well as all obligations and liabilities of SCL shall inure to its heirs, successors and assigns equally as if they were specifically mentioned wherever SCL is named herein.

17. Severability. If any Section, Subsection, sentence, clause or phrase of this Agreement is held to be invalid or unconstitutional by a court of competent jurisdiction, such invalidity or unconstitutionality shall not affect the validity or constitutionality of any other Section, Subsection, sentence, clause or phrase of this franchise Ordinance. The Parties may amend, repeal, add, replace, or modify any provision of this Agreement to preserve the intent of the parties as expressed herein prior to any finding of invalidity or unconstitutionality.

18. Assignment. This franchise shall not be sold, transferred, assigned, or disposed of in whole or in part either by sale, voluntary or involuntary merger, consolidation or otherwise, without the written approval of the City. Any costs associated with the City's review of any transfer proposed by SCL shall be reimbursed to the City by SCL.

18.1. An assignment of this Agreement shall be deemed to occur if there is an actual change in control or where ownership of fifty percent (50%) or more of the beneficial interests, singly or collectively, are obtained by other parties. The word "control" as used herein is not limited to majority stock ownership only, but includes actual working control in whatever manner exercised.

18.2. Except as otherwise provided herein, SCL shall promptly notify the City prior to any proposed change in, or transfer of, or acquisition by any other party of control of SCL's business. Every change, transfer, or acquisition of control of SCL's business shall cause a review of the proposed transfer. In the event that the City denies its consent and such change, transfer or acquisition of control has been affected, the Agreement is terminated.

19. Notice. Any notice or information required or permitted to be given to the parties under this Agreement may be sent to the following addresses unless otherwise specified:

CEO and General Manager of Seattle City Light 700 Fifth Avenue, Suite 3100 Seattle, WA 98104-5031 Phone: (206) 684-3200 Fax: (206) 684-3158	Public Works Director City of SeaTac 4800 S. 188th Street SeaTac, WA 98188-8605 Phone: (206) 973-4800 Fax: (206) 973-4809

20. Non-Waiver. The failure of either party to enforce any breach or violation by the other party of any provision of this Agreement shall not be deemed to be a waiver or a continuing waiver by the non-breaching party of any subsequent breach or violation of the same or any other provision of this Agreement.

21. Alternate Dispute Resolution. If the parties are unable to resolve disputes arising from the terms of this Agreement, prior to resorting to a court of competent jurisdiction, the parties shall submit the dispute to a non-binding alternate dispute resolution process agreed to by the parties or requested by the party alleged to be in default as set forth in Section 15 of this Agreement. Unless otherwise agreed between the parties or determined herein, the cost of that process shall be shared equally.

22. **Most Favored Franchise.** SCL will make a good faith effort to obtain similar terms and provisions to this Agreement in franchise agreements with other municipal jurisdictions served by SCL. The City reserves the right to request SCL to consider amending this Agreement to include terms or provisions in other SCL franchises that the City deems more favorable than the current terms of this Agreement.

23. **Entire Agreement.** This Agreement constitutes the entire understanding and agreement between the parties as to the subject matter herein and no other agreements or understandings, written or otherwise, shall be binding upon the parties upon execution and acceptance hereof.

24. **Supremacy.** This Agreement represents the dominant agreement between the parties for a franchise for an electric power system within the City. In the event of any conflict between this Agreement and any City ordinance or permit, the provisions of this Agreement shall control.

25. **Directions to City Clerk.** The City Clerk is hereby directed to forward a certified copy of this Ordinance to the Superintendent of SCL, and the Seattle City Clerk.

26. **Publication Costs.** In accord with state law, this Ordinance shall be published in full. The costs of said publication shall be borne by SCL.

27. **Effective Date.** This Ordinance and Agreement shall be effective on, having been: (i) introduced to the City Council not less than five days before its passage; (ii) first submitted to the City Attorney, which occurred on June 1, 2015; (iii) published at least five days prior to the effective date and as otherwise required by law; and (iv) passed at a regular meeting of the legislative body of the City of SeaTac by a vote of a majority of the entire City Council. Not later than one-hundred twenty (120) days after adoption of this Ordinance, SCL must accept in writing the terms of this Franchise herein. Failure of SCL to so accept this Franchise within said period of time shall be deemed a rejection thereof by SCL unless the time period is extended by ordinance duly passed for that purpose.

ADOPTED this _____ day of _____, 2015, and signed in authentication thereof on this _____day of _____, 2015.

CITY OF SEATAC

_____
Mia Gregerson, Mayor

ATTEST:

_____
Kristina Gregg, City Clerk

Approved as to Form:

_____
Mary Mirante Bartolo, City Attorney

(Effective Date:_____)

ORDINANCE NO. 15-1008

AN ORDINANCE of the City Council of the City of SeaTac, Washington, readopting Section 15.41 to the SeaTac Municipal Code, regarding interim development regulations for properties located within the Interim Angle Lake Station Area, and entering findings of fact supporting adoption of interim regulations.

WHEREAS, Sound Transit is currently extending light rail service to South 200th St. at 28th Ave. South, where a light rail station is being constructed; and

WHEREAS, light rail service to the new Angle Lake Station is anticipated to begin in late 2016; and

WHEREAS, transit oriented development in the Angle Lake Station Area would create significant economic opportunities which would benefit the City and its residents, help provide for creation of a mix of possible transportation improvements, housing, retail facilities, and public and private service facilities; and

WHEREAS, one of the six goals established by the City Council is to "Foster a positive business environment and aggressively pursue economic development opportunities to attract and retain businesses and jobs while maintaining reasonable laws and regulations;" and

WHEREAS, one of the six goals established by the City Council is to "Plan and construct infrastructure improvements in the South 200th Street Light Rail Station Area that increase the viability of commercial development while also engaging in strategic urban planning efforts to determine the highest and best land uses in this area, incorporating input from SeaTac residents and adjacent businesses, as well as the development community:" and

WHEREAS, review and consideration of interim development regulations for the Angle Lake Station Area is included in the adopted 2014-2015 Work Program for the Planning Commission; and

WHEREAS, the City Council finds that transit oriented development in the Angle Lake Station Area will be in the public interest; and

WHEREAS, current zoning in the area of this future light rail station allows a variety of public, residential, commercial and industrial uses; and

WHEREAS, some uses allowed within those zones may be incompatible with transit oriented development; and

WHEREAS, readopting interim standards will provide time for the development of final standards for the Angle Lake Station Area, including opportunities for community input; and

WHEREAS, RCW 36.70A.390 allows adoption of an interim zoning ordinance for a period of up to six (6) months; and

WHEREAS, the current interim development standards for the Interim Angle Lake Station Area expire on June 30, 2015; and

WHEREAS, on August 27, 2013, City staff transmitted a copy of the proposed standards to the Washington State Department of Commerce for review and comment, pursuant to RCW 36.70A.106 and no comments were received from any state agency; and

WHEREAS, the City's SEPA Responsible Official issued a Determination of Nonsignificance regarding the proposed standards on September 12, 2013 and no appeal of that decision was filed; and

WHEREAS, the Planning Commission on June 2, 2015, has recommended the interim standards be readopted by the Council; and

WHEREAS, notice of the June 23, 2015 public hearing on the interim standards was advertised as legally required; and

WHEREAS, the City Council held a public hearing on June 23, 2015, as required by

RCW 35A.73.220 and RCW 36.70A.390 to readopt the Interim Standards; and

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF SEATAC, WASHINGTON DO ORDAIN as follows:

Section 1. Readopts Chapter 15.41 to the SeaTac Municipal Code, to read as follows:

Chapter 15.41 Interim Angle Lake Station Area Overlay Standards

Sections:

15.41.010 Purpose

These interim zoning standards are established for the Interim Angle Lake Station Area for the period of time while an area plan and implementing regulations are developed. These interim standards are intended to limit land uses and development that could hinder transit oriented development while maintaining development opportunities for a wide range of transit supportive uses.

15.41.020 Authority and Application

A. The provisions of this chapter shall apply to the Interim Angle Lake Station Area as delineated in the Interim Angle Lake Station Area Map (See SMC 15.41.050). This Chapter does not change the existing zone districts found within the Interim Angle Lake Station Area. Existing regulations in SMC Title 15, including SMC Chapter 15.12 – Zone Classification Use Charts and SMC 15.13.110 - Special Standards for the CB-C, ABC, UH-UCR and O/CM Zones shall apply to the extent not modified by this Chapter.

B. The provisions of this chapter shall apply to all development meeting one (1) or more of the following thresholds:

1. All new construction requiring a building permit;

2. Major Redevelopment as defined in SMC 15.10.396;

3. Additions or alterations to a building or site, excluding interior-only improvements, which equal fifty percent (50%) or greater of total assessed value (land and improvements).

C. The provisions of this chapter shall not apply retroactive to the effective date of the adopting ordinance for:

1. All existing land uses and project permit applications that have been determined to be complete per SMC 16A.07.030, prior to the effective

date of these standards shall be considered under the prior zoning standards.

2. Any pending applications or approvals that have been properly vested in accordance with the provisions of RCW 36.70A and RCW 36.70B, or applicable Washington State case law.

15.41.030 Port of Seattle Property within the Interim Station Area exempt

This Chapter does not apply to properties owned by the Port of Seattle because they are covered by the 2005 Interlocal Agreement (ILA-2).

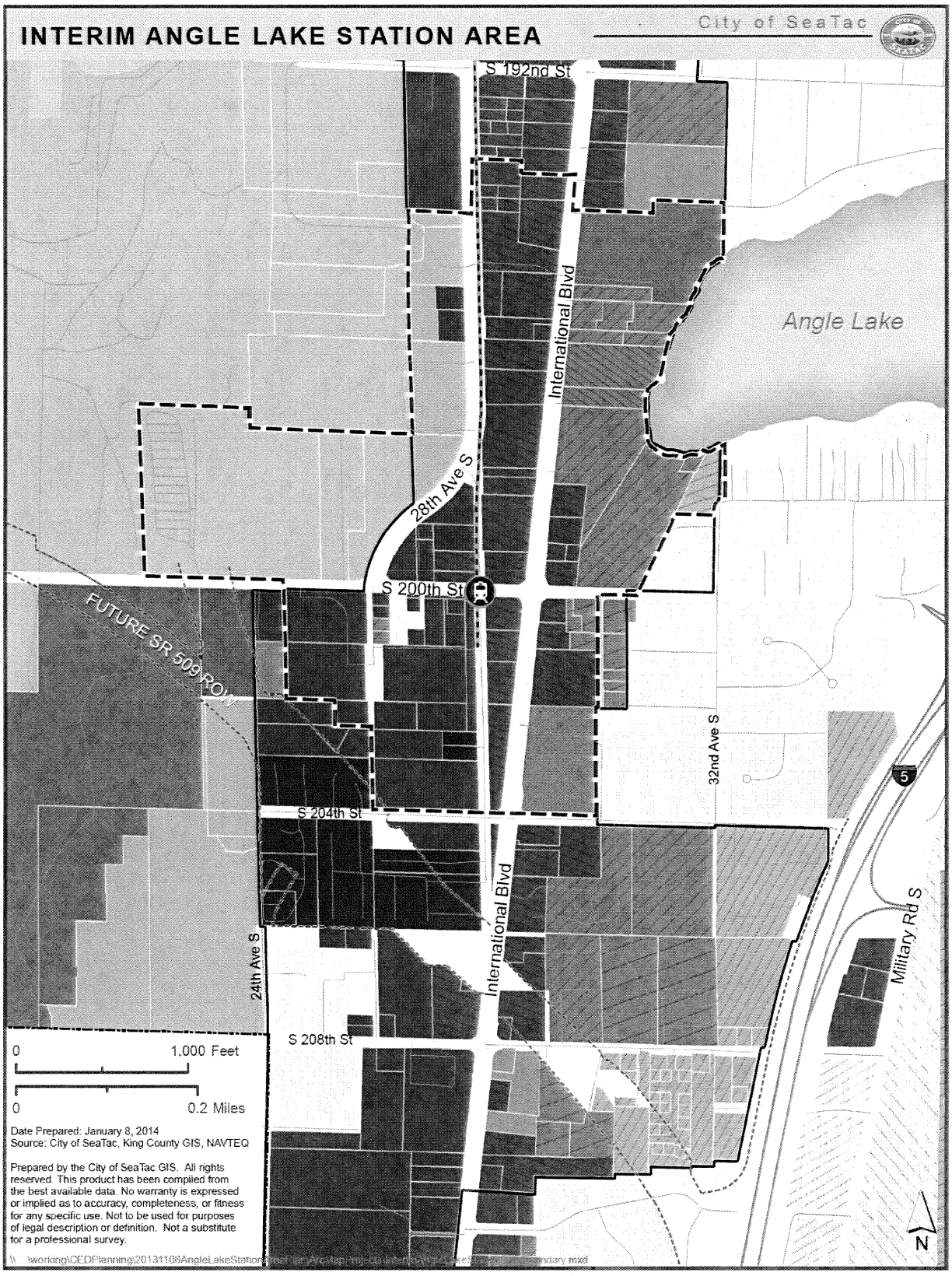
15.41.040 Intent

The intent of these interim standards is to:

- Promote the development of a dynamic, mixed-use district of appropriate scale and magnitude surrounding the Angle Lake Station site;
- Stimulate real estate development within the interim station area that promotes long-term transit oriented development;
- Provide for a variety of housing types;
- Create an active, interesting, and interconnected pedestrian environment that facilitates access between the Angle Lake Station site and nearby residential, commercial, civic, recreational and institutional uses;
- Provide for connectivity of streets in the vicinity of the Angle Lake Station;
- Design and arrange structures, buildings, streets and open spaces to create an inviting, walkable, human-scale environment;
- Provide a sufficient density of employees, residents, and other users to support transit use;
- Stimulate light rail access to the international airport and to businesses and residences in other light rail station areas within the city;
- Reduce dependence on automobile use by increasing the use of transit, providing opportunities for alternative modes of travel, and encouraging pedestrian and bicycle commuting.

15.41.050 Interim Angle Lake Station Area Overlay Map

The provisions of this chapter shall apply to the area delineated in this figure.


INTERIM ANGLE LAKE STATION AREA
City of SeaTac
S 192nd St
International Blvd
Angle Lake
28th Ave S
S 200th St
FUTURE SR 509 ROW
32nd Ave S
S 204th St
International Blvd
24th Ave S
Military Rd S
S 208th St
0
1,000 Feet
0
0.2 Miles
Date Prepared: January 8, 2014
Source: City of SeaTac, King County GIS, NAVTEQ
Prepared by the City of SeaTac GIS. 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.
N

15.41.060 Prohibited Uses

A. The following uses are prohibited within the Interim Angle Lake Station Area, because they are determined to not be consistent with transit oriented development or the intent of these standards. If the use lawfully existed prior to the effective date of these standards and became non-conforming due to these standards, then the existing use shall be considered legal non-conforming.

1. Automobile towing/storage operation
2. Cold storage plants;
3. Commercial equipment and construction, sales, service and rental of equipment;
4. Junk yards and motor vehicle wrecking yards;
5. Manufactured home sales;
6. Recycling center;
7. RV parks and campgrounds;
8. Solid waste transfer stations;
9. Warehousing and distribution.

15.41.070 Administrative Conditional Uses

A. The uses listed in section 15.41.070 (B) below shall be considered conditional uses within Interim Angle Lake Station Area, because depending on location and design, they may not be compatible with transit oriented development or the intent of these standards. The Community and Economic Development Director may approve these uses, subject to the criteria found in Section 15.41.070 (C). Administrative Conditional Use Permits shall be processed as Type II Permits pursuant to SMC 16A.03, Development Review Code.

B. The following uses shall only be allowed subject to the granting of an Administrative Conditional Use Permit:

1. Automobile and other motorized vehicle uses such as auto supply store, auto repair, auto rental and sales;
2. Boat sales, repair and leasing;
3. Car washes;
4. Cemeteries, funeral homes and mortuaries;
5. Commercial Marine Supply;
6. Drive-through facilities;
7. Furniture store;
8. Gas station/service stations;
9. Miscellaneous Equipment Rental;
10. Public/private parking as a primary use;
11. Truck terminal.

C. An Administrative Conditional Use Permit may be granted by the Community and Economic Development Director, subject to the following criteria:

1. The design of the project is compatible with the architecture and urban design elements found in Section 15.41.100;
2. The use will provide a minimum density of one employee for every 500 sq. ft. of gross floor area, exclusive of any parking facilities;
3. The use will be built in a compact form or manner to minimize the amount of land occupied;
4. The design will provide buildings that emphasize pedestrian access, comfort and visual interest, with safe separation from vehicle access to the site.

An applicant bears the burden of proof in demonstrating that the proposed use and development is consistent with the intent of these standards as found in Section 15.41.040.

15.41.080 Unclassified Uses

Any use that is not classified in SMC 15.12 – Zone Classification Use Chart shall follow SMC 15.12.011 – Classification of Unlisted Uses and Clarifications to determine if the proposed use is compatible within the Interim Angle Lake Station Area.

15.41.090 Departures

A. In order to provide greater flexibility and creativity of project designs, departures from the underlying zoning standards may be permitted, subject to the approval of the Director of Community and Economic Development upon finding that:

1. The strict interpretation or application of the underlying zoning standards would be inconsistent with the goals of these interim station area standards; and
2. It can be shown that the departure request would provide an equal or greater value to the overall project design.

B. In order to have a departure be considered, an applicant must complete the City of SeaTac Departure Worksheet. A separate worksheet is required for each departure request.

15.41.100 Architecture and Urban Design

These architecture and urban design elements are intended to augment and be used in conjunction with the applicable standards of the underlying zone.

A. Building design elements, details and massing create a well proportioned and unified building form and exhibit an overall architectural concept.

B. Primary building entrances are clearly visible from the street with buildings placed at the minimum front yard setback to the maximum extent possible.

C. Provide convenient and attractive access to building entries to ensure comfort and security; provide sufficient lighting for pathways and entries; and provide weather protection for entry areas. Find opportunities for creating lively, pedestrian-oriented open space.

D. Incorporate architecturally varied façade treatments that convey a sense of place.

E. Incorporate human scale architectural features, elements and details.

F. Exterior finish materials complement the building's architectural character and include, but are not limited to, brick, concrete, metal, masonry units, cast stone, natural stone tile, stucco-panels, wood, or concrete board.

G. Use architectural features to reduce building scale such as:
    1. Landscaping;
    2. Trellis;
    3. Complementary materials;
    4. Accent trim; or
    5. Modulation or articulation

H. Avoid large blank walls facing the street, especially near sidewalks. Where blank walls are unavoidable, provide design treatment to increase pedestrian comfort and interest.

I. Sidewalks are required along street frontages to provide connectivity and are wide enough to accommodate the volume and type of pedestrian traffic expected in the area.

J. Overall design needs focus on the creation of a pleasant environment for the pedestrian so that pedestrian routes, such as sidewalks, are buffered from streets and parking facilities by locating buildings close to the sidewalks, by lining trees along the street, by buffering the sidewalk with landscaping and using pedestrian scale lighting.

K. Incorporate into the design landscaping, including living plant material, special pavements, trellises, screen walls, planters, site furniture and similar features to enhance the project.

15.41.110 Early Design Pre-Application Meeting

An early Design Pre-Application meeting is required for any project proposed within the Interim Angle Lake Station Area. The purpose of this meeting is to help an applicant and design professional determine what standards, codes or other requirements will apply to their project and to provide an opportunity to discuss how the proposed project can be designed consistent with section 15.41.100. – Architecture and Urban Design.

Section 2. Findings of Fact. The City Council hereby finds and adopts the following findings of fact in support of readopting the interim development standards approved in Section 1 of this Ordinance:

a) Sound Transit is currently extending light rail service to S. 200th Street and 28th Ave. South, where a new light rail transit station, plaza and parking garage will be constructed.

b) The Angle Lake Station site is located within the City of SeaTac Urban Center.

c) The SeaTac Comprehensive Plan encourages most of the City's commercial and residential growth to occur within the Urban Center's boundaries (Policy 1.1B).

d) The area within generally ¼ to ½ mile of a light rail station is considered to be a potential "transit oriented development" district, where proximity to a light rail station generates new development and redevelopment of nearby properties that can provide economic opportunities within these areas and provide other benefits to the City and its residents.

e) The City of SeaTac will complete the process of developing a future land use plan ("Angle Lake District Station Area Plan") for the area by Summer 2015.

f) The Angle Lake District Station Area Plan will provide direction for permanent development regulations to encourage transit oriented development in the area.

g) The readoption of interim development standards for the interim Angle Lake Station Area will allow for the creation of final development standards, including opportunities for public input.

h) The readoption of interim development standards for the interim Angle Lake Station Area will limit land uses and development that could hinder transit oriented development while maintaining development opportunities for a wide range of transit supportive uses.

i) The readoption of interim development standards is appropriate because it benefits the public health, safety and welfare of the City and its citizens.

j) The readoption of the interim standards is consistent with, and will work to further achieve goals established by the City Council.

k) The "Whereas" clauses of this Ordinance also constitute specific findings by the Council in support of passage of this Ordinance.

Section 3. The City Clerk is directed to forward a copy of this Ordinance to the Washington State Department of Commerce within ten (10) days after adoption, and to the King County Assessor.

Section 4. If any provision of this Ordinance or its application to any person or circumstance is held invalid, the remainder of the Ordinance or the application of the provision to other persons or circumstances shall not be affected.

Section 5. This Ordinance shall be effective July 1, 2015 and shall expire December 31, 2015, unless extended or repealed according to law.

ADOPTED this 23rd day of June, 2015, and signed in authentication thereof on this 23rd day of June, 2015.

CITY OF SEATAC

Mia Gregerson, Mayor

ATTEST:

Kristina Gregg, City Clerk

Approved as to Form:

Mary Mirante Bartolo, City Attorney

[Effective Date: July 1, 2015]

[Interim Angle Lake Station Area Regulations]

ORDINANCE NO. 15-1009

AN ORDINANCE of the City Council of the City of SeaTac, Washington, adopting amendments to the City of SeaTac Comprehensive Plan. pursuant to RCW 36.70A.130

WHEREAS, pursuant to the requirements of the Washington State Growth Management Act (RCW 36.70A), the City of SeaTac is required to develop and adopt a Comprehensive Plan, which plan is required to include various elements for land use, housing, transportation, capital facilities and utilities, economic development, parks and recreation, and which may include other elements such as, community design, environment, and human services; and

WHEREAS, the City initially adopted its Comprehensive Plan in December, 1994, after study, review, community input and public hearings; and

WHEREAS, the Growth Management Act requires that each comprehensive land use plan and development regulations be subject to continuing review and evaluation by the county or city that adopted them and periodically, requires a major update to ensure consistency with State law (RCW 36.70A.130); and

WHEREAS, the Growth Management Act provides for amendments to the Comprehensive Plan to occur no more than once per year; and

WHEREAS, the City Council authorized, by Resolution No. 97-001, a process for amending the Comprehensive Plan; and

WHEREAS, it is necessary to update the Comprehensive Plan as identified through public process; and

WHEREAS, procedures for amending the Plan were implemented in 2014 and 2015, including efforts to solicit public input, acceptance of proposals for Comprehensive Plan amendments, evaluation according to preliminary and final criteria; and

WHEREAS, the City's public outreach program included three public events, information in the City's quarterly newsletter and other widely distributed City publications, and a survey distributed through the City's website, at public buildings, and to neighborhood groups through personal contacts; and

WHEREAS, the majority of the proposed amendments are to the text of the Plan, plus informational charts and maps; and

WHEREAS, two amendments to the Comprehensive Plan Land Use Map have been considered; and

WHEREAS, the environmental impacts of the proposed amendments have been assessed, a Determination of Nonsignificance, File No. SEP15-0006, was issued April 17, 2015 and no appeals were filed; and

WHEREAS, after a duly-noticed public hearing on April 7, 2015, continued to April 21, May 5, and May 19, 2015 to consider proposed amendments to the Comprehensive Plan, the Planning Commission recommended to the City Council adoption of the proposed amendments to the Comprehensive Plan; and

WHEREAS, copies of these proposed amendments were filed with the Washington Department of Commerce not less than sixty days prior to final action, pursuant to RCW 36.70A.106 and WAC 365-195-620 and no official response was received; and

WHEREAS, copies of these proposed amendments were submitted to the Puget Sound Regional Council on April 24, 2015 and no official response was received; and

WHEREAS, during 2015 and 2016 the City will undertake review of its development regulations and amend where necessary to ensure consistency with the Comprehensive Plan;

WHEREAS, all of the foregoing recitals are deemed by the City Council to be findings of fact;

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF SEATAC, WASHINGTON DO ORDAIN as follows:

Section 1. The City of SeaTac Comprehensive Plan, adopted on December 20, 1994, and amended periodically in subsequent years, is hereby amended in its entirety as set forth in Exhibit A and Exhibit B. A copy of the amendments shall be maintained on file with the Office of the City Clerk for public inspection.

Section 2. The City Clerk is directed to transmit a complete and accurate copy of this Ordinance to the Washington Department of Commerce, Growth Management Services Division within ten days after final adoption, pursuant to RCW 36.70A.106 and WAC 365-195-620. The City Clerk is also directed to transmit a complete and accurate copy of this Ordinance to the Puget Sound Regional Council (PSRC), pursuant to RCW 36.70A.100 and RCW 36.70A.210. The City Clerk is further directed to transmit a copy of this Ordinance to the King County Assessor by the ensuing 31st day of July, pursuant to RCW 35A.63.260.

Section 3. If any provision of this ordinance or its application to any person or circumstance is held invalid, the remainder of the ordinance or the application of the provision to other persons or circumstances shall not be affected.

Section 4. This Ordinance shall be in full force and effect five (5) days after passage and publication.

ADOPTED this 23rd day of June, 2015 and signed in authentication thereof this 23rd day of June, 2015.

CITY OF SEATAC

Mia Gregerson, Mayor

ATTEST:

Kristina Gregg

Kristina Gregg, City Clerk

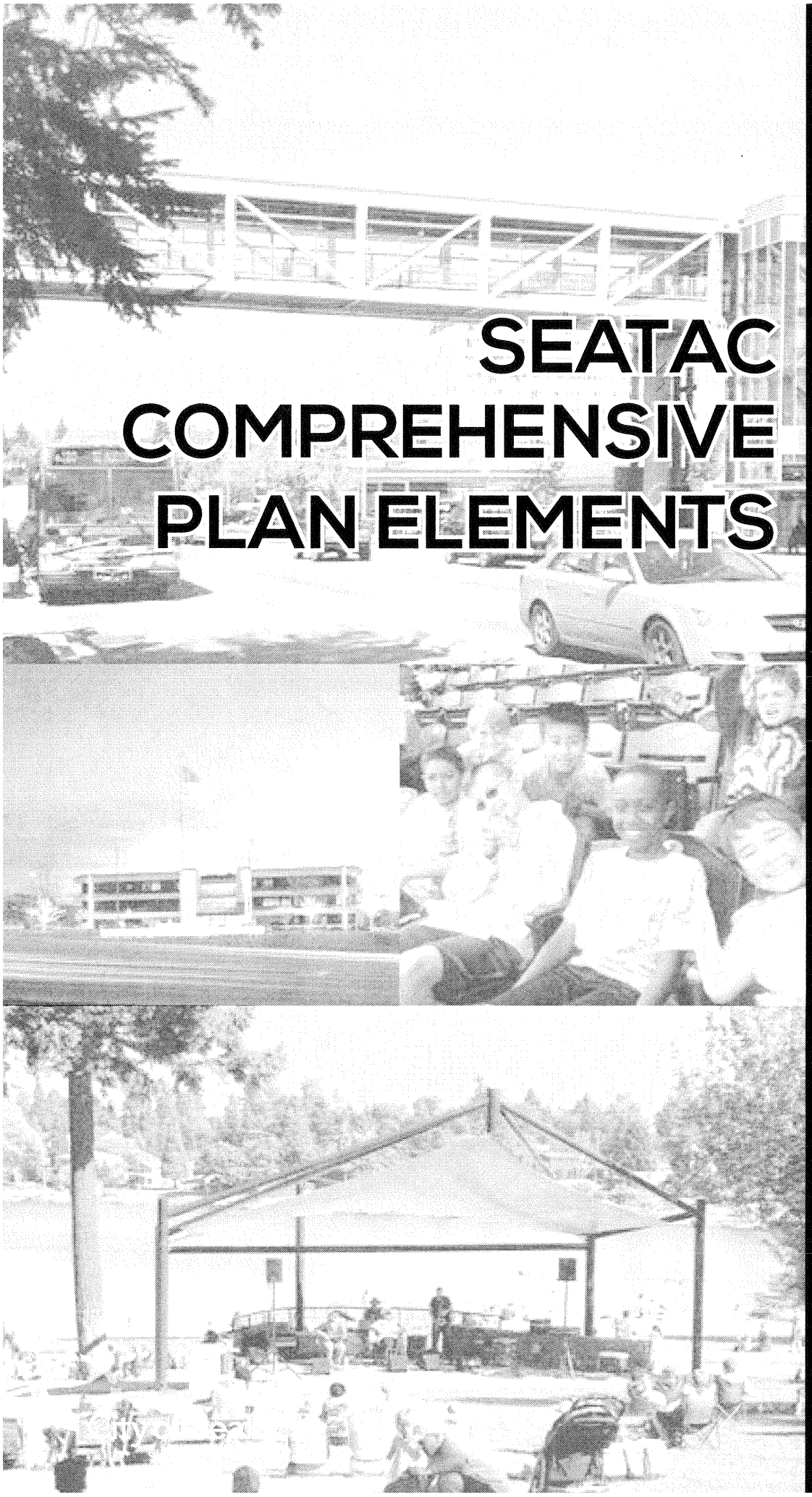
Approved as to Form:

Mary Miranté Bartolo

Mary Miranté-Bartolo, City Attorney

[Effective Date: 7/4/15]

[2015 Comprehensive Plan Amendments]



SEATAC COMPREHENSIVE PLAN ELEMENTS

VOLUME 1

SeaTac 2035

ACKNOWLEDGEMENTS

THIS COMPREHENSIVE PLAN WAS MADE POSSIBLE THROUGH THE PARTICIPATION OF THE RESIDENTS AND BUSINESSES OF THE CITY OF SEATAC

AND WITH THE ASSISTANCE OF

MAKERS ARCHITECTURE AND URBAN DESIGN

TRANSPO GROUP

BERK CONSULTING, LLC

FORTERRA

GLOBAL TO LOCAL

ELEMENTS TABLE OF CONTENTS

INTRODUCTION AND FRAMEWORK IF-1

LAND USE ELEMENT LU-1

HOUSING AND HUMAN SERVICES ELEMENT HHS-1

TRANSPORTATION ELEMENT T-1

CAPITAL FACILITIES ELEMENT CF-1

UTILITIES ELEMENT U-1

COMMUNITY DESIGN ELEMENT CD-1

ECONOMIC VITALITY ELEMENT EV-1

ENVIRONMENT ELEMENT E-1

PARKS, RECREATION, AND OPEN SPACE ELEMENT PROS-1

Tables

Table 5.1. LOS standards' effect on City processes CF-5

Maps

Map 1.1. Regional vicinity IF-4
Map 1.2. SeaTac local vicinity IF-5
Map 2.1. Urban Center and City Center LU-6
Map 2.2. Comprehensive Plan land use designations LU-12
Map 2.3. Airport noise contours LU-18
Map 2.4. Light Rail LU-21
Map 4.1. Roadway Functional Classifications and Signal Locations ... T-11
Map 4.2. Truck Routes T-15
Map 4.3. Pedestrian Network T-21
Map 4.4. Bicycle Network T-22
Map 5.1. Existing Public Facilities CF-11
Map 5.2. Parks and Recreation Facilities CF-12
Map 6.1. Sewer Districts U-5
Map 6.2. Water Districts U-6
Map 6.3. Energy Systems U-14
Map 6.4. Natural Gas and Fuel System U-15
Map 8.1. Business cluster geographic areas EV-9
Map 9.1. Wetland, Stream, and Shoreline Classifications E-12
Map 9.2. Wellhead Protection Areas E-15
Map 9.3. Erosion Hazard Areas E-17
Map 9.4. Landslide Hazard Areas E-18
Map 9.5. Seismic Hazard Areas E-19
Map 9.6. Angle Lake Shoreline Management Area E-24
Map 10.1. Parks and Recreational Facilities PROS-5
Map 10.2. Community Parks and Playfields PROS-9
Map 10.3. Neighborhood Parks and Playfields PROS-10
Map 10.4. Regional Parks PROS-17

Figures

Figure 2.1. Walking distances from lightrail stations..... LU-8

Figure 7.1. Existing gateway on South 188th Street..... CD-5

Figure 7.2. Street trees improve the human experience on auto-oriented roads..... CD-6

Figure 7.3. Appropriate vegetation and soils enhance aesthetic, safety, and ecological attributes of the street and walkway. CD-6

Figure 7.4. Well-designed, open spaces in multifamily developments help build social connections between neighbors..... CD-6

Figure 7.5. Elda Behm Paradise Garden Pond at Highline Botanical Gardens in North SeaTac Park. CD-7

Figure 7.6. Well-connected open spaces create stronger communities..... CD-7

Figure 7.7. Open space provides for public enjoyment in SeaTac's City Center commercial district. CD-7

Figure 7.8. The Seattle skyline provides an example of transition: more intense uses dominate the city center and smaller, less dense areas serve as a buffer to nearby neighborhoods. CD-8

Figure 7.9. Transition areas in the City Center..... CD-8

Figure 7.10. Defining the public to private space transitions makes pedestrians and residents feel safer. CD-9

Figure 7.11. Interior landscaping and pedestrian improvements in surface parking lot CD-9

Figure 7.12. Retail development partially conceals a parking structure through innovative architectural design (Boulder, Colorado)..... CD-10

Figure 7.13. The Hilton Hotel redevelopment included street frontage landscaping, street trees, and widening of the 8 foot sidewalk to 12 feet. CD-10

Figure 7.14. A transit plaza at International Blvd. and S. 176th Street provides access to buses, the SeaTac/Airport LINK station and the Airport Terminal. CD-11

Figure 7.15. A "pocket park" offers visual relief and passive recreation opportunity in an urban area. CD-12

Figure 7.16. Development that has a distinct base, middle, and top CD-14

Figure 7.17. Varied and creative architectural design enhances community character and image. CD-14

Figure 7.18. A civic park in the urban center accommodates recreational needs of residents, tourists, and employees..... CD-15

Figure 7.19. Bow Lake and viewing platform..... CD-15

Figure 7.20. An example of a detached accessory dwelling unit that is subordinate in size to the primary dwelling, but has complementary design features. CD-16

Figure 7.21. Townhouse development may serve as a buffer between low- and high-density developments. CD-16

Figure 7.22. Multifamily housing development with high-quality design standards CD-17

Figure 7.23. Pearl Street Mall, Boulder, Colorado CD-17

Figure 7.24. Orenco Station, Hillsboro, Oregon CD-18

Figure 7.25. The south terminal access point from International Boulevard accommodates both cars and pedestrians..... CD-19

Figure 7.26. The Angle Lake & S 200th Station Area Plan suggests ways to connect neighborhoods to transit. CD-19

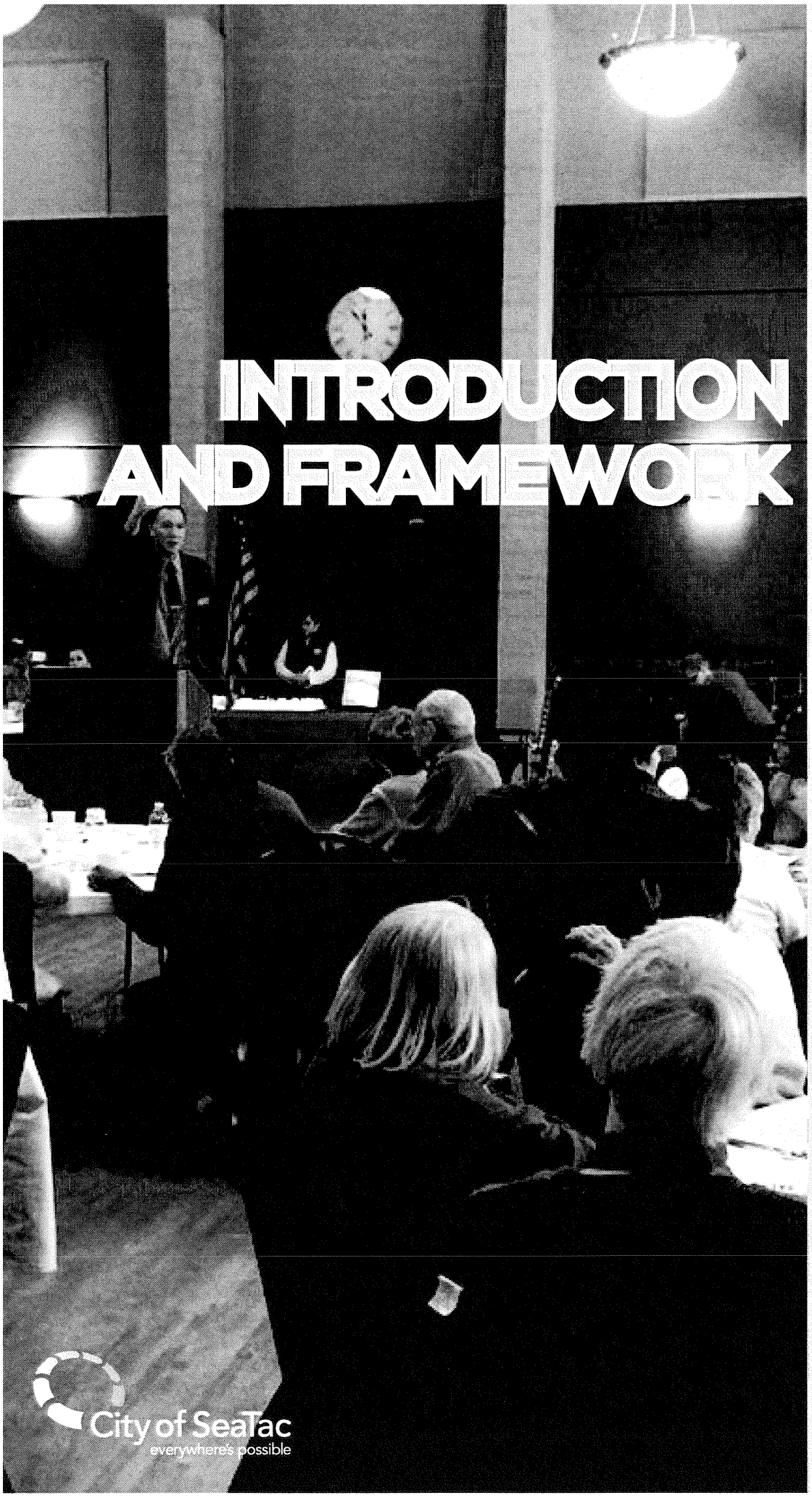
Figure 7.27. Bicycle parking at the airport CD-19

Figure 7.28. Landscaping conceals the Port of Seattle's north parking lot on 24th Avenue and South 152nd Street..... CD-20

Figure 7.29. Water feature at the Airport's south Terminal CD-20

Figure 7.30. Federal Detention Center located on South 200th Street and 26th Avenue..... CD-21

Figure 9.1. Pre- and post-development hydrologic conditions E-7

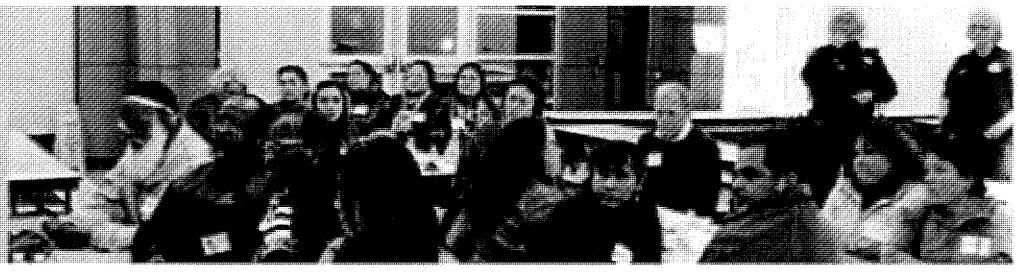


INTRODUCTION AND FRAMEWORK

City of SeaTac
everywhere's possible

SeaTac 2035

TABLE OF CONTENTS



INTRODUCTION IF-3

What is a Comprehensive Plan? IF-3

SeaTac's Subarea Plans IF-6

Comprehensive Plan Development IF-6

Comprehensive Plan Implementation and Amendments IF-6

Interjurisdictional Coordination IF-6

Organization of the Comprehensive Plan IF-7

Vision Statement IF-7

GOALS AND POLICIES IF-8

GOAL 1.1 THE CITY SERVES THE SEATAC COMMUNITY IF-8

GOAL 1.2 CONSISTENCY AND COORDINATION IF-9

RECOMMENDED IMPLEMENTATION STRATEGIES IF-10

GLOSSARY IF-15

Maps

Map 1.1. Regional Vicinity IF-4

Map 1.2. *SeaTac Vicinity* IF-5

INTRODUCTION

The City Council adopted the SeaTac Comprehensive Plan (Plan) in December of 1994, has amended it annually through 2013, and completed this major update in 2015. This Plan provides a comprehensive and cohesive guide for the City of SeaTac through 2035.

What is a Comprehensive Plan?

SeaTac, as well as other jurisdictions in Washington, conducts its planning for the City under the Growth Management Act (GMA), adopted by the Legislature in 1990 and 1991. This law requires the City to have a comprehensive plan, a document that sets the vision for the future of a city. Since the GMA was adopted, planning has evolved from primarily addressing physical aspects of city development (e.g., land use, utilities and transportation facilities) to recognize the need to address emerging issues like human induced climate change and the connection between land use and public health. SeaTac's Plan contains broad statements of community goals and policies, as well as specific steps for achieving them. It also contains a future land use map which guides the ultimate physical development of the city. This Plan anticipates change and provides specific guidance for future legislative and administrative actions. The plan reflects community involvement, technical analyses, and the judgment of decision-makers.

SeaTac Planning History

The City of SeaTac incorporated in February 1990. Prior to that, SeaTac was part of unincorporated King County and was addressed in County planning studies. Soon after incorporation, the City Council adopted three existing documents as its interim Comprehensive Plan. The interim plan was later modified and updated several times. While considerable planning accomplishments were achieved in the first few years of existence, the base of this document, the 1994 City of SeaTac Comprehensive Plan was the first complete plan to be prepared and adopted by the SeaTac City Council.

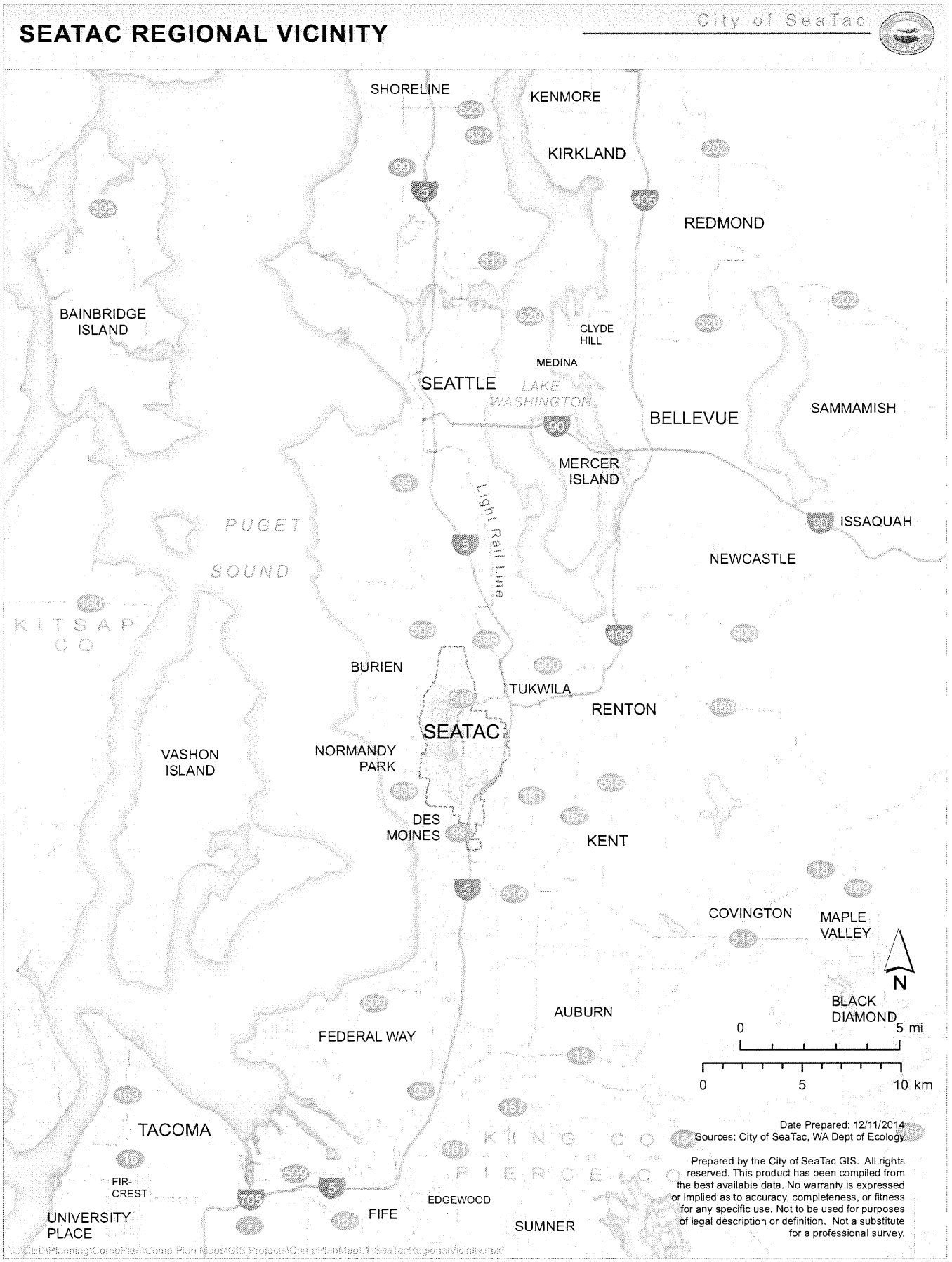
SeaTac's Subarea Plans

The Plan is supported by three subarea plans. Subarea plans are similar to comprehensive plans in that they contain a future land use map, statements of community goals and policies, and steps for achieving them, specific to a particular area of the city, or "subarea." These subarea plans fit within the vision articulated by the Plan, add detail for the given subarea, and are considered to be elements of the Plan.

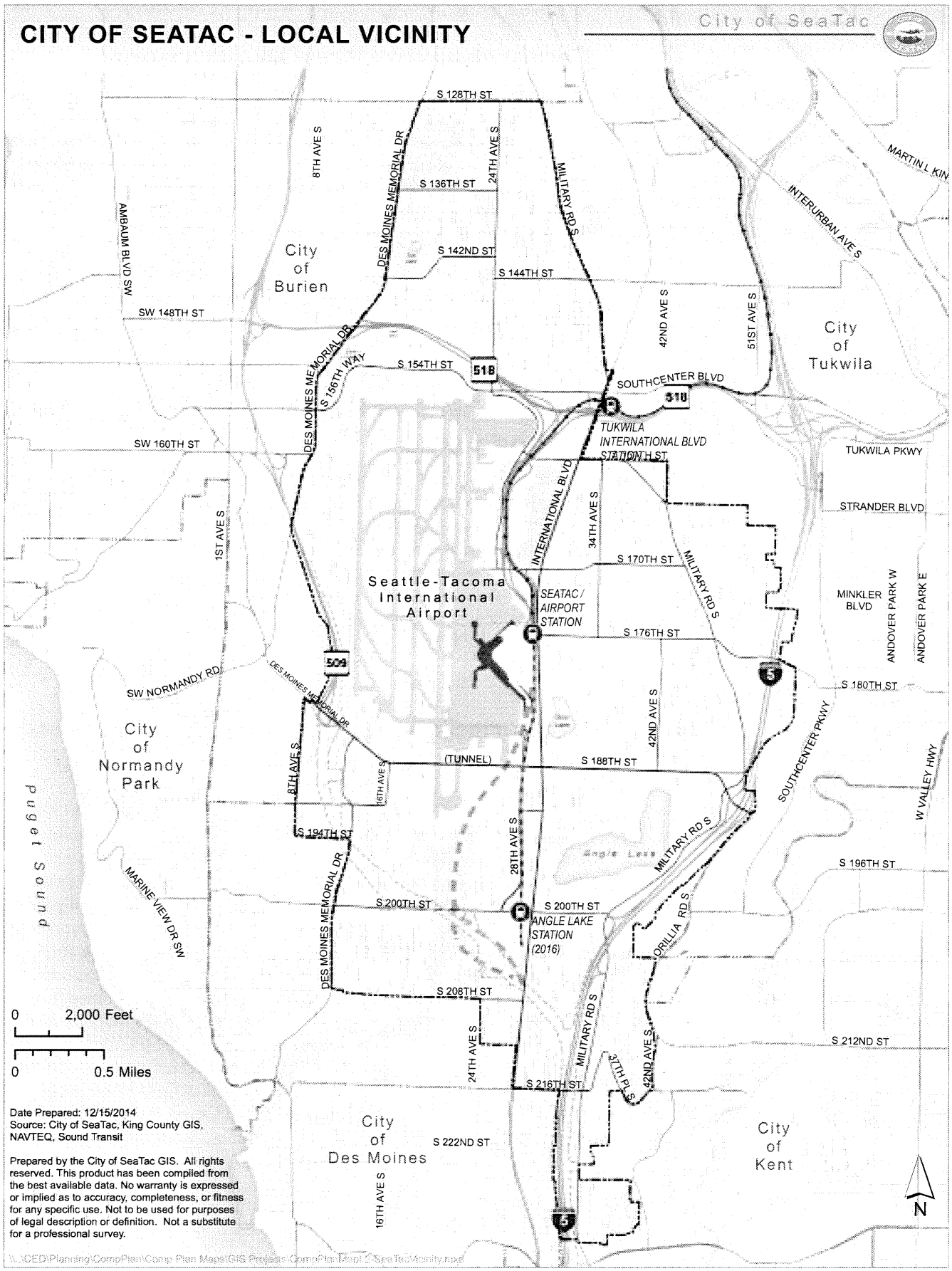
The City of SeaTac has adopted three subarea plans as elements of its Plan:

1. The City Center Plan (adopted in December 1999) adds detail for the City Center subarea;
2. The South 154th St. Station Area Action Plan (adopted in December 2006) applies to the part of SeaTac within one quarter mile of the Tukwila International Boulevard light rail station; and
3. The Angle Lake District Station Area Plan (adopted in July 2015) applies to the area in the vicinity of S 200th Street and 28th Avenue S.

See the Land Use Map 2.1 to view these subareas.



Map 1.1. Regional Vicinity



Map 1.2. SeaTac Vicinity

Comprehensive Plan Development

SeaTac residents, businesses, City boards and commissions, and City staff have helped develop and amend this Plan. The Planning Commission oversees this process and recommends the Plan to the City Council. The Commission is a group of residents and business leaders appointed by the City Council to make recommendations to the Council about growth and development issues. It gives direction and assistance to City staff in preparing and amending the Plan.

The SeaTac community has been regularly involved in the planning process. The City has hosted numerous public forums, hearings, and surveys to obtain meaningful comments on draft goals and policies. The results have provided direction to this Plan.

Comprehensive Plan Implementation and Amendments

The planning process does not end with Plan adoption. Instead, the process changes from preparing the Plan document to implementing its goals and policies. The Plan may also need revisions as the conditions and needs of the City change. The Growth Management Act allows for cities "to establish procedures whereby proposed amendments or revisions of the comprehensive plan are considered by the governing body of the city no more frequently than once every year." The City has decided to consider amendments to the Plan every two years, (alternate years from the biennial budget.)

Interjurisdictional Coordination

The City of SeaTac's Comprehensive Plan is required by the Growth Management Act to be consistent with the Puget Sound Regional Council's (PSRC's) Vision 2040 Multicounty Planning Policies and King County's Countywide Planning Policies. It must also be coordinated with the comprehensive plans adopted by neighboring jurisdictions. The communication among cities in King County has been impressive, starting with the seminal comprehensive planning work in the early 1990s and continuing today. As part of City and Regional growth management planning efforts, SeaTac's elected officials have been active members of regional groups, such as the King County Sound Cities Association and Regional Transit-Oriented Development Advisory Committee. City of SeaTac staff has also participated in numerous growth management-related committees and work groups, including the GMPC Liaison Group and its Urban Centers Designation/Population and Employment Allocation Subcommittee, PSRC's Multicounty Planning Policy Committee, King County's Planning Directors Committee, King County's Affordable Housing Technical Forum, King County's Data Resources Technical Forum, and PSRC's Regional Technical Committee.

Organization of the Comprehensive Plan

This Plan is split into two volumes. Volume 1 contains the City's vision statement, Plan Introduction and Framework Policies, and Plan Elements relating to land use, housing and human services, transportation, capital facilities, utilities, community image, economic vitality, environmental management, and parks, recreation, and open space. Volume 2 contains background information pertaining to the Plan elements.

Vision Statement

The City of SeaTac's vision is based upon the creative imagination, dreams, and common values of the City's residents and businesses.

The City hereby pledges its commitment to achieve the following vision for the future of the SeaTac community.

The City of SeaTac is envisioned to be economically strong, environmentally sensitive, visually pleasing, and people-oriented with a socially diverse but cohesive population and employment mix. These attributes create a positive identity and image for the community and contribute to a city of the future that works.

The essence of a growing, prosperous, and vibrant City of SeaTac is found not in its built or natural environment alone but in the collective spirit of those who live and who work within the SeaTac community.

The built aspects of this community—its residential and commercial structures, transportation network, park and recreation facilities, utility systems and other public and private facilities, as well as the natural environmental setting—are not considered as ends in themselves, but as means for enhancing the quality of life and enriching the human spirit.

This section addresses general policies which are not specific to a particular element of the Plan.

The City Serves the SeaTac Community

GOAL 1.1

As a public entity, serve the good of the SeaTac community.

Policy 1.1A

Actively promote meaningful community engagement and implement an effective public awareness and notification process that encourages community involvement in all Comprehensive Plan, subarea, transportation and park plans, as well as other planning or public projects the City undertakes.

For the City to identify the needs and interests of a community, community members must be engaged in the planning process. The City should continue to provide a variety of opportunities (e.g., public meetings, surveys, neighborhood events, use of community liaisons, representative committees) for community members to voice their concerns and comments about the state of their city. Community meetings are a particularly valuable venue for staff to hear community concerns first-hand, initiate discussion among neighbors, and generate confidence among community members that issues and concerns will be heeded. In a culturally and linguistically diverse city, providing forums and outreach materials in multiple languages and specifically reaching out to community leaders are key strategies to engage all population segments.

Policy 1.1B

Support a culture of dialogue and partnership among community members, agencies, organizations, officials, and City departments.

See the Utilities Capital Facilities Element for ways the City is implementing environmentally sound practices.

Policy 1.1C

Serve as a model employer and public agency by providing an example to the larger community through equitable, healthy, and environmentally sound practices.

The City can further its stance on sustainability and lead implementation efforts through socially equitable hiring and contractual practices,

purchasing eco-friendly supplies that are sourced from "fair trade" companies, providing healthy food options in City Hall, reducing energy use within public buildings, and promoting non-motorized and eco-friendly travel for City staff.

Policy 1.1D

When preparing City policies and regulations, take into account the good of the community as a whole, while treating property owners fairly and allowing some reasonable economic use for all properties.

Policy 1.1E

Where possible, evaluate the effectiveness of policies, regulations, and other implementation actions in achieving SeaTac's goals and vision and update the Plan as needed.

To ensure that the City is accomplishing what its policies intended and to respond to changing needs, develop a monitoring program with measurable outcomes. Use the ongoing evaluations to inform the two-year updates and mandated eight-year periodic updates to the Plan.

Consistency and Coordination

See the Introduction and Framework Background Report for more information on GMA and regional consistency.

GOAL 1.2

Ensure that SeaTac's Comprehensive Plan is internally consistent and remains consistent with the State's Growth Management Act and regional growth management plans and policies.

Policy 1.2A

Manage population and employment growth in a way that is compatible with SeaTac's values and aspirations while supporting the Vision 2040 Regional Growth Strategy.

Policy 1.2B

Ensure that the Comprehensive Plan's policies remain consistent with PSRC's Multicounty Planning Policies (Vision 2040 and Transportation 2040) and King County's Countywide Planning Policies.

Policy 1.2C

Coordinate the SeaTac Comprehensive Plan with the Comprehensive Plans of adjacent cities.

Coordination with our neighboring cities is especially important for transportation, environmental, and recreational facilities and systems.

Policy 1.2D

Maintain internal consistency among Comprehensive Plan elements and with implementing development regulations.

SeaTac's Urban Center is a designated regional growth center. PSRC's Vision 2040 envisions regional growth centers as major focal points of higher density population and employment, served with efficient multimodal transportation infrastructure and services. These regionally designated places are the primary locations for the arts, civic activity, commerce, and recreation. The regional growth centers, with their concentration of people and jobs, form the backbone for the transportation network of the four-county region. Linking these centers with a highly efficient transportation system allows the region to take actions to reduce the rate of growth in vehicle miles traveled, especially by providing and expanding transportation choices.

RECOMMENDED IMPLEMENTATION STRATEGIES

This section identifies the specific steps, or **implementation strategies**, that achieve this Element's policies. It also identifies the group(s) with **primary responsibility** for carrying out each strategy and the expected **time frame** within which the strategy should be addressed. Policy summaries are included in the table for reference.

As the Primary Responsibility column indicates, many of the implementation strategies will be initially undertaken by a specified board or commission. In most cases, the City Council will analyze the specific board/commission recommendation and make the final decision about how to proceed.

The time frame categories are defined as follows:

- Short-Term one to five years
- Medium-Term six to 10 years
- Long-Term 11 to 20 years
- Ongoing the strategy will be implemented on a continual basis

The time frames are target dates set regularly when the City Council adopts amendments to the Comprehensive Plan.

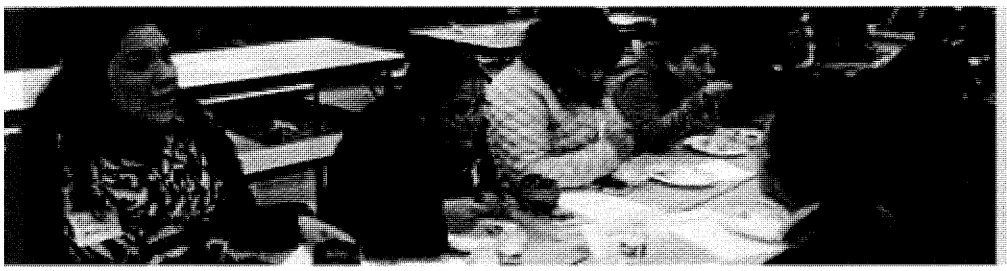
The list of proposed implementation strategies is a minimum set of action steps and is not intended to limit the City from undertaking other strategies not included in this list.

POLICIES	IMPLEMENTATION STRATEGIES	PRIMARY RESPONSIBILITY	TIME FRAME
1.1 SERVE THE GOOD OF THE SEATAC COMMUNITY.			
1.1A Promote meaningful community engagement.	Implement an effective public awareness and notification process for all planning or public projects.	Planning Commission, Staff	Ongoing
	Continue to enhance the accessibility of the City's digitalcommunication opportunities, including multi-lingual options.	Staff City Council	Ongoing
	Host a variety of events and opportunities (e.g., public meetings, surveys, neighborhood events, use of community liaisons, representative committees) for community engagement during planning processes.	Staff	Ongoing
	Provide forums and outreach materials in multiple languages appropriate for SeaTac demographics.	Planning Commission, City Council	Ongoing
	Build relationships with community leaders. Continue funding the community liaison program to ensure all populations are included in City processes.	Staff, City Council	Ongoing
	Seek boards and commissions representative of SeaTac's demographics.	Staff, Commissions, City Council	Ongoing
1.1B Support a culture of dialogue.	Meet regularly with other departments to coordinate projects and planning across "silos."	Staff	Ongoing
	Brief elected officials regularly on departmental work and upcoming projects.	Staff, City Council	Ongoing
	Maintain relationships with related organizations and agencies (e.g., PSRC, King County, nearby cities, nonprofits).	Staff	Ongoing
	See community engagement measures in 1.1A to increase dialogue with community members.		

POLICIES	IMPLEMENTATION STRATEGIES	PRIMARY RESPONSIBILITY	TIME FRAME
1.1C Serve as a model equitable, healthy, and environmentally sound employer and agency.	Hire staff and contractors in socially equitable ways that: • Seek to provide a fair proportion of contracts are given to minority and women-owned businesses. • Seek people representative of SeaTac's demographics to sit on commissions, committees and as staff members. • Do not discriminate based on race, color, sex, sexual orientation, gender identity, ethnicity, religion, national origin, pregnancy, genetic information, marital status, disability, or status as a U.S. veteran. • When viable, seek businesses based in, or owned by residents of SeaTac	Staff, City Council	Ongoing
	Work with school districts to promote civic engagement and encourage a diverse body of people to enter into civic work.	Staff, City Council	Ongoing
	Where practical, purchase eco-friendly supplies that are sourced from "fair trade" companies.	Staff, City Council	Ongoing
	Provide healthy food options at City Hall vending machines and events.	Staff, City Council	Ongoing
	Reduce energy use within public buildings: • Monitor and evaluate energy use. • Create a plan for energy reduction. • Implement plan.	Staff, City Council	Ongoing

POLICIES	IMPLEMENTATION STRATEGIES	PRIMARY RESPONSIBILITY	TIME FRAME
1.1C Continued	In all new public buildings, build to a minimum of LEED Gold and aspire to Living Building Challenge level of environmentally friendly practices.	Staff, City Council	Ongoing
	Promote non-motorized and eco-friendly travel for City staff by providing transit passes, high quality bicycle storage, showers, and electric vehicle charging stations and by locating and designing City facilities for multimodal access.	Staff, City Council	Ongoing
1.1D Balance the good of the community and economic value.	Clearly indicate public benefit in City plans to clarify rationale behind regulations and permit review processes.	Staff, City Council	Ongoing
	See permit review implementation strategies in the Economic Vitality Element.		
1.1E Evaluate the effectiveness of this Plan and update as needed.	Develop a monitoring program with measurable outcomes.	Staff, City Council	Short-Term
	Evaluate performance in each monitored area.	Staff, City Council	Short-Term and Ongoing
	Use the above evaluation to inform the Plan's regular updates and mandated eight-year periodic updates.	Staff, City Council	Short-Term and Ongoing
	Update regulations and other implementation strategies as needed to respond to evaluation.	Staff, City Council	Short-Term and Ongoing
1.2 ENSURE INTERNAL AND EXTERNAL CONSISTENCY.			
1.2A Manage population and employment growth compatible with SeaTac's values and aspirations while supporting the Regional Growth Strategy.	See community engagement strategies for Policy 1.1A and 1.1C for SeaTac's values and aspirations. Inform community of regional growth strategies.	Staff, City Council	Ongoing

POLICIES	IMPLEMENTATION STRATEGIES	PRIMARY RESPONSIBILITY	TIME FRAME
1.2A Continued	Update Land Use, Transportation, Economic Vitality, and other Elements as needed to reflect community needs and interests within the regional framework.	Staff, City Council	Ongoing
	See interjurisdictional and regional planning strategies in 1.2B below.		
1.2B Ensure that the Comprehensive Plan's policies remain consistent with PSRC's Multicounty Planning Policies (Vision 2040 and Transportation 2040) and King County's Countywide Planning Policies.	Periodically use Department of Commerce Growth Management Services and Puget Sound Regional Council checklists to review the plan for consistency with State law and Multicounty Planning Policies.	Staff, Planning Commission, City Council	Ongoing
	Dedicate staff time to remain involved in PSRC and countywide planning efforts.	Staff, City Council	Ongoing
1.2C Coordinate the SeaTac Comprehensive Plan with the Comprehensive Plans of adjacent cities.	Coordinate with neighboring cities, especially for planning transportation, environmental, and recreational facilities and systems.	Staff, City Council	Ongoing
1.2D Maintain internal consistency among Plan elements and with implementing development regulations.	Periodically review the Plan and associated regulations for internal consistency.	Staff, City Council	Ongoing
	Reassess the Plan's Land Use Element if the City determines that the anticipated funding for category 1 and 3 facility capital improvements will not be available.	Staff, City Council	Ongoing



GLOSSARY

This glossary provides information to aid in the reading and understanding of this document. Specific and binding definitions are contained in the SeaTac Municipal Code (Zoning Code and development regulations in other Titles of the municipal code)

Accessory Dwelling Unit (ADU). An ADU, sometimes referred to as a "mother-in-law" unit, is a smaller, secondary housing unit that can be within, attached to, or detached from a single family dwelling unit.

Acquisition. The act of acquiring land through purchase, dedication, condemnation, or donation.

Active Recreation. A form of recreational activity that is higher-intensity in nature; such activity often requires accommodating facilities such as basketball courts, baseball/football fields, or tennis courts.

Affordability Gap. Describes the difference between the average housing cost in a community and the ability of a household in that community to pay (at 30 percent of their income) for such housing.

Affordable Housing. Housing that is intended to serve individuals or families with very low to moderate incomes. In King County, families that make up to 30 percent of the median income are considered very low income; families that make from 30 to 50 percent percent of the median income are considered low income; and those earning 50 to 80 percent of the median income are classified as moderate income.

Airport Master Plan. An overall plan covering physical and operational aspects for the entire airport. These plans often have different titles, such as Airport Masterplan, Comprehensive Development Plan, Sustainable Airport Master Plan.

Amendment. A formal City Council change or revision to a City document such as the Comprehensive Plan, including the Plan's text, maps, or the SeaTac Municipal Code.

Amenity Zone. An amenity zone is a horizontal zone within the right of way between the "walkable zone," which is typically closer to the buildings and the curb/travel lanes that is used to place amenities and utilities like landscaping, street trees, junction boxes, light poles, mail boxes, benches, signage, etc.
Amortization. The gradual elimination of a permitted use over a given period of time.

Appeal. The process through which an individual, group, or entity obtains formal review of a decision.

Aquifer. A natural underground layer usually made up of sand or gravel that contains water. Aquifers are important sources of domestic water supply.

Arterials. A through street serving major centers of activity and designed to carry the main traffic flow for a city or district. Arterials can include principal, minor, and collector arterials.

Auto-Oriented. A form of development that is shaped to accommodate the automobile, such as drive-throughs and wide streets; such development presumes that the automobile is the dominant mode of transport.

Benefit-Cost Ratio. Ratio used to evaluate the benefit of a project/action versus the cost of that project. The capital costs, plus the operation and maintenance costs, are usually included in the project cost.

Bicycle Facilities. A general term referring to improvements that accommodate or encourage bicycling.

Bicycle Lane. A portion of a public roadway designated by striping and pavement markings for the preferential or exclusive use of bicyclists.

Buffer. A buffer serves to separate land uses and mitigate the effects of one land use on the other.

Build-Out. The point at which developable land, as designated by the Comprehensive Plan, is developed to its maximum desired capacity.

Built Environment. Buildings, roads, fixtures, parks, and all other improvements that form the physical character of a city.

Business Clusters. The clustering or concentration of businesses in a designated area to encourage new and existing businesses to expand their markets and to initiate redevelopment and job creation.

Capital Facilities Plan (CFP). A six-year plan for improvements to a jurisdiction's capital assets, such as transportation facilities, buildings, and parks.

Capital Improvement Program or Plan (CIP). Annual appropriations of a city's budget for capital improvements such as facility maintenance or improvements, street modifications, and building construction supported by a six-year expenditure plan. The plan details type of improvement, funding source, and estimated time frame and expenditure.

City Center. The City of SeaTac's City Center stretches from S. 166th to S. 188th Streets, between the Airport and 32nd/36th Avenue S.

Cluster Development. Clustering can apply to commercial or residential zones. Commercially, complementary businesses can be located in the same area. In a residential development, homes can be "clustered" to minimize lot coverage and provide greater opportunity for open space.

Complete Community. Complete Communities provide all residents with access to a full range of amenities that make up a sustainable and healthful urban environment including access to parks and open spaces, opportunities for active transportation, access to healthy food, and reduced exposure to environmental hazards.

Community Development Block Grant (CDBG). Grant program administered by the U.S. Department of Housing and Urban Development (HUD) and the State Department of Housing and Community Development. Grants are used to benefit very low and low income households with an emphasis on housing and public improvement projects.

Community Gardens. A publicly accessible area of land managed and maintained by a group of individuals to grow and harvest food crops and/or non-food, ornamental crops, for personal or group use, consumption or donation.

Commute Trip Reduction (CTR). Washington's Commute Trip Reduction Law (CTR) (RCW 70.94.521 through 70.94.551), passed in 1991 and aims reduce traffic congestion, air pollution, and fuel consumption. Large employers are required to develop CTR programs that encourage employees who drive alone to work to consider using alternative commute modes such as buses, vanpools, carpools, biking, or walking. Telecommuting and allowing a flexible work schedule are other elements employers can implement.

Comprehensive Plan. A document that indicates how a city wants to grow and function within a designated future time frame, containing broad statements of community goals and policies, as well as steps for achieving them.The Plan is a legal document required by the Washington Growth Management Act (GMA) for high growth areas, like the Puget Sound region.

Concurrency Standard. The principle by which public facilities and services must be available and ready for use at the time of new development. Such facilities must be in place or planned and financed before the development is permitted.

Congestion. A condition that does not permit movement on a transportation facility at optimal legal speeds, and is often characterized by unstable traffic flows.

Corridor. A broad geographical area that defines general directional flow of traffic. It may encompass a mix of streets, highways, and transit alignments.

Countywide Planning Policies (CPP). A growth management policy plan required by the State Growth Management Act (GMA) that promotes regional cooperation and specifies the roles and responsibilities of cities in the county.

Crime Prevention Through Environmental Design (CPTED). Design of environment to reduce crime opportunity and activity through natural, mechanical, and procedural means.

Density. The level of development for a given area. For example, residential density is usually expressed as dwelling units per acre.

Density Bonus. Tool used to grant developers additional housing units or floor area to offset the cost of complying with a special standard or condition or to encourage development in a specific area.

Design Review. A process that requires a review of the design or siting of structures prior to their approval by the City. This process can range from administrative review under prescribed standards to a more formalized hearing process involving approval by an appointed board.

Dwelling Unit. Any building or portion thereof which contains living facilities, including provisions for sleeping, eating, cooking, and sanitation for not more than one family.

Easement. Land that has specific air, surface or subsurface rights conveyed for use by someone other than the owner of the subject property or to benefit some property other than the subject property.

Elevated Transit System. Transit system that operates entirely or partially on support structures above ground.

Erosion. The displacement of solids (mud, rock, silt, etc.) caused by wind, water, or other disturbance.

Floodplain. Low-lying areas next to a river, stream, or creek that are inundated by water during portions of the year.

Focal Point. The center of community attention; the area that establishes the identity of the community.

Frontage. The length of storefront or plot of land that runs the length of the street or shoreline.

Gateway. A special entry point into a defined area. Gateways may be marked by plazas, signs, or landscaping.

Goal. A general condition, ideal situation, or achievement that reflects societal values or broad public purposes.

"Grandfather" Clause (see definition of "Legal Nonconforming"). Informal term used to denote legal nonconforming status.

Groundwater. The supply of freshwater (usually found in aquifers) that often supplies wells and springs.

Growth Management. In Washington State, the process by which counties and cities seek to accommodate, in an orderly fashion, the level of housing and employment forecast for that county or city.

Growth Management Act (GMA). The Growth Management Act as enacted in Chapter 17, Laws of 1990, First Session and Chapter 32, Laws of 1991, First Special Session, State of Washington and including subsequent amendments.

Growth Management Planning Council (GMPC). A council of elected officials from the King County Council, and the Councils of some cities in the county, with oversight responsibility over the Countywide Planning Policies, and the County Benchmark and Buildable Lands Programs.

High-Capacity Transit (HCT). A system of transportation services that provides a higher level of passenger capacity, speed, and service frequency than traditional transit systems.

High Occupancy Vehicle (HOV). A vehicle with two or more occupants.

Historic Preservation. The preservation and protection of structures or landscapes of historical significance. Activities can include land conservation or the rehabilitation, restoration, and protection of buildings, districts, structures, sites, or objects of historical significance.

Home Occupation. A business or service operated out of a private home.

Impact Fee. A fee levied on a developer by the city, county, or special district as compensation for the anticipated impact of new development.

Impervious Surface. A hard surface that prevents or retards the infiltration of liquids into the soil mantle. Impervious surfaces can include rooftops, patios, walkways, driveways, concrete or asphalt paving, and parking lots.

Implementation Strategy. An action, procedure, technique, or program that carries out a proposed plan or policy.

Infill Development. Development of vacant or underutilized lots in otherwise developed areas.

Infrastructure. The basic capital facilities of an area that allows/fosters individual development to occur. For example, parks, open space, sewer lines, roads, water supply, storm drainage, electricity, schools, etc.

"In Lieu of" Fee. Cash payments that are required of an owner or developer as a substitute for required dedications or physical improvements.

Intensity of Use. The manner in which land is used, zoned, or planned. Generally, this term refers to a hypothetical scale which places rural uses as least intense, proceeding through residential and commercial uses to industrial uses.

Port of Seattle Interlocal Agreement (ILA). The ILA is a multifaceted 10-year binding agreement that was reached in1997 between the Port of Seattle and the City of SeaTac. The ILA establishes a cooperative system for the City and Port to conduct joint planning for land use, surface water management, and economic development.

Jurisdiction. The term can include cities, counties, Federal and State agencies, and federally recognized tribes.

Landscaping. Foliage or vegetation that is planted to enhance the natural and built environment.

Legal Nonconforming. "Legal nonconforming" means any legally established use, structure, or development standard that is now out of compliance with current regulations.

Livability. A measure of the quality of life in a community, as determined by living conditions, climate, employment opportunities, school quality, recreation facilities, transportation infrastructure, medical or health facilities, security, etc. A community with a high quality of life has exceptional livability.

Local Improvement District (LID). A financing method for public improvement (i.e., streets, water lines, sidewalks, etc.).Property owners benefiting from the improvement are assessed a fee implemented through the LID; the funds are used for improvements in that district.

Low Impact Development. A stormwater management and land development strategy that emphasizes conservation and use of on-site natural features integrated with engineered, small-scale hydrologic controls to more closely mimic predevelopment hydrologic functions.

Low Income. Low income families are considered to be those whose incomes do not exceed 50 percent of the median family income for the area.

Median Income. The income value of a specified group of individuals that divides the group into two halves (the groups split evenly below and above the median).

Mini-Park. A small neighborhood park that

is usually one-quarter acre to one-half acre in size.

Mixed Use Developments. Developments that combine housing, commercial and/or offices in the same structures or on the same site.

Moderate Income. Families whose incomes are between 51 and 80 percent of the median family income for the area.

Multi-Family Development. Structures designed to contain more than one dwelling unit. Forms of multifamily development include townhouses, apartments, and condominiums.

Multi-modal. Concerning or involving more than one transportation mode including bicycling, public transit, walking, and driving.

Neighborhood Commercial Zone. A zone to provide convenient daily retail and some personal services for a limited service area, and to maintain or enhance the residential area that is served by the businesses.

Neighborhood Park. Typically are located within a residential area and provide passive, multiusespace as well as opportunities for active recreation. Serve a population within a one-half-mile radius.

Nodes. A concentrated center of development (including population and employment) that is well-defined, pedestrian- and transit-oriented, has good transit service, and compatible and diverse land uses.

Nonmotorized Transportation. Means of transportation that does not involve motorized vehicles, including, but not limited to, walking and bicycling.

Nonpoint Source. Sources of air or water pollution that enter the environment from dispersed (multiple) sources, such as stormwater runoff from parking lots, rather than a single point source, such as a discharge pipe from an industrial facility.

Objective. A discrete step, possibly among several, by which a broader goal may be accomplished.

Off-Street Parking. Parking located in driveways or parking lots that is not on the street.

Open Space. Land intended for recreation or environmental protection purposes or as a scenic or aesthetic amenity.

Passive Recreation. Form of recreation that involves lower-intensity activities and does not require significant facilities, such as nature enjoyment, bench sitting, sunbathing, bird watching, etc.

Permitted Use. A lawful use that complies with the standards and criteria set forth by the SeaTac Municipal Code.

Personal Rapid Transit (PRT). Transport method intended to give nonstop, on-demand transportation from any point on a special network to any other point on that network.

Planned Action. A type of project action that has had the significant environmental impacts adequately addressed in an EIS prepared in conjunction with a Comprehensive Plan or Subarea Plan.

Planned Unit Development (PUD). A development permit that allows more flexibility in site development than a standard subdivision.

Pocket Park. A small landscaped area or plaza in an urban area that provides an opportunity for visual relief, passive recreation, and public gathering.

Policy. A broad statement of regulatory intent based on community goals and objectives. Policies are used to both guide the drafting of the text of land use regulations and as a basis for discretionary decisions.

Public Access. The availability of facilities or land for use by the public.

Public Art. Sculptures, fountains, murals, paintings, or other forms of artwork that are located in public spaces.

Public Facilities. Public facilities include such facilities as streets, roads, highways, sidewalks, street and road lighting systems, traffic signals,

domestic water systems, storm and sanitary sewer systems, parks and recreational facilities, community centers, fire stations, City Hall, public libraries, and schools.

Public/Private Partnership. A combination of public and private resources to achieve a product that would be difficult to complete with private or public activity alone.

Public Services. Services such as fire protection and suppression, law enforcement, public health, education, recreation, environmental protection, and other governmental services.

Public Transit. Passenger transportation service available to the public on a regular basis using vehicles that transport more than one person for compensation, usually, but not exclusively, over a set route or routes from one fixed point to another.

Puget Sound Regional Council (PSRC). The PSRC is an association of cities, towns, counties, ports, and State agencies that serves as a forum for developing policies and making decisions about regional growth and transportation issues in the four-county central Puget Sound region.

Regional Transportation Improvement Program (RTIP). The three-year, specific multi-modal program of regional transportation improvements of highways, transit, and other modes.

Ridesharing. The function of sharing a ride with other passengers in a common vehicle. The term is usually applied to carpools and vanpools.

Riparian. Relating to land located on the banks of a river or stream.

Sanitary Sewer Systems. All facilities, including approved on-site disposal facilities, used in the collection, transmission, storage, treatment or discharge of any waterborne waste, whether domestic in origin or a combination of domestic, commercial, or industrial waste.

Secure Community Transition Facilities (SCTF). An alternative residential facility program operated or contracted by the Department of Social and Health Services that provides safe, secure housing for sex offenders.

Sedimentation. The gradual build-up of loose sediment, often caused by erosion.

Sensitive Area. Those features of the natural environment that are most susceptible to damage through human activities such as steep slopes, wetlands, and streams.

Septic System. An on-site system used for the collection, disposal and treatment of waterborne waste, usually generated by domestic use.

Setback. A required distance from a right-of-way or property line that abuilding or structure must be set back to comply with established standardsand codes.

Short-Platting. An administrative review process by which a legal lot is partitioned into smaller parcels.

Signage. General term used to describe public and private signs and their design characteristics.

Single Family Housing. A dwelling unit intended for occupancy by one family that may be independent or share common walls with adjoining structures.

Single-Occupant Vehicle (SOV). A vehicle with only one occupant.

Special Needs Housing. Housing intended for special needs populations such as the elderly and frail elderly, persons with disabilities, and the homeless.

State Environmental Policy Act (SEPA). Chapter 43.21C RCW. SEPA requires that environmental impacts and values are considered in the decision-making process at the local, regional, and State level.

Stormwater. Precipitation that collects in natural or constructed drainage/stormwater systems after rainfall.

Street Furnishings. Public amenities within the sidewalk right-of-way. Furnishings can include

bus shelters, trash receptacles, planters, public art, benches, or drinking fountains.

Street Trees. Trees that are specifically planted on medians or sidewalks along the public right-of-way.

Streetscape. The design and appearance of streets, sidewalks, and the frontage of bordering development including landscaping, street furniture, signs, etc.

Traffic Calming. Physical changes made with the intent to slow traffic, increase safety for both pedestrians and drivers, and/or decrease traffic volumes; such measures can include the installation of landscaped medians, street trees, bulbouts, curb extensions, speed humps, chicanes, or chokers.

Traffic Control Devices. Traffic signals, stop and yield signs, lane markings and traffic calming devices placed throughout the City.

Traffic Volumes. Measurement based on the average daily, a.m. peak-hour and p.m. peak hour traffic volumes on arterials.

Transit Community. Generally, the land within a half mile walking distance from light rail stations.

Transit-Oriented Development (TOD). High density development around transit stations and corridors that is pedestrian friendly and accommodating to a variety of uses (mixed use development).

Transportation Demand Management (TDM). The concept of managing or reducing travel demand rather than increasing the supply of transportation facilities.

Transportation Facilities. Highways, streets, rail transit lines, transit stations, bicycle/ pedestrian paths, airports and sea or river ports.

Transportation Improvement Program (TIP). A 10-year schedule of transportation improvements.The TIP includes brief descriptions and estimated costs for each project and is updated annually.

Urban Center. Small, condensed clearly defined areas within which high levels of residential density and employment intensity is encouraged.

Urban Design. Giving form to the urban landscape by addressing the location, form, mass, and design of a number of components of the natural and built environment'; combines elements of urban planning, landscape architecture, and architecture.

Utilities. Facilities serving the public by means of a network of wires, pipes, and ancillary structures. Included are systems for the delivery of natural gas, electricity, telecommunication services, water and the disposal of sewage.

Very Low Income. Families whose incomes do not exceed 30 percent of the median family income for the area.

Walkable Zone. A horizontal zone within the right of way or an easement that is un-obstructed, surfaced with a hard paving system and free of above grade utilities, shrubs or trees.

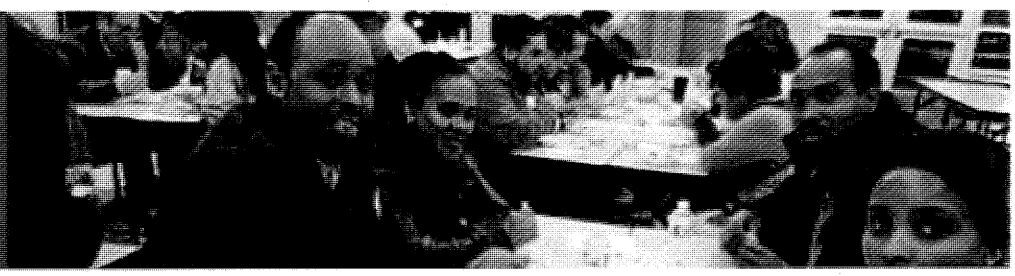
Watershed. The whole region that contributes to the water supply of a river or lake.

LAND USE ELEMENT

CHAPTER 2

SeaTac 2035

TABLE OF CONTENTS



INTRODUCTION LU-3

MAJOR CONDITIONS LU4

GOALS AND POLICIES LU-5

GOAL 2.1 GROWTH MANAGEMENT LU-5

Urban Center Land Uses LU-5

General Growth LU-9

GOAL 2.2 HEALTHY, EQUITABLE, AND CONNECTED COMMUNITIES LU-10

Access to Transportation Choices LU-10

Access to Healthy Foods LU-10

Access to Housing LU-10

Access to Neighborhood Services LU-11

Citywide Land Uses LU-13

GOAL 2.3 RESIDENTIAL LU-13

GOAL 2.4 COMMERCIAL LU-14

GOAL 2.5 MANUFACTURING/INDUSTRIAL/BUSINESS PARK LU-16

GOAL 2.6 PARKS AND OPEN SPACE LU-19

GOAL 2.7 ESSENTIAL PUBLIC FACILITIES LU-20

RECOMMENDED IMPLEMENTATION STRATEGIES LU-22

INTRODUCTION

Maps

Map 2.1. Urban and City Center LU-6

Map 2.2. *Comprehensive Plan* LU-12

Map 2.3. *Noise Contours* LU-18

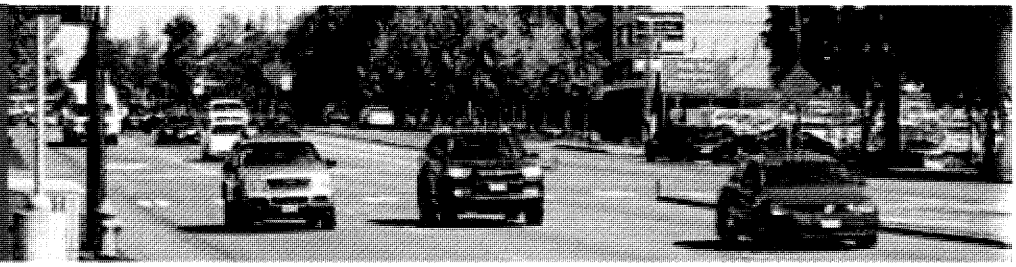
Map 2.4. *Light rail* LU-21

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

This Element is closely coordinated with the Housing and Human Services; Transportation; Parks, Recreation and Open Space; Environment; and Community Design Elements. This coordination ensures that residences and future development occur in areas that are best served by public transportation, walkable infrastructure, and open space while reducing impacts on the environment. For example, the Land Use policies encourage higher density housing with commercial services in close proximity to the three light rail stations, while Transportation Element policies encourage walking and bicycle routes in these areas. Likewise, Parks, Recreation, and Open Space Element policies ensure park access for people living in those areas. The Community Design Element augments Land Use Element policies by defining the desired character of new development.

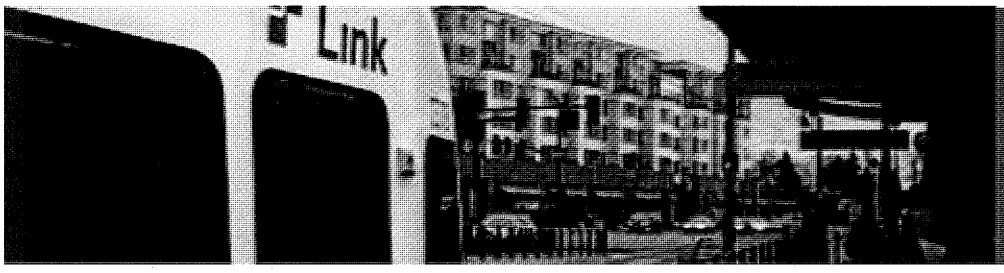
Additional land use goals and policies are in the following three subarea plans: City Center Plan, South 154th Street Station Area Action Plan, and Angle Lake District Station Area Plan.

MAJOR CONDITIONS



Major land use conditions include:

- The City of SeaTac is an urbanized area with little undeveloped land remaining within its boundaries.
- The Seattle-Tacoma International Airport (Airport) is the major land use presence in the City of SeaTac.
- SeaTac's commercial development has occurred in a linear manner, primarily along International Boulevard, rather than focusing in compact and complete communities.
- The completion of three Sound Transit light rail stations serving SeaTac will likely influence the types and amount of development attracted to SeaTac. Ensuring that change happens equitably and with regard for creating complete communities will be a challenge.
- SeaTac is a regional provider of affordable housing and business space. Increasing land values may increase the risk of residential and commercial displacement.
- Home to one of the most ethnically and racially diverse populations in Washington, SeaTac has a unique challenge in planning for a wide variety of land use and development needs and interests.
- Implementation of the City Center Plan and Station Area Plans and redevelopment in other areas have been hampered by a slow economy statewide.



GOALS AND POLICIES

This section contains SeaTac's land use goals and policies. Goals represent the City's general objectives, while policies provide more detail about the steps needed to achieve each goal's intent.

Growth Management

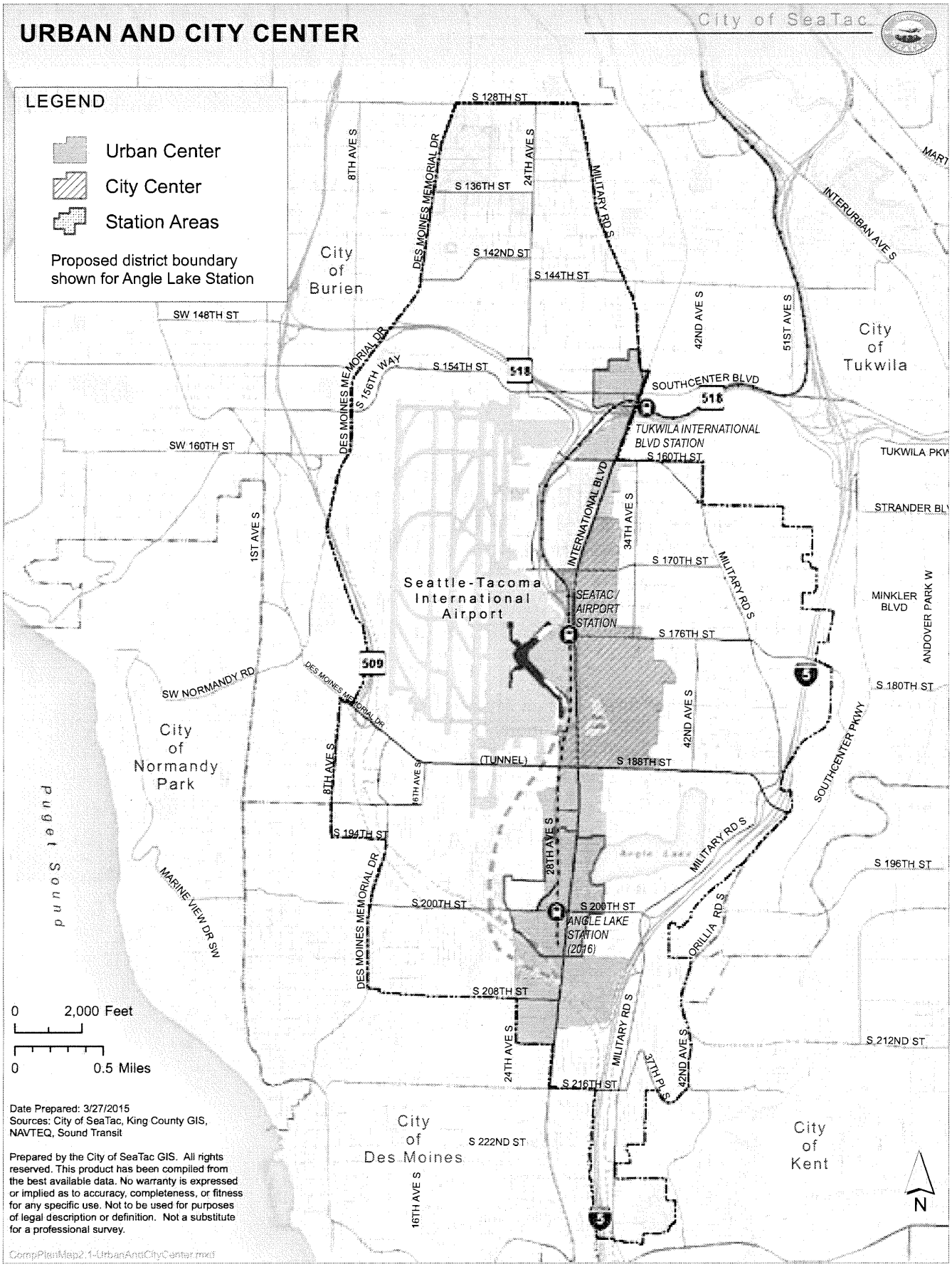
GOAL 2.1

Focus growth to achieve a balanced mix and arrangement of land uses that support economic vitality, community health and equity, and transit access.

Urban Center Land Uses

Policy 2.1A
Implement the City Center, South 154th Street Station Area, and Angle Lake District Station Area Plans to focus the majority of SeaTac's commercial and residential growth and redevelopment into three distinct complete communities within SeaTac's designated Urban Center.

A portion of SeaTac is designated an "Urban Center" under the King County Countywide Planning Policies and a "Regional Growth Center" under the Puget Sound Regional Council's Vision 2040. The City Center, South 154th Street Station Area, and Angle Lake Station Area plans support compact development around three Link light rail stations within the Urban Center to maximize residents' and businesses' access to the region via public transit. Implementation of these plans would transform the International Boulevard corridor from a linear commercial form into three distinct and complete neighborhoods, accommodating new residential and employment growth. Higher employment and residential densities would result in an inviting and vibrant urban environment, while preserving the City's stable residential areas from inappropriate higher density development.



Map 2.1. Urban and City Center

Policy 2.1B

Direct moderate and high density residential development to the Urban Center, especially within the City Center and station areas.

The Urban Center accommodates residents and employees in a mix of uses and structures. Moderate and high density residential uses are appropriate within the Urban Center, where residents can walk or ride transit to work, and take advantage of the employment and activities within the center.

Policy 2.1C

Promote development that reduces block sizes in the Urban Center, particularly in the City Center and the station areas, and provides a network of connected local streets to facilitate pedestrian circulation and transit accessibility.

The physical layout of the Urban Center, including its street and sidewalk network, block size, and configuration, is perhaps the most crucial determinant of its pedestrian and transit accessibility. A dense network of connected streets provides pedestrians with direct, safe, and interesting routes between destinations. Development should add new streets to reduce the average block size in station areas from the current 11.4 acres to three to six acres.

One-quarter to one-half mile is generally a comfortable walking distance. Figure 2.1 shows the one-quarter mile and one-half mile walk sheds from the Tukwila International Boulevard, SeaTac/Airport and Angle Lake light rail stations.

Policy 2.1D

Focus retail development within the City Center and station areas.

Most of the commercial development on International Boulevard consists of non-retail businesses such as hotels, restaurants, park 'n fly lots, offices, and a few auto-oriented retail establishments (e.g., used car sales). The Airport generates a large and relatively untapped market for retail activity in the City of SeaTac. More than 35 million passengers traveled through the Airport terminal in 2013, and the annual volume is projected to increase to 45 million passengers per year by 2024. This market could be tapped, especially if travelers could conveniently access shopping areas outside the Airport.

WALKING DISTANCE FROM LIGHT RAIL STATIONS

City of SeaTac

LEGEND

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

* Proposed district boundary shown for Angle Lake Station

N

0 0.5 Miles

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

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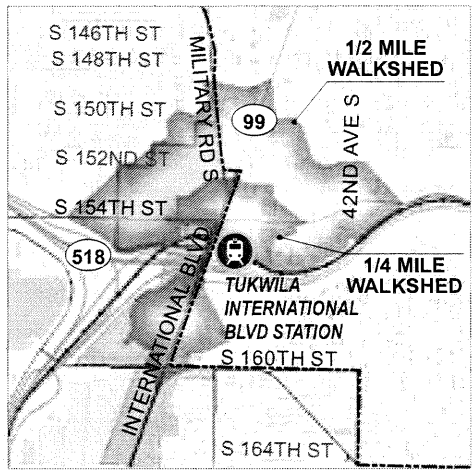
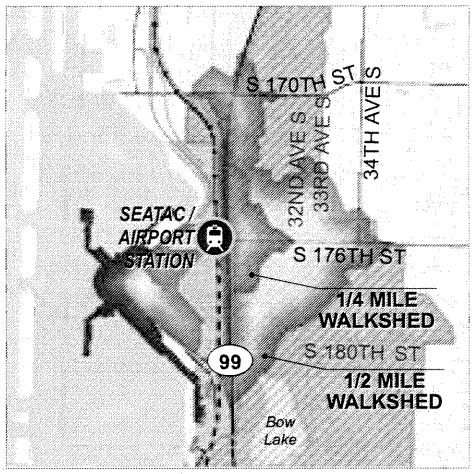
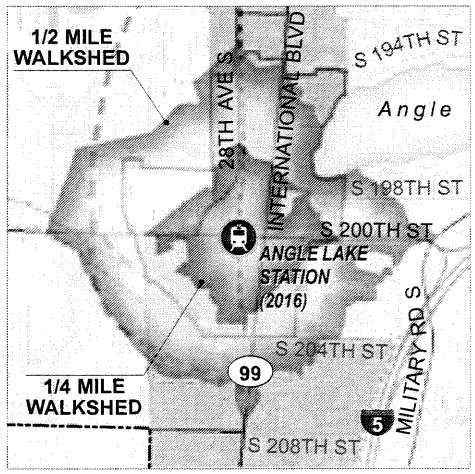
CompPlanMapFigure2.1-WalkingDistanceFromLightRailStationsWalkshed.mxd



South 154th Street
Tukwila International Blvd Station



South 176th Street
SeaTac / Airport Station



South 200th Street
Angle Lake Station

Figure 2.1. Walking distance from light rail stations walkshed

General Growth

Policy 2.1E

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

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

Policy 2.1F

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

The Comprehensive Plan envisions the eventual rezoning of many areas of the City concurrent with public and private infrastructure development, market demand, and neighborhood compatibility. The Land Use Plan Map (Map 1.5) represents the outcome of this process over a 20-year horizon. Properties which are not zoned consistently with the Land Use Plan Map designations should be rezoned when the following criteria are satisfied:

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

Property owners are encouraged to propose rezoning properties when, in their opinion, demand for such zoned property exists or will soon exist. Proposed zoning changes must satisfy the criteria listed above and be consistent with the Land Use Plan Map designations. However, piecemeal rezoning of an area on a lot-by-lot basis could be detrimental to public health, safety, and welfare. Such proposals should be postponed until the proposed zoning change area includes enough properties to fully realize the intent of this Plan.

Policy 2.1G

Ensure that the future uses of Highline School District's unused/ unoccupied properties are compatible with or help meet needs of adjacent neighborhoods and land uses.

A few of Highline School District's sites, such as Riverton Heights Elementary School, Glacier High School, Boulevard Park Elementary School, and Maywood Elementary School, are no longer occupied or used by the school district. These sites present unique opportunities for neighborhood redevelopment projects through the rehabilitation of buildings and/or recreational facilities. Redevelopment of some of these facilities would enhance neighborhood character and provide additional space for private or public business endeavors.

Transit communities are generally considered the land within a half mile walking distance from the three light rail stations serving SeaTac. In some cases this land may extend beyond the Subarea boundaries. Developing transit communities implements the Council-endorsed Growing Transit Communities Compact.

Healthy, Equitable, and Connected Communities

GOAL 2.2

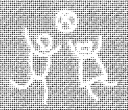
Create walkable, compact, transit-oriented communities with a range of transportation, employment, housing, recreation, goods, and service choices for residents of all income levels.

See related policies in the Transportation Element regarding multi-modal transportation options.

Access to Transportation Choices

Policy 2.2A
Establish land use patterns that promote walking, bicycling, and transit use to access goods, services, education, employment, and recreation.

Policy 2.2B
Promote dense residential and employment uses in transit communities to provide current and future residents with greater access to transportation, housing, and economic opportunities.



See the Parks, Recreation and Open Space Policy 10.2 regarding geographically equitable distribution of recreation facilities.

Access To Healthy Foods

Policy 2.2C
Incorporate consideration of physical health and well-being into local decision-making by locating, designing, and operating public facilities and services in a manner that supports creation of community gardens on public open space in accessible locations.

Policy 2.2D
Support policy, systems, and environmental changes that result in increased access to healthy foods.

Policy 2.2E
Provide opportunities for shops, services, recreation, and access to healthy food sources within walking or bicycling distance of homes, work places, and other gathering places.

Access to Housing

See the Housing and Human Services Element for related policies.

Policy 2.2F
Foster high quality, diverse, and affordable housing.

Access to Neighborhood Services

Policy 2.2G

Encourage neighborhood-scale commercial development in appropriate locations outside of the Urban Center to serve needs of residents.

Although it is appropriate to direct most of the City's commercial growth to the Urban Center, there is also a need to serve the residential areas with neighborhood-scale commercial services. Small, neighborhood-scale commercial areas would provide residents with services and shopping opportunities close to home, which can reduce auto trips, provide opportunities for neighbors to meet, and help build a sense of community.

See the Urban Center Land Uses section for related policies.

Policy 2.2H

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

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

Policy 2.2I

Allow commercial uses that serve neighborhood needs on the ground floors of residential buildings in the high density zones.

Examples of neighborhood-serving ground floor commercial uses include small grocery markets, hardware stores, bakeries, day care centers, dry cleaning, doctor's offices, hair salons, and coffee shops.

Policy 2.2J

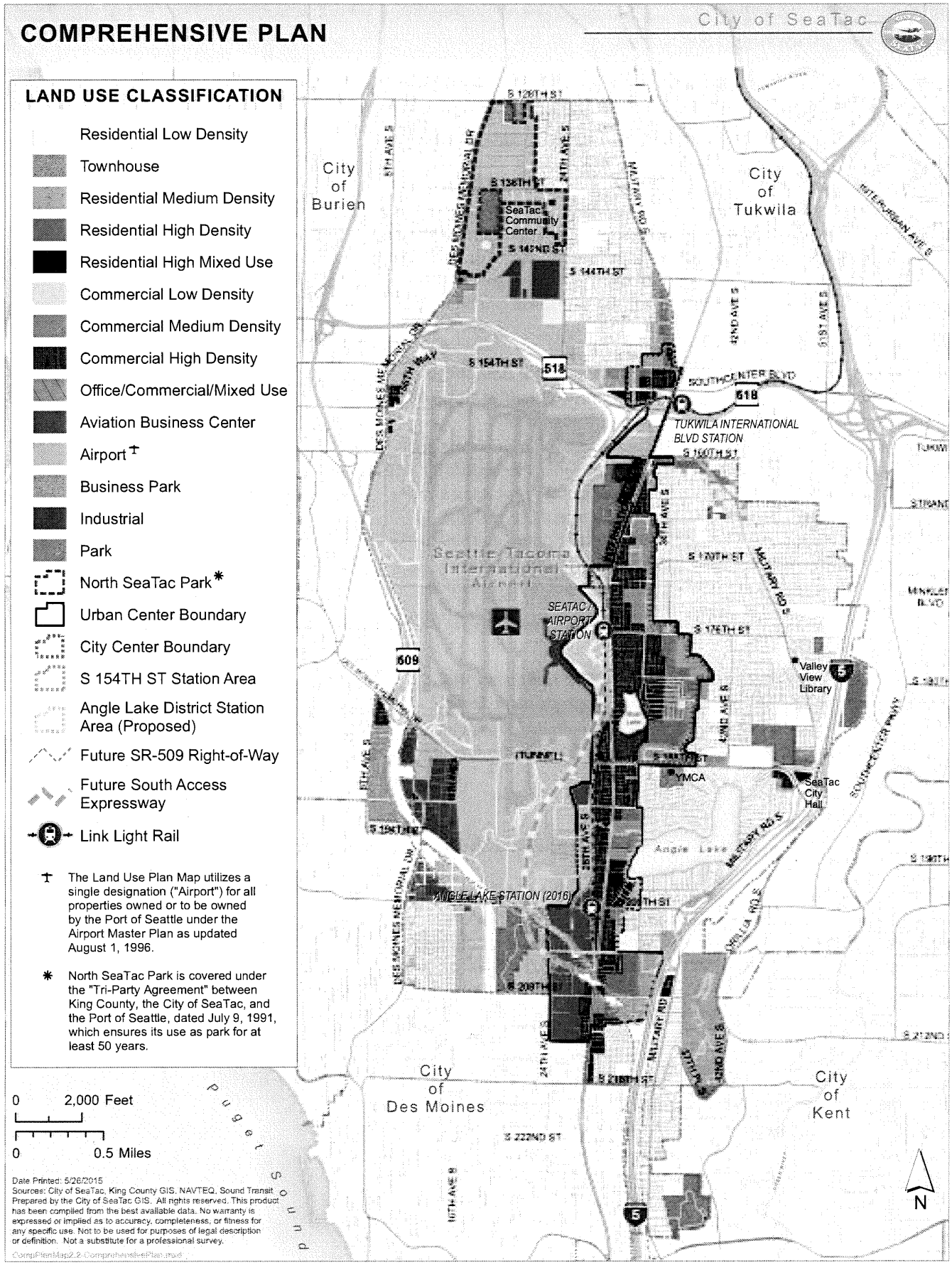
Encourage the development of small, "resident-oriented" businesses in SeaTac.

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

Policy 2.2K

Allow home occupations in residential areas subject to Zoning Code requirements for such business operations.

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



Map 2.2. Comprehensive Plan

Citywide Land Uses

The geographic interpretation of Goals 2.1 and 2.2 is depicted on SeaTac's Land Use Plan Map. Its land use designations fall under the following broad categories:

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

Residential Land Use

GOAL 2.3

Achieve a mix of housing types while maintaining healthy residential neighborhoods and guiding new housing development into appropriate areas.

Residential - Low Density (Single Family)

Policy 2.3A

Stabilize and protect existing single family residential neighborhoods by maintaining a designated Residential Low Density (Single Family) area.

SeaTac's established residential neighborhoods are important components of the community and should be protected from negative impacts of conflicting or inappropriate nearby land uses. The character of healthy neighborhoods should be maintained since it provides a sense of well-being for residents and enhances the stability of the entire city. Land within the Residential Low Density areas is, and will continue to be, primarily single family in nature.

Policy 2.3B

Allow accessory units (sometimes called "mother-in-law units") in single family designations to provide additional housing opportunities and income sources for homeowners.

Townhouse

Policy 2.3C

Maintain single-family characteristics while building the densities that support transit ridership and nearby commercial activities through the Townhouse designation.

The Townhouse designation buffers Residential Low Density areas from more intensely developed residential or commercial/mixed use areas.

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

Residential Medium Density

Policy 2.3D
Allow higher densities than single family areas while maintaining a desirable family environment through the Residential Medium Density designation.
This designation provides a transition between lower density and higher density areas. Examples of medium density uses include two- to four-story apartments and townhouses.

Residential High Density

Policy 2.3E
Provide a high density living option through the Residential High Density designation.
This designation provides a transition between lower density residential areas and commercial areas and is intended to be primarily residential in character. Examples of high density residential development include two- to four-story apartments and condominiums.

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

Residential High Mixed Use

Policy 2.3F
Promote high density residential mixed-use development that complements the bordering high density commercial area through the Residential High Mixed Use designation.

Commercial Land Use

GOAL 2.4
Serve the needs of the City's residents, businesses, and visitors through appropriate commercial land uses.

Commercial Low Density

Policy 2.4A
Enhance low to medium density residential neighborhoods by locating goods, services, and transit facilities in designated Commercial Low Density areas.
Commercial Low Density areas are generally located outside the Urban Center and provide convenient daily shopping and some services for a limited service area.

Office/Commercial/Mixed Use

Policy 2.4B
Allow mixed-use medium density development in the designated Office/Commercial/Mixed Use areas.
This designation is intended to be more residential in character than the Commercial Medium Density designation and is different from the Residential Mixed Use designation by allowing office as a primary use.

Policy 2.4C
Only allow retail and commercial uses in the Office/Commercial/Mixed Use designation when they are mixed with residential or office uses on the same site.

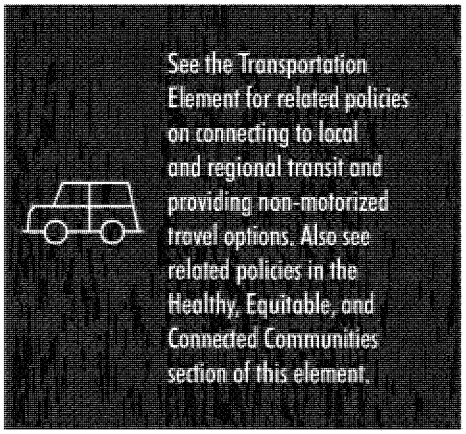
Commercial Medium Density

Policy 2.4D
Allow medium density development to accommodate office buildings, small hotels, restaurants, dense retail, apartments, or mixed residential/commercial developments in designated Commercial Medium Density areas.

Policy 2.4E
Encourage a mix of land uses in the Commercial Medium Density designation.
Vertical (within the same building) or lateral (within different buildings on the same site) mixing of uses is appropriate.

Commercial High Density

Policy 2.4F
Allow the highest concentration of development in the Commercial High Density designation to accommodate intense land uses, such as mixed-use hotels, office towers, and high density housing, to support transit/walking/bicycling communities.



Aviation Business Center

Policy 2.4G
Allow development that creates a pedestrian-friendly, major commercial center that supports employment, shopping, and childcare access for high concentrations of customers, visitors, and employees through the Aviation Business Center (ABC) designation.
The northern part of the ABC area (north of the SR 509 Extension right-of-way) around the Angle Lake light rail station should be particularly pedestrian and transit friendly.

Policy 2.4H
Attract businesses oriented to and compatible with Airport operations in the southern portion of the ABC designation.
The ABC district was created in 1991 to provide space for and encourage a wide mix of Airport-related businesses southeast of the Airport. These play a key role in the City's economy.

Other Commercial Uses

Policy 2.4I
Protect designated land uses from the negative impacts of "adult entertainment" establishments.
To limit the negative impacts of adult entertainment businesses while allowing the required "reasonable opportunity" to operate, prohibit these establishments in proximity to sensitive land uses, such as facilities and businesses which provide services to children and/or youth.

Manufacturing, Industrial, and Business Park Land Uses

GOAL 2.5
Provide an appropriate level of manufacturing, industrial, and business park land uses within the City.

Policy 2.5A
Concentrate manufacturing, industrial, and business park uses in specific and appropriate locations to provide services and protect existing residential and other commercial areas.
Industrial and manufacturing establishments provide jobs for SeaTac residents and tax revenues for the City but are not always compatible with other land uses. To enjoy the benefits and minimize the adverse impacts of industrial and manufacturing establishments, the City should encourage the development of "clean, light manufacturing" and business park land uses with minimal environmental and land use impacts in this designation. Examples include high technology business firms, Airport-related warehousing, and light manufacturing that do not use toxic substances or emit pollutants.

Policy 2.5B
Discourage inappropriate, heavy manufacturing businesses from locating in SeaTac, excluding Airport-sited uses.
The development of new "heavy industrial" land uses, with their negative environmental impacts, are not appropriate for the City of SeaTac.

Business Park

See the Environment Element for related policies.

Policy 2.5C
Allow non-polluting commercial land uses such as biotechnology, light manufacturing, electronics, computer technology, or communications equipment businesses while prohibiting land uses with significant environmental or nuisance impacts in the Business Park designation.

Airport

Policy 2.5D

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

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

Policy 2.5E

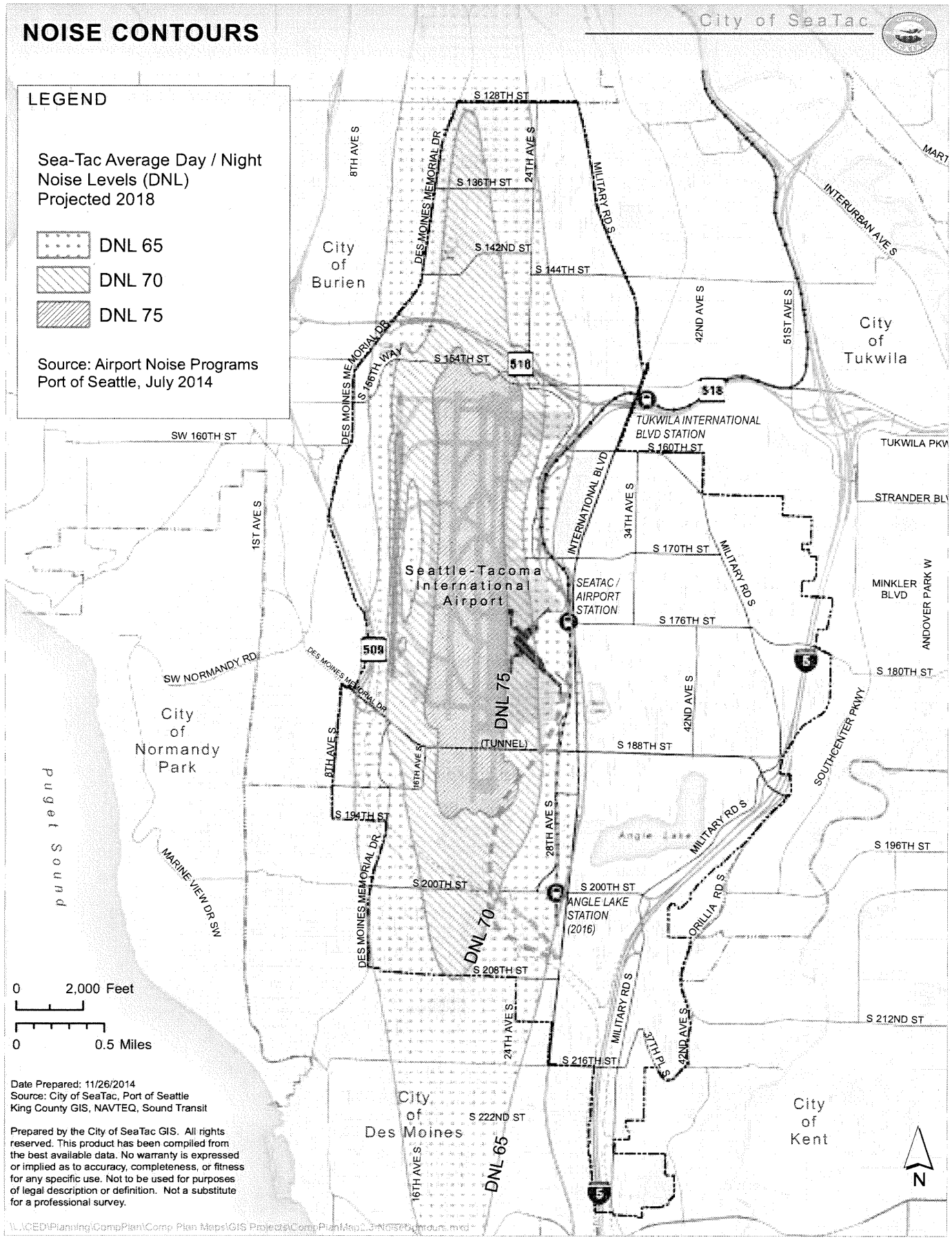
Encourage land uses adjacent to the Airport that are compatible with Airport operations.

The Federal Aviation Administration's standards (under the Part 150 Program) identify compatible land uses for areas immediately adjacent to an airport. Improving land use compatibility in areas near the Airport enables the City to take better advantage of the job and tax revenue benefits of the Airport, maintain and enhance the Airport's role as an essential public facility, and help reduce the negative impacts to City residents. Some appropriate land uses near airports include open space and passive park land, parking, transportation-related activities, and some manufacturing or business park uses. Multi-family housing that is constructed to meet the applicable noise standards and designed to recognize noise issues may be appropriate for areas within the 65 DNL area (see Map 1.3). Single family residential use, on the other hand, is an example of a land use that is not generally recommended adjacent to airports. Uses that are essential to the aviation function of an airport, including necessary support facilities, are considered elements of an airport as an Essential Public Facility (EPF), as addressed in Goal 2.7, and are subject to provisions of the ILA between the City and the Port of Seattle for the Airport. These land uses are addressed under the Recommended Implementation Strategies section.

Policy 2.5F

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

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



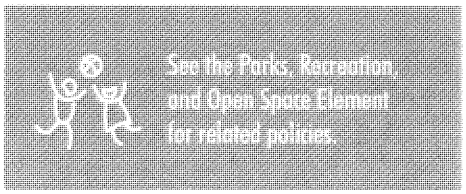
Map 2.3. Noise Contours

Industrial

Policy 2.5G
Provide for industrial enterprises and activities involving manufacturing, assembly, fabrication, processing, bulk handling, storage, warehousing, and heavy trucking through the Industrial designation.

Parks and Open Space Land Use

GOAL 2.6
Provide an adequate amount of accessible parks, recreational land, and open space throughout the City.



Policy 2.6A
This designation identifies publicly funded park and open space areas to be used for outdoor passive and active recreation uses, conservation and protection of municipal watersheds, and wildlife corridors and habitats.

Essential Public Facilities

GOAL 2.7
Accommodate essential public facilities in alignment with this Plan's goals and policies.

Policy 2.7A
Administer a process consistent with the GMA and the Countywide Planning Policies to identify and site essential public facilities (EPF).
SeaTac allows the siting of EPFs provided that any such EPF must be consistent with the City's goals and policies. SeaTac EPFs include, but are not limited to: airports; State and local correction facilities; State educational facilities; State and regional transportation facilities; landfills; solid waste handling facilities; sewage treatment facilities; major communication facilities and antennas (excluding wireless telecommunication facilities); and in-patient facilities, such as group homes (excluding those facilities covered by the Washington Housing Policy Act), mental health facilities, Secure Community Transition Facilities (SCTF), and substance abuse facilities. Differing levels of review and City involvement will be applied to different types of EPFs. SeaTac's EPF siting administrative process is outlined in the "implementation strategies" section and described in the Land Use Background Report.

Policy 2.7B

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

Light rail service to the new Angle Lake Station at S. 200th Street and 28th Avenue S. will commence in 2016. Sound Transit is currently planning to extend light rail service south to the vicinity of Highline College by 2023, and will be proceding 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

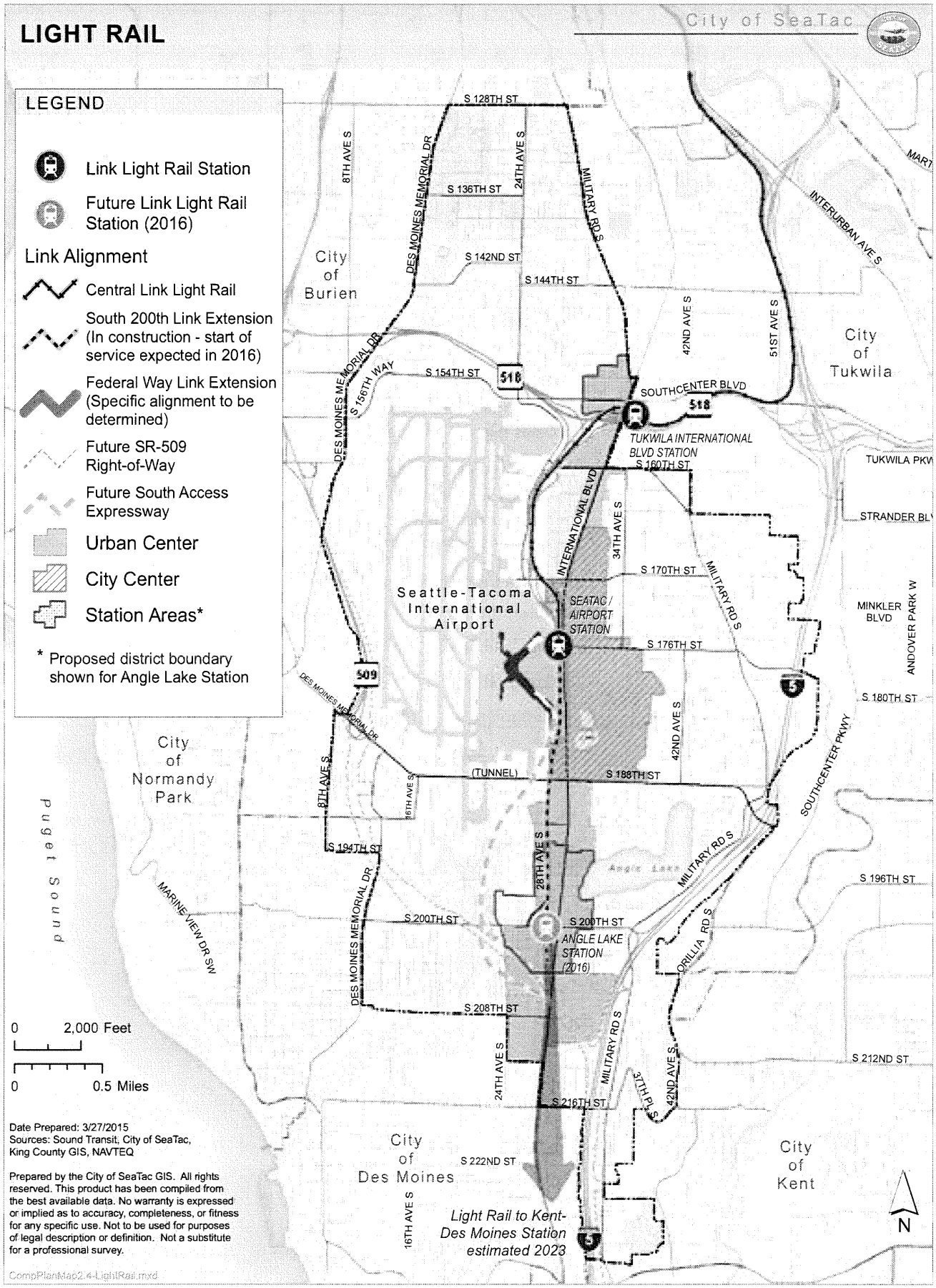
Actively engage with The Port of Seattle and neighboring cities on updates to airport master plans and the implementation/construction of, and mitigation for related projects consistant with the terms of the ILA.

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

Policy 2.7D

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

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



Map 2.4. Light Rail

RECOMMENDED IMPLEMENTATION STRATEGIES

This section identifies the specific steps, or **implementation strategies**, that achieve this Element's policies. It also identifies the group(s) with **primary responsibility** for carrying out each strategy and the expected **time frame** within which the strategy should be addressed. Policy summaries are included in the table for reference.

Not all policies require an implementation strategy. In those cases those policies are not reflected in the tables that follow.

As the Primary Responsibility column indicates, many of the implementation strategies will be initially undertaken by a specified board or commission. In most cases, the City Council will analyze the specific board/commission recommendation and make the final decision about how to proceed.

The time frame categories are defined as follows:

- Short-Term ..... one to five years
- Medium-Term .... six to 10 years
- Long-Term ..... 11 to 20 years
- Ongoing ..... the strategy will be implemented on a continual basis

The time frames are target dates set regularly when the City Council adopts amendments to the Comprehensive Plan.

The list of proposed implementation strategies is a minimum set of action steps and is not intended to limit the City from undertaking other strategies not included in this list.

POLICIES	IMPLEMENTATION STRATEGIES	PRIMARY RESPONSIBILITY	TIME FRAME
GROWTH MANAGEMENT			
2.1 FOCUS GROWTH TO ACHIEVE A BALANCED MIX AND ARRANGEMENT OF LAND USES.			
URBAN CENTER LAND USES			
2.1A Implement the subarea plans to focus growth into three communities in the Urban Center.	Implement the subarea plans' action plans. Prioritize projects, track progress, and reevaluate prioritization over time.	Planning Commission, Staff	Ongoing
	Work with the Port of Seattle to attract a mixture of uses supportive of and benefited by high capacity transit.	Staff,	Ongoing
	Prioritize infrastructure investments that would serve growth in the Urban Center.	City Council, Staff	Ongoing
2.1B Direct moderate and high density residential development to the Urban Center.	Incentivize multi-family residential projects in the Urban Center through measures such as density bonuses, multifamily tax credits, and infrastructure improvements.	Planning Commission, City Council	Short-Term
	Streamline the development review process for proposed high density residential development in the Urban Center.	Staff	Short-Term
	Evaluate and implement options for promoting mixed-use residential development in the Urban Center.	Planning Commission, City Council, Staff	Ongoing
2.1C Promote development that reduces block sizes in the Urban Center.	Identify desirable linkages and secure access through purchase or easements.	Staff, Planning Commission, City Council	Short-Term

POLICIES	IMPLEMENTATION STRATEGIES	PRIMARY RESPONSIBILITY	TIME FRAME
2.1D Focus retail development within the City Center and station areas.	Encourage retail to remain or locate in existing buildings in the City Center and station areas through strategies such as business incubator programs, business support and development (e.g., community lending, Community Development Corporations, small business assistance), and storefront and streetscape improvements.	Staff, Planning Commission, City Council	Short-Term
	Evaluate and implement options for promoting retail development in the station areas.	Planning Commission, City Council, Staff	Short-Term
	Streamline development review for projects including retail in the City Center and station areas.	Staff	Short-Term

POLICIES	IMPLEMENTATION STRATEGIES	PRIMARY RESPONSIBILITY	TIME FRAME
GENERAL GROWTH			
2.1E Promote efficient use of land.	Amend the Zoning Code to Remove "Single Detached Dwelling Unit" as an allowed use in the UM and UH zones, except as part of a Small Lot Single Family Development (see SMC 15.19.750).	Staff, Planning Commission, City Council	Short-Term
	Amend the Zoning Code to establish a minimum density for multifamily residential zones.	Staff, Planning Commission, City Council	Short-Term
	Amend the Zoning Code to incentivize development of residential properties to the maximum densities allowed by the zone. Incentives may include: • Reduced infrastructure requirements. • Building placement specifications to ensure further land division in the future. • Regulate by density in lieu of lot size standards.	Planning Commission, City Council	Short-Term
	Streamline the Planned Unit Development (PUD) process and requirements for residential development on large, vacant parcels.	Planning Commission, City Council	Short-Term
2.1F Amend zoning to achieve the vision illustrated on the City's Land Use Plan Map.	Identify properties inconsistently zoned for their land use designation.	Staff	Short-Term
	Develop a strategy for rezoning those properties consistent with the Comprehensive Plan.	Planning Commission, Staff	Short Term
	For the identified properties, inform property owners and developers of long-term City goals and associated zoning amendment options and processes.	Staff	Ongoing
	Prioritize infrastructure improvements on properties with development proposals that align with long-term City goals.	City Council	Ongoing

POLICIES	IMPLEMENTATION STRATEGIES	PRIMARY RESPONSIBILITY	TIME FRAME
2.1G Ensure that future uses of Highline School District's properties are compatible with adjacent land uses.	Maintain regular contact with school district officials to obtain up-to-date information on abandoned facilities.	Staff, City Council	Ongoing
	Identify specific properties of interest and present potential project/uses to school district officials.	Staff, City Council	Short-Term
	Work with Highline School District (HSD) to develop implementation plans for District facility reuse. Implementation plans should include: • Target types of development (e.g., residential, sports, commercial); • • Review and incorporate HSD's Capital Facilities Plan into the Comprehensive Plan.	Staff, City Council	Short-Term
HEALTHY, EQUITABLE, AND CONNECTED COMMUNITIES			
2.2 CREATE EQUITABLE, WALKABLE, COMPACT, TRANSIT-ORIENTED COMMUNITIES.			
ACCESS TO TRANSPORTATION			
2.2A Establish land use patterns that promote multi-modal transportation.	Implement the City Center, 154th Street, and Angle Lake Station Area Plans to ensure that a high intensity of residences and destinations (e.g., local-serving retail, community gathering places, parks, grocery stores, etc.) develop in station areas.	City Council, Planning Commission	Ongoing
	See implementation strategies for policies 2.1A-2.1D.	City Council, Planning Commission	Ongoing
	Prioritize pedestrian and bicycle infrastructure improvements in transit communities in the Transportation Improvement Program and the CIP	City Council, Planning Commission	Ongoing
2.2B Promote dense residential and employment uses in transit communities to increase access to resources.	Streamline the development review process for proposed high density residential and commercial development in the transit communities.	Planning Commission, City Council	Medium-Term

POLICIES	IMPLEMENTATION STRATEGIES	PRIMARY RESPONSIBILITY	TIME FRAME
ACCESS TO HEALTHY FOOD			
2.2C Incorporate consideration of physical health and well being into local decision-making, especially regardingcommunity gardens.	Develop a neighborhood grant matching program to encourage small, neighborhood-led projects such as community gardens.	Staff, City Council	Short-Term
	Identify appropriate locations for community gardens.	Staff, Planning Commission	Short-Term
	Partner with interested land owners to encourage publicly accessible community gardens.	Staff, City Council	Medium-Term
	Allocate funding to support construction and maintenance of community gardens.	Staff, City Council	Short-Term
	Include community gardens in the Parks Plan.	Staff	Ongoing
	Incentivize community gardens in or near multifamily developments.	Staff, Planning Commission, City Council	Short-Term

POLICIES	IMPLEMENTATION STRATEGIES	PRIMARY RESPONSIBILITY	TIME FRAME
2.2D Support policy, systems, and environmental changes that result in increased access to healthy foods.	Conduct zoning code gap/barrier analysis to ensure that small-scale healthy food retail is allowed in all or most zones and has appropriate zoning definitions to allow the sale of fresh food.	Staff, Planning Commission, City Council	Short-Term
	Include food access goals in development review and health impact assessments.	Staff, Planning Commission, City Council	Short-Term and Ongoing
	Allow or reduce barriers for mobile produce markets and carts.	Staff, Planning Commission, City Council	Short-Term
	Encourage retailers to accept federal nutrition program benefits.	City Council	Short-Term
	Offer density bonuses for new grocery retail.	Planning Commission, City Council	Short-Term
	Offer grants or culturally appropriate loans for small grocery assistance.	City Council	Short-Term
	Expedite permitting for grocery development in station areas.	Planning Commission, City Council	Short-Term
	Incentivize healthy food retail in or near multifamily housing.	Planning Commission, City Council	Short-Term
	Identify and/or assemble potential sites for new groceries.	Staff, Planning Commission, City Council	Short-Term
	Improve pedestrian, bicycle, and transit connectivity to grocery stores.	Staff, City Council	Short-Term

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

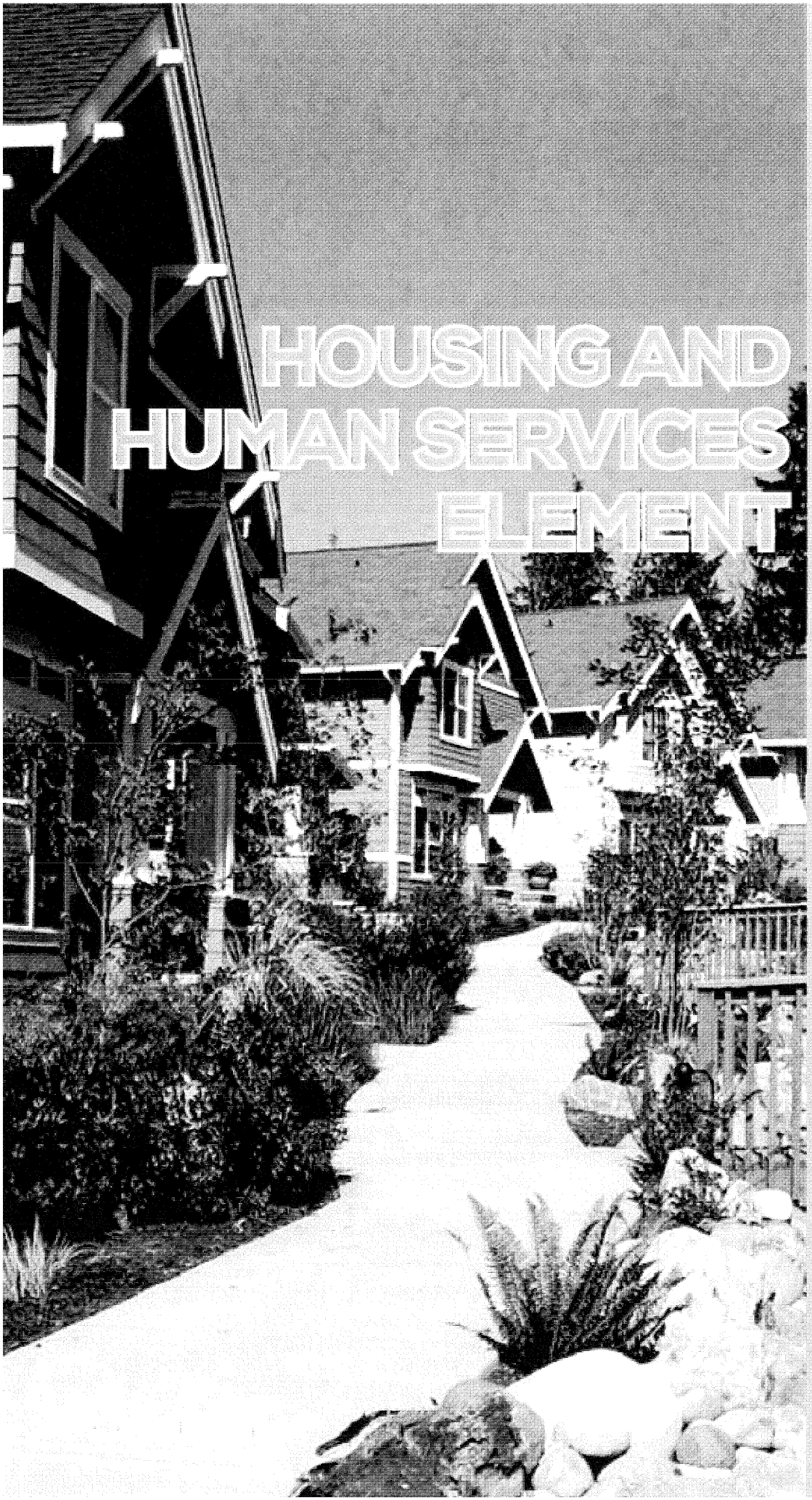
POLICIES	IMPLEMENTATION STRATEGIES	PRIMARY RESPONSIBILITY	TIME FRAME
ACCESS TO NEIGHBORHOOD SERVICES			
2.2 G Encourage neighborhood scale resident-serving commercial development in appropriate locations outside of the Urban Center.	Identify and Zone areas appropriate for neighborhood-scale commercial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

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

POLICIES	IMPLEMENTATION STRATEGIES	PRIMARY RESPONSIBILITY	TIME FRAME
RESIDENTIAL HIGH MIXED USE			
2.3F Promote high density residential development through the Residential High Mixed Use designation.	Amend the Zoning Code to allow non-residential uses only as part of a residential project.	Staff, Planning Commission, City Council	Short-Term
	Review, and amend as necessary, development standards to ensure public and private open space, compatibility with neighboring uses, and quality building-street interaction.	Staff, Planning Commission, City Council	Short-Term
2.4 SERVE NEEDS THROUGH APPROPRIATE COMMERCIAL LAND USES.			
COMMERCIAL LOW DENSITY			
2.4A Enhance low to medium density residential neighborhoods with designated Commercial Low Density areas.	See strategies under Access To Neighborhood Services: 2.2G – 2.2J		
OFFICE/COMMERCIAL/MIXED USE			
2.4C Prohibit single use retail and commercial.	Review and amend as necessary the Office/Commercial/Mixed Use zone's development standards to ensure the proper mix of uses is required.	Staff	Short-Term
COMMERCIAL MEDIUM DENSITY			
2.4E Encourage a mix of land uses in the Commercial Medium Density designation.	See Urban Center and Healthy, Equitable, and Connected Communities policies above, particularly 2.1D, 2.2A, 2.2E, 2.2H, and 2.2J.		
AVIATION BUSINESS CENTER			
2.4G Allow development that creates a pedestrian-friendly, major commercial center through the Aviation Business Center (ABC) designation.	As necessary, review and amend the Zoning Code's ABC provisions to foster the desired development.	Planning Commission, City Council	Ongoing

POLICIES	IMPLEMENTATION STRATEGIES	PRIMARY RESPONSIBILITY	TIME FRAME
2.4H Attract businesses oriented to and compatible with Airport operations in the southern portion of the ABC designation.	Identify local, regional, and national companies with Airport-oriented distribution needs, and encourage them to construct a major facility in SeaTac. [See the Economic Vitality Element for more strategies on business attraction.]	Staff	Ongoing
2.5 MANUFACTURING, INDUSTRIAL, AND BUSINESS PARK LAND USE			
2.5A Concentrate manufacturing, industrial, and business park uses in appropriate locations.	Identify regional companies with Airport-oriented distribution needs, and encourage them to construct a major facility in SeaTac. [See the Economic Vitality Element for more strategies on business attraction.]	Staff	Ongoing
2.5B Discourage inappropriate, heavy manufacturing businesses from locating in SeaTac, excluding Airport-sited uses.	Revise the Zoning Code to make the following uses subject to the conditional use review process in Zones where they are permitted: • Textile Mill • Chemical/Petroleum Products • Rubber/Plastic/Leather/Mineral Products • Primary Metal Industry	Planning Commission, City Council	Short-Term
AIRPORT			
2.5E Encourage compatible land uses adjacent to the Airport.	Work with the City of Burien Planning Commission (e.g., meet periodically) on issues of compatibility between Westside land uses and adjacent Burien residential properties.	Planning Commission	Ongoing
2.5F Work with the Port of Seattle to implement the ILA.	Amend the Zoning Code and Map as necessary to make it consistent with the ILA.	Planning Commission, City Council, Staff	Ongoing
2.6 PARKS AND OPEN SPACE LAND USE			
2.6A Maintain a Park land use designation.	Coordinate Planning, Parks, and Environmental plans to ensure adequate recreation opportunities and conservation and protection of environmental resources and ecosystem services.	Staff, City Council	Ongoing

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



HOUSING AND HUMAN SERVICES ELEMENT

CHAPTER 3

SeaTac 2035

TABLE OF CONTENTS

INTRODUCTION HHS-3

Access to resources HHS-3

Guiding Principles HHS-4

MAJOR CONDITIONS HHS-5

GOALS AND POLICIES HHS-6

Access to Human Services HHS-6

GOAL 3.1 SUPPORT EFFECTIVE AND ACCESSIBLE HUMAN SERVICES HHS-6

GOAL 3.2 ALLOCATE GENERAL FUNDS FOR SERVICES HHS-7

GOAL 3.3 UTILIZE PARTNERSHIPS HHS-7

Variety of Housing Types HHS-8

GOAL 3.4 INCREASE HOUSING VARIETY HHS-8

Neighborhood Preservation HHS-8

GOAL 3.5 STRENGTHEN EXISTING NEIGHBORHOODS HHS-8

Housing Affordability HHS-9

GOAL 3.6 INCREASE HOUSING OPPORTUNITIES FOR ALL HHS-9

Special Needs Housing HHS-11

GOAL 3.7 ENCOURAGE A VARIETY OF HOUSING OPPORTUNITIES FOR SPECIAL NEEDS POPULATIONS HHS-11

Mobile Home Park Maintenance HHS-11

GOAL 3.8 MAINTAIN MOBILE HOME PARKS HHS-11

Mobile Home Relocation HHS-12

GOAL 3.9 MINIMIZE IMPACTS OF MOBILE HOME RELOCATION HHS-12

RECOMMENDED IMPLEMENTATION STRATEGIES HHS-13

INTRODUCTION

The Housing and Human Services Element seeks to strengthen and sustain a place where children, families, and individuals can thrive, neighbors care for each other, and residents partake in a just and thriving community for all. This Element addresses housing and social services, which are often integrally related. It establishes the policy context for regulations and programs that provide for an adequate housing supply for the projected population at all income levels, maintain housing quality, and protect existing single-family neighborhoods. It also establishes the policy context for Human Services programs and actions that serve community members with varying needs. While the goals and policies of this element apply citywide, they emphasize concentrating opportunities in the Urban Center and station areas, where transportation options can reduce transportation costs for lower income households.

This Element is coordinated with the Land Use, Transportation, Economic Vitality, and Parks, Recreation, and Open Space Elements to ensure a consistent approach to providing access to the above resources. Additional housing goals and policies can be found in the City Center Plan.

Access to resources

SeaTac's housing and human services work aims to ensure that all residents have access to basic necessities and resources for a good quality of life, including:

- Safe and affordable housing,
- Adequate and nutritious food,
- Access to quality health care,
- A living wage to support self and family,
- Affordable and available community activities,
- Universal quality education,
- High quality affordable childcare,
- Freedom from physical harm as well as mental and emotional coercion, and
- Economic, environmental, and social stability.

"Human services" are defined as those services that address the following needs of SeaTac residents:

- Basic human needs, including the need for food, clothing, shelter and primary health care.
- Social support, especially in times of personal and family crisis. Social support services include counseling, outreach, peer support, employment and training programs, child day care programs, and preventive education.
- Treatment for illnesses or disabling conditions such as physical illness, mental illness, and substance abuse.
- Help in gaining access to available, appropriate services including transportation and information and referral programs.

Guiding Principles

The following principles guide this Element:

- Every person is valuable, and meeting basic human needs for all is essential. People must not be devalued for being in need, nor during service delivery.
- Collaborative partnerships must be established between funders, government, educators, human service providers, media, police, the criminal justice system, and the community at large to ensure basic human needs are met in a humane and holistic manner.
- Human services must be operated, staffed, and funded in a way that allows for services to be accessible across a broad spectrum of need.
- A continuum of human services that increases self reliance and strengthens individuals, children, and families must be provided.
- Increasing access and promoting awareness of human services improves health and well being.
- Working with nearby jurisdictions to fund and administer human services improves and integrates systems.
- Programs must be monitored and should respond to changing needs.

See Framework Policy 1.1A regarding community engagement and public participation

MAJOR CONDITIONS

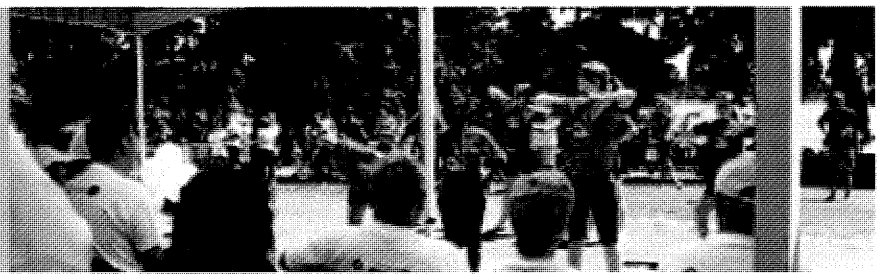
SeaTac's major housing and human services conditions include:

- Property values in the vicinity of the light rail stations will likely rise in anticipation of or as a result of new development. This will make it challenging to provide and maintain affordable housing in proximity to the stations.
- SeaTac is now a "minority majority" city, meaning that more than half of the population is made up of racial and ethnic minorities, many of whom are new immigrants with social service needs.
- Although SeaTac's housing sales and rent prices are among the most affordable in the region, households with very low incomes (less than 30% of the area median income) have difficulty finding housing.
- SeaTac residents, as well as residents of other south King County cities, are at a higher risk for chronic diseases, poor health, and lower life expectancies compared to the rest of the county.
- 58% of renters pay more than 30% of household income for housing; 35% of homeowners pay more than 30% of household income for housing (2010 Census).
- There are three mobile home parks with about 540 mobile homes in SeaTac. Mobile homes offer an affordable housing option preferred by some residents, but they are vulnerable to park closure by the property owner.

SeaTac's Demographics

SeaTac continues to become increasingly ethnically diverse. SeaTac's population is 61% persons of color, with 31% born in another country (King County analysis of 2010 US Census/2005-2009 American Community Survey data). More than 70 languages are spoken in SeaTac's schools. Poverty rates are also higher in SeaTac than in King County as a whole, with the median household income 9% less than the countywide median. Offering services that are geared to meet the needs of this diverse population and to create opportunity for people of all ages, abilities, and backgrounds is important.

GOALS AND POLICIES



This section contains SeaTac's housing and human services goals and policies. Goals represent the City's general objectives, while policies detail the steps required to achieve each goal's intent.

Access to Human Services

GOAL 3.1

Maintain and enhance the quality of life for all community members by providing and supporting effective and accessible human services that are culturally relevant, physically accessible, near adequate public transportation, affordable, and immediate.

A "continuum" of human services refers to programs that address prevention and root causes of problems as well as symptoms.

Policy 3.1A
Provide human services to SeaTac residents regardless of race, ethnicity, cultural or religious background, national origin, sex, age, family status, sexual orientation, or sensory, mental, or physical disability.

Policy 3.1B
Provide a continuum of human services that empower, build upon the strengths, and increase the self-reliance of individuals and families.

Policy 3.1C
Actively inform residents of and increase access to available services.

Policy 3.1D
Evaluate and mitigate as necessary, impacts of city actions to human services programs, when developing policies, programs, and practices.

Lack of information about existing services prevents individuals and families from finding and using the services they need. The City is in a unique position to publicize services through direct public education and referrals by the Human Services Office, Municipal Court, City police, fire department personnel, recreation supervisors, and other City staff.

GOAL 3.2

Effectively allocate City general funds for services that address the full spectrum of community needs and values.

Policy 3.2A
Fund local and regional human services that address priority needs and meet City human services funding criteria.

Policy 3.2B
Fund services that are high quality and fiscally sound with a track record of achieving measurable outcomes and results.

Policy 3.2C
Leverage financial, volunteer, and other resources for the greatest impact.

GOAL 3.3

Partner with funders, governments, educators, human service providers, media, police, the criminal justice system, and the community at large to meet human needs in a humane and holistic manner.

Policy 3.3A
Continually engage residents, service providers and community organizations in dialogue regarding the present service systems, the emerging needs of the community, and the building of a complete system of services.

City government expresses a community's values. To implement framework Policy 1.1A (promote meaningful community engagement) and determine human services needs and priorities, the City should provide ample opportunity for public input through its Human Services Advisory Committee and other forums such as needs assessments, neighborhood events, surveys, and public meetings.

Policy 3.3B
Cooperate with other local and regional funders to monitor and respond to changing community needs.

Policy 3.3C
Encourage local and regional coordination pursuing cooperative planning efforts with other governmental jurisdictions.

Policy 3.3D
Advocate for national, state, county, and local human services efforts that further the City's human services goals.

Policy 3.3E
Assist community organizations in their human services planning and provision.

See Land Use policies 2.1B and 2.1E.

See Capital Facilities Goal 5.1 and 5.3 regarding capacity and concurrency.

See Utilities Goal 6.1 regarding adequate utilities provision.

Unlike most suburban cities, SeaTac has more jobs than residents. Focusing residential growth in SeaTac's transit communities improves the regional jobs-housing balance, supports the Regional Growth Strategy, and increases access to economic, education, recreational, and health opportunities for transit users.

See the Land Use Element's Healthy, Equitable, and Connected Communities section for policies that support physical and social stability.

See the Land Use Element's airport noise contours Map 2.3.

Variety of Housing Types

GOAL 3.4

Increase housing options in ways that complement and enhance nearby residential and commercial uses.

Policy 3.4A

Encourage development of residential areas and lots with adequate existing utilities and transportation systems.

SeaTac's neighborhoods have opportunities for infill development. Development of these lots is fiscally responsible and efficient since the utilities and infrastructure are already in place and available.

Policy 3.4B

Promote a variety of housing types and options in all neighborhoods, particularly in proximity to transit, employment, and educational opportunities.

Neighborhood Preservation

GOAL 3.5

Strengthen SeaTac's existing residential neighborhoods and foster a high degree of pride in residency or ownership.

Policy 3.5A

Use City programs to support physical and social stability in established residential neighborhoods.

SeaTac's neighborhoods are affected by many City codes, policies, and programs which regulate land use, physical improvements, and transportation. The City, by equitably maintaining and enhancing the physical and social qualities of existing neighborhoods, ensures that these programs provide the greatest benefit to residents.

Policy 3.5B

Support programs that repair and maintain existing single family, multifamily, owner-occupied, and rental housing to preserve and enhance the housing stock and retain the availability of safe, sanitary, and affordable units.

Neglected housing units can negatively affect a neighborhood's property values and the health of residents.

Policy 3.5C

Advocate for programs that require the insulation of housing units affected by aircraft noise through the Port of Seattle and Federal Aviation Administration Noise Remedy Program.

Housing Affordability

A basic tenet underlying housing affordability is that the private market generally creates housing for those in the upper income brackets, but City land use and planning policies and market interventions are necessary to make housing affordable to moderate and lower income residents.

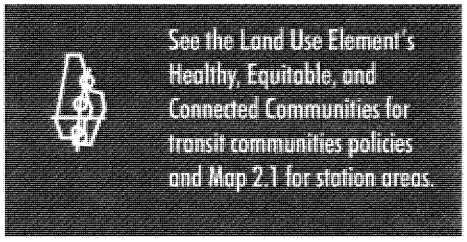
The City recognizes that the following may affect housing affordability:

- Household income;
- Sufficiency of supply vs. demand;
- Cost of land, taxes, fees, and infrastructure;
- Lending policies and requirements;
- Vacancy rates;
- Clear, concise, and predictable development regulations; and
- Timely and efficient permit processing.

SeaTac serves the region with its affordable housing stock. Its preservation is an important goal for the City and Puget Sound Region.

When evaluating affordable housing policies, the City should consider the following:

- Access to transit;
- Access to public services such as libraries, community centers, and schools;
- Community demographics including traditionally underserved communities;
- The existing level of affordable housing in SeaTac; and
- The number of households paying more than 30% of their income for housing.



GOAL 3.6

Increase housing opportunities for all economic segments of the community, especially in SeaTac's transit communities.

Policy 3.6A
Identify, maintain, and enhance the existing affordable housing stock in SeaTac.

Policy 3.6B
Use City land use and construction-related codes to encourage development and adequate supply of affordable housing for all economic segments of the forecast population.

Periodically, SeaTac should review its incentive programs to ensure their utility as trends and market conditions change.

Policy 3.6C
Offer incentive programs for developers to preserve, replace, or build additional affordable housing units.

Policy 3.6D
Cooperate with the private sector, non-profit agencies, and public entities in the planning and development of affordable housing in SeaTac.

Policy 3.6E
In transit communities, ensure no net loss of affordable housing units.

Transit communities are generally considered the land within a half mile walking distance from the three light rail stations serving SeaTac. In some cases this land may extend beyond the SeaTac boundaries. Developing transit communities implements the Council-endorsed Growing Transit Communities Compact.

Policy 3.6F
Work with regional and local governments to establish a transit-oriented development (TOD) property acquisition fund to encourage development of affordable housing in transit communities.
Land prices increase quickly near transit stations. This challenges equitable development by making site acquisition too expensive for affordable housing developers. A regional TOD fund would provide a tool to help develop affordable housing in transit communities.

Policy 3.6G
Continually review City codes and development regulations to ensure they do not create barriers to affordable housing opportunities.
Development regulations contribute to housing costs. The City can eliminate requirements that create unreasonable costs without benefit. In addition, the City may be able to streamline the development process and make it more predictable for the housing developer.

Policy 3.6H
Encourage equitable dispersal of affordable housing throughout the City.
Innovative tools, such as a percentage of affordable units in market-rate developments, accessory housing units, and first-time home buyer programs, can help distribute affordable housing opportunities throughout the community.

Policy 3.6I
Expand the Multifamily Tax Credit program to SeaTac's Transit Communities.
The Multifamily Tax Credit currently only applies to the S. 154th Street station area and the area around the SeaTac/Airport Station.

SeaTac's Transit Communities are the areas within a half mile of the light rail stations. It is the City's policy to focus population and employment growth in these areas.

Policy 3.6J
Support and encourage legislation at the County, State, and federal level, as well as the regional pooling of resources, to promote SeaTac's affordable housing goals.

Special Needs Housing

"Special needs" refers to considerations or assistance required for people with mental, physical, or medical disabilities. For example, housing for people with limited mobility should follow universal design principles for maximum usability.

GOAL 3.7

Encourage a variety of housing opportunities for persons with special needs.

Policy 3.7A
Support and plan for assisted housing opportunities using available federal, State, and County resources.

Policy 3.7B
Encourage the equitable distribution of special needs housing throughout the City.

RCW 36.70A.410 requires that residential structures occupied by persons with disabilities or handicaps be treated no differently than a similar residential structure occupied by a family or other unrelated individuals.

Mobile Home Park Maintenance

SeaTac's mobile home parks provide an important affordable and community-oriented living option. However, mobile home park residents face unique challenges; they generally own their unit but do not own the underlying land. If the park owner closes the park, residents must sell their unit and find other housing or relocate their unit to another mobile home park. Depending on the age of the home, this can be difficult. Both options involve significant costs to the residents.

GOAL 3.8

Support the maintenance of SeaTac's existing mobile home parks as a source of affordable housing.

Policy 3.8A
Encourage cooperation between the State, County, City, and other groups concerned with mobile home issues to increase opportunities for tenant ownership of mobile home parks.

Policy 3.8B
Encourage essential safety upgrades for older mobile homes.

Policy 3.8C
Where owners meet low income guidelines, utilize City resources to upgrade existing mobile homes to meet minimum building standards.

Minimum standards are important for the safety of residents and stability of the park neighborhood. While the Zoning Code contains standards for the establishment of new mobile home parks, existing mobile home parks were permitted under King County and are subject to the regulations in place at that time. Enforcement of these standards is difficult because they are inconsistent with current standards.

Mobile Home Relocation

While the City of SeaTac cannot prohibit mobile home park closures, nor directly provide relocation assistance, the City can work with other regional jurisdictions to explore options for mobile home park tenants who may be impacted in the future. RCW 59.21.021 provides for financial assistance to displaced residents in some cases.

GOAL 3.9

Minimize the impacts of mobile home relocation on low and moderate income residents.

Policy 3.9A
Assist with identifying relocation options for mobile home park tenants forced to move due to mobile home park closure.

Policy 3.9B
Ensure that sufficient relocation plans are in place prior to the closure of any mobile home park.

RECOMMENDED IMPLEMENTATION STRATEGIES

This section identifies the specific steps, or implementation strategies, that achieve this Element's policies. It also identifies the group(s) with primary responsibility for carrying out each strategy and the expected time frame within which the strategy should be addressed. Policy summaries are included in the table for reference.

As the Primary Responsibility column indicates, many of the implementation strategies will be initially undertaken by a specified board or commission. In most cases, the City Council will analyze the specific board/commission recommendation and make the final decision about how to proceed.

The time frame categories are defined as follows:

- Short-Term ..... one to five years
- Medium-Term .... six to 10 years
- Long-Term ..... 11 to 20 years
- Ongoing ..... the strategy will be implemented on a continual basis

The time frames are target dates set regularly when the City Council adopts amendments to the Comprehensive Plan. Strategies that have been implemented are noted in brackets, along with the relevant completion date.

The list of proposed implementation strategies is a minimum set of action steps and is not intended to limit the City from undertaking other strategies not included in this list.

PROPOSED POLICIES	IMPLEMENTATION STRATEGIES	PRIMARY RESPONSIBILITY	TIME LINE
GOALS 3.1, 3.2, AND 3.3 ADDRESS THE PROVISION OF HUMAN SERVICES The Human Services section's policies focus on providing human services to populations in need. The community's most pressing human service needs are addressed through grants from the City of SeaTac to human service provider agencies. As part of this annual process, the policies are reviewed to reflect how the City wishes to implement its human services program. Therefore, no specific implementation strategies are included here.			
3.4 INCREASE HOUSING VARIETY			
3.4A Encourage development in residential areas with adequate public services.	Consider reducing the minimum single family lot size with appropriate adjustments in the Fire Code and building safety requirements.	Planning Commission, City Council	Short-Term
	Facilitate investment in existing neighborhoods with vacant or under-utilized land through infill development incentives. Techniques to be considered include: • Streamlining administrative procedures for small or irregular sites. • Pre-approving sites meeting certain conditions. • Revising existing site design standards. • Providing technical assistance with short platting. • Reducing subdivision/site development standards such as road width and parking requirements [see also strategy 3.6B].	Staff, Planning Commission, City Council	Short-Term
	Review City's Building Code to remove unnecessary obstacles, if any, to building infill single and multifamily housing.	Staff, Planning Commission, City Council	Short-Term

PROPOSED POLICIES	IMPLEMENTATION STRATEGIES	PRIMARY RESPONSIBILITY	TIME LINE
3.4B Promote a variety of housing types.	Develop incentives to include larger (3-4 bedroom) units in new apartment developments.	Staff, Planning Commission, City Council	Short-Term
	Amend Zoning regulations to allow duplexes in single family zones within ½ mile of a high capacity transit station.	Staff, Planning Commission, City Council	Short-Term
	Develop incentives to promote the use of the High Density Single Family Special District Overlay in single family zones within ½ mile of a high capacity transit station.	Staff, Planning Commission, City Council	Short-Term
	Develop criteria for microhousing within close proximity to a high capacity transit station.	Staff Planning Commission	Short-Term
3.5 STRENGTHEN EXISTING NEIGHBORHOODS			
3.5A Support the physical and social stability of established residential neighborhoods.	Invest in older neighborhoods. Use local CIP funds, grants, and other funding sources to provide needed capital improvements, such as sidewalks, street trees, and pocket parks.	City Council	Ongoing
	Monitor eligibility of neighborhoods for CDBG and other neighborhood reinforcement money.	Human Services Advisory Committee Staff	Ongoing
	Support the formation and maintenance of community groups and neighborhood, apartment, and condo associations.	Staff	Ongoing
	Support development and maintenance of Block Watch activities.	City Council, Staff	Ongoing

PROPOSED POLICIES	IMPLEMENTATION STRATEGIES	PRIMARY RESPONSIBILITY	TIME LINE
3.5B Support programs that repair and maintain existing housing.	Continue to advocate for funding King County's Housing Rehabilitation Program; promote local use of weatherization program administered by King County Housing Authority.	Staff, City Council	Ongoing
	Periodically survey housing conditions and promote housing rehabilitation in targeted areas or across the City as needed.	Staff	Ongoing
	Sponsor an annual neighborhood beautification event in conjunction with neighborhood groups.	Staff, City Council	Ongoing
3.5C Advocate for programs that require insulation of housing impacted by aircraft noise.	Coordinate with Port of Seattle to assure that the most recent information on Port insulation programs is available for residents of houses in noise-impacted areas.	Staff	Ongoing
	Work with the Port to ensure the interest of SeaTac citizens are adequately represented in the avigation easement language.	Staff	Short-Term
3.6 INCREASE HOUSING OPPORTUNITIES FOR ALL			
3.6A Identify, maintain and enhance existing affordable housing stock.	Publicize King County housing rehabilitation program available to low and moderate income residents. (See strategy 3.5B.)	Staff, Human Services Advisory Committee	Ongoing
	In coordination with King County staff, monitor housing supply, affordability, and diversity, including progress toward meeting a significant share of the City's need for affordable housing for very low income households, and maintaining the City's share of housing for low and moderate income households. (See Countywide Planning Policy H-17.)	Staff	Ongoing

PROPOSED POLICIES	IMPLEMENTATION STRATEGIES	PRIMARY RESPONSIBILITY	TIME LINE
3.6A Continued	Review and amend, a minimum of every five years, the countywide and local housing policies and strategies, especially where monitoring indicates that adopted strategies are not resulting in adequate affordable housing to meet the jurisdiction's share of the countywide need. (See Countywide Planning Policy H-18.)	Staff, City Council, Human Services Advisory Committee	Ongoing
	Consider sponsoring a non-profit entity to acquire a residential structure in SeaTac and maintain it as affordable housing using Federal HOME funds.	Staff, Human Services Advisory Committee, City Council	Short-Term
	Consider funding a program that matches home owners who have extra space and/or maintenance or supplemental income needs with appropriate renters.	Staff, Human Services Advisory Committee, City Council	Short-Term
	Work with other agencies to prepare a brochure highlighting creative ways that home owners can reduce monthly housing costs and maintain their homes with low cost measures.	Staff	Short-Term
	Identify subsidized and low cost nonsubsidized housing that may be lost to redevelopment, deterioration, or public actions. • Research sources of existing housing assistance or relocation funds available to low income residents and assist in obtaining these funds when subsidized and low cost nonsubsidized housing is lost due to redevelopment.	Staff	Short-Term
	Continue to use existing Human Services funds to assist low income residents with maintenance and repair projects to maintain the City's existing stock of affordable housing.	Staff	Short-Term

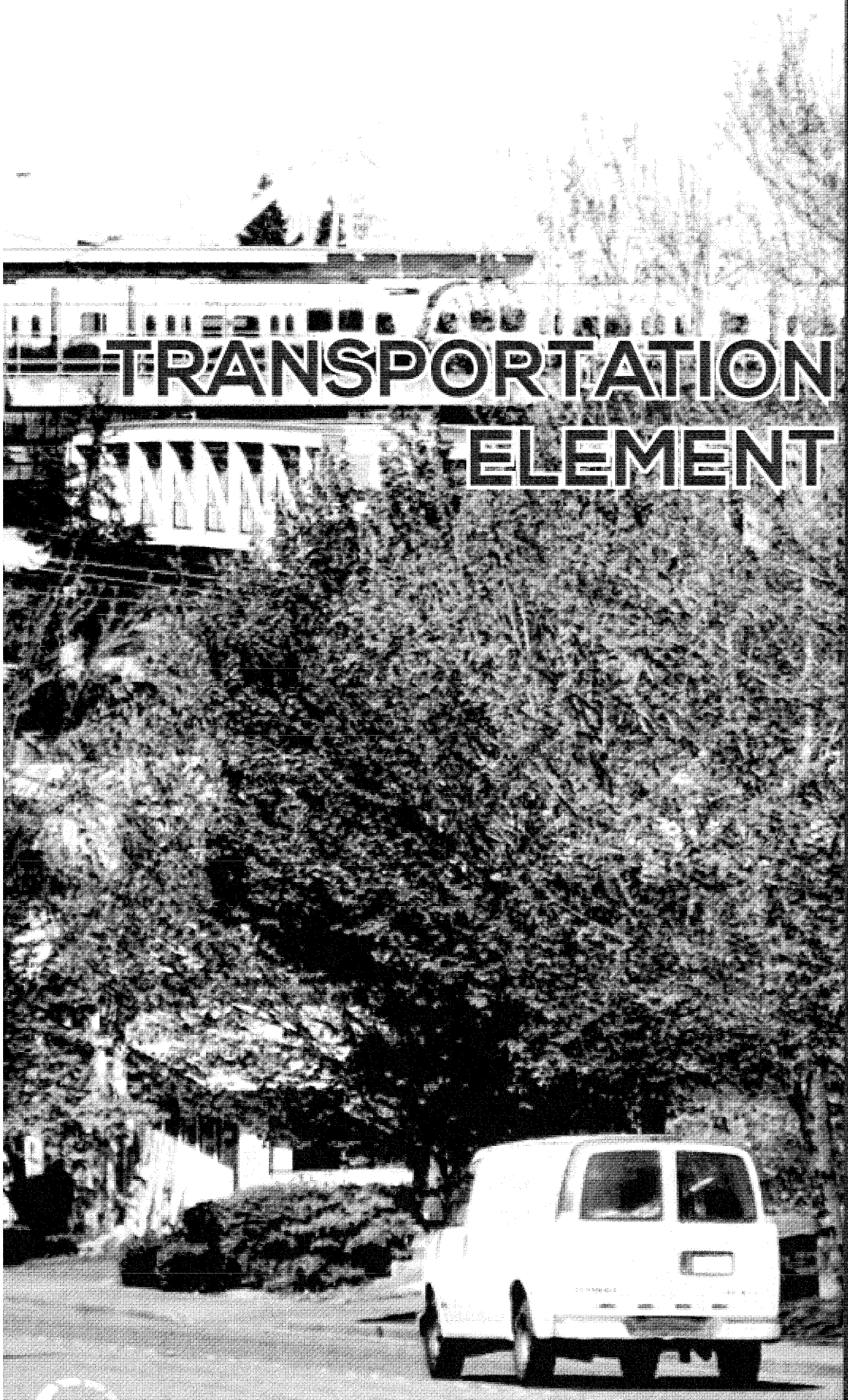
PROPOSED POLICIES	IMPLEMENTATION STRATEGIES	PRIMARY RESPONSIBILITY	TIME LINE
3.6B Use land use policies and construction-related codes to encourage development and adequate supply of affordable housing.	Maintain density incentives for developers who make a proportion of their development affordable to lower income households.	Planning Commission, City Council	Ongoing
	Revise the Zoning Code to provide incentives for developing residential properties to the maximum densities allowed by the zone. Incentives may include: • Reduced infrastructure requirements • Building placement specifications to ensure further land division in the future	Planning Commission, City Council	Short-Term
	Work with the Fire Department to streamline site and subdivision standards, allowing, for example, narrower roads and turn-arounds, and reduced parking requirements, to facilitate more efficient land usage and reduce land and building development costs, keeping in mind the need to maintain minimum life safety standards.	Planning Commission, City Council	Short-Term
	Update and streamline the PUD code.	Planning Commission, City Council	Short-Term
	Consider exemptions from part or all impact fees for housing projects that provide a minimum percentage of affordable units.	Planning Commission, City Council	Short-Term
	Streamline the SEPA process for projects that include affordable housing, based upon consistency with adopted City policy and the City's programmatic EIS.	Staff	Short-Term
3.6C Offer incentive programs for developers to preserve, replace, or build affordable housing.	(See Policy 3.6I)	Planning Commission, City Council	Short-Term
	Implement other incentives such as: • Reduced parking and/or landscaping requirements • Expedited permitting	Staff	

PROPOSED POLICIES	IMPLEMENTATION STRATEGIES	PRIMARY RESPONSIBILITY	TIME LINE
3.6D Cooperate with public/private/non-profit agencies in the development of affordable housing in SeaTac.	Meet with existing non-profit housing developers to discuss the feasibility of non-profit housing development in SeaTac. Encourage its development by explaining SeaTac's procedures and working with them to find appropriate sites.	Staff	Short-Term
	Work with the Committee to End Homelessness and King County to assess the extent of homelessness in SeaTac; and advise on strategies to address the needs of homeless populations.	Staff	Ongoing
3.6E In transit communities, ensure no net loss of affordable housing units.	Explore Options to require at least one for one replacement of affordable housing units and encourage relocation assistance programs.	Planning Commission, Staff	Short-Term
3.6F Work with regional and local governments to establish a transit-oriented development (TOD) property acquisition fund to encourage development of affordable housing in transit communities.	Explore options for contributing local funds as a portion of regional public sector investment in a TOD property acquisition fund.	City Council, Staff	Short-Term
3.6G Ensure that City codes and development regulations do not create barriers to affordable housing.	Conduct a thorough review of all relevant City codes and regulations and revise where they are found to create unnecessary barriers.	Planning Commission, City Council	Short-Term
3.6H Encourage equitable dispersal of affordable housing throughout the City.	Inventory affordable housing locations.	Staff, Planning Commission, City Council	Short-Term
	Set affordable housing goals for each geographic area.	Staff, Planning Commission, City Council	Short-Term

PROPOSED POLICIES	IMPLEMENTATION STRATEGIES	PRIMARY RESPONSIBILITY	TIME LINE
3.6H Continued	Implement strategy appropriate to each area, such as: • Requiring affordable units in market rate development. • Allowing accessory housing units. • Supporting first time home buyer programs.	Planning Commission, City Council	Short-Term
	Develop policies and employ best practices, where appropriate, related to the acquisition and disposition of properties that support affordable housing on surplus sites.	Planning Commission, City Council	Short-Term
3.6I Expand the multifamily tax credit program to transit communities.	Prioritize areas for program expansion.	Planning Commission, City Council	Short-Term
3.6J Support and encourage legislation at the County, State, and federal level, as well as the regional pooling of resources, that promote SeaTac's affordable housing goals.	Work with other local and regional governments, agencies, and non-profit housing developers to consolidate support for appropriate legislative or resource allocation actions.	City Council, Staff	Ongoing
3.7 ENCOURAGE A VARIETY OF HOUSING OPPORTUNITIES FOR SPECIAL NEEDS POPULATIONS			
3.7A Support and plan for assisted housing opportunities using federal, State, and County resources.	Determine numbers and needs of Special Needs Populations (such as people with physical and developmental disabilities, frail elderly, and people living with AIDS).	Staff, Human Services Advisory Committee	Short-Term
	Assess regional, State, and federal resources for meeting existing and future needs.	Staff, Human Services Advisory Committee, City Council	Short-Term

PROPOSED POLICIES	IMPLEMENTATION STRATEGIES	PRIMARY RESPONSIBILITY	TIME LINE
3.7B Encourage equitable distribution of special needs housing.	Identify areas where there are insufficient services directed to the needs of Special Populations.	Staff, Human Services Advisory Committee, City Council	Short-Term
	Assess ways the City can support programs that address these needs (marketing/referral or possibly direct funding).	Staff, Human Services Advisory Committee, City Council	Short-Term
	Ensure that residential zoning codes conform to state and federal requirements that residential structures occupied by persons with disabilities or handicaps be treated no differently than similar residential structures occupied by families or other unrelated individuals. (See RCW 36.70A.410)	Planning Commission, Human Services Advisory Committee, City Council	Ongoing
3.8 MAINTAIN MOBILE HOME PARKS			
3.8A Increase opportunities for tenant ownership of mobile home parks through cooperation with the State, County, and other groups.	Coordinate with other groups concerned with mobile home issues (e.g., mobile home park associations and the South King County Housing Forum) to increase opportunities for tenant ownership.	Staff	Ongoing
3.8B Encourage essential safety upgrades to older mobile homes.	Work to obtain CDBG funds to assist with essential safety upgrades to older mobile homes that are not up to code.	Human Services Advisory Committee, City Staff	Short-Term
	Continue to Include mobile homes in the City's Minor Home Repair program.	Staff	Ongoing
3.8C Encourage existing mobile home parks to meet minimum standards.	Adopt minimum standards for existing mobile home parks in the Zoning Code (e.g., internal streets, street lights, etc.).	City Council, Planning Commission	Short-Term
	Include mobile home parks in neighborhood planning efforts.	Planning Commission	Ongoing
3.9 MINIMIZE IMPACTS OF MOBILE HOME RELOCATION			

PROPOSED POLICIES	IMPLEMENTATION STRATEGIES	PRIMARY RESPONSIBILITY	TIME LINE
3.9A Work on creating location options for mobile home park tenants forced to move due to mobile home park closure.	Work with King County to find alternative sites for for tenants forced to move.	Staff	Short-Term
3.9B Ensure that sufficient relocation plans are in place prior to the closure of a mobile home park.	To the extent permitted by law, maintain the Zoning Code provision that clearly notes the requirement that a tenant relocation plan be in place for any mobile home park proposing to close.	Planning Commission, City Council	Ongoing
	To the extent permitted by law, maintain specific requirements for tenant relocation plans. Inventory tenants and include specific mobile home relocation or other housing options for each tenant in relocation plans.	Planning Commission, City Council	Ongoing



TRANSPORTATION ELEMENT

CHAPTER 4

SeaTac 2035

City of SeaTac
everything's possible

TABLE OF CONTENTS

INTRODUCTION T-4

MAJOR CONDITIONS T-5

GOALS AND POLICIES T-7

GOAL 4.1 OVERALL TRANSPORTATION GOAL T-7

GOAL 4.2 ARTERIAL STREETS AND HIGHWAYS T-9

GOAL 4.3 NEIGHBORHOOD STREETS T-18

GOAL 4.4 NON-MOTORIZED TRANSPORTATION T-19

GOAL 4.5 TRANSIT/MULTI-MODAL/TRANSPORTATION DEMAND MANAGEMENT T-23

GOAL 4.6 PARKING T-25

GOAL 4.7 AIR TRANSPORTATION T-26

GOAL 4.8 FINANCING IMPLEMENTATION T-27

GOAL 4.9 INTERGOVERNMENTAL COORDINATION T-29

RECOMMENDED IMPLEMENTATION STRATEGIES T-31

Tables

Recommened Implementation Strategies.....T-32

Maps

Map 4.1. Roadway Functional Classification & Signal Locations.....T-11

Map 4.2. Truck Route Map T-15

Map 4.3 Pedestrian Network.....T-21

Map 4.4 Bicycle Network.....T-22

INTRODUCTION

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

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

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

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

MAJOR CONDITIONS

Major transportation conditions include:

- Congestion continues to increase on the regional freeways serving the City resulting in regional traffic cutting through the City on key arterials which are increasingly congested.
- Sea-Tac International Airport generates the most traffic in the City. Air passenger traffic is forecast to increase by 75 percent by 2035; freight traffic is forecast to increase significantly, increasing transportation demands on the highway system, arterials, transit, and non-motorized facilities.
- The City has designated an Urban Center as part of the regional Vision 2040 Plan. The designated Urban Center stretches along International Boulevard from north of SR 518 to S. 208th Street near the southern city limits, a distance of over 3.5 miles. The City is forecast to grow by over 6,500 housing units and 30,000 new jobs, with much of the growth focused in the Urban Center, which will result in significantly greater transportation demands along key corridors.
- Several significant transportation improvement projects are planned and needed to serve regional travel, growth at Sea-Tac International Airport, and growth in the City and surrounding communities. They include:
  - Sound Transit's Link Light Rail Extension from Sea-Tac International Airport to S. 200th Street and eventually to Kent/Des Moines and points south
  - WSDOT's extension of the SR 509 freeway between S. 188th Street and I-5 and construction of additional lanes along I-5 between SR 509 to south of SR 516
  - The City's completion of the 28th/24th Avenue S. arterial between S. 200th Street and S. 216th Street in Des Moines
  - Port of Seattle's construction of the Airport South Link arterial connection between the terminal drive system and the intersection of S. 188th Street/28th Avenue S.
  - The Port of Seattle's construction of a new Sea-Tac South Airport Expressway (SAE) as a grade-separated roadway between the airport terminal drive system and the SR 509 freeway extension.
  - WSDOT's conversion of the existing I-5 High Occupancy Vehicle (HOV) lanes to High Occupancy Toll (HOT) Lanes and possible additional HOT lanes using existing freeway shoulders from Pierce County line to north of SR 518.

See the Urban Center and City Center map in the Land Use Element

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

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

- Traffic cutting through residential neighborhoods to avoid the congestion on arterials is disruptive to neighborhoods.
- Ensuring transportation safety for all modes of travel is significant for SeaTac's citizens.
- Pedestrian safety is a high priority.
- Many of the City's arterials and collector roads do not meet current design standards for an urban community. Reconstruction of these roadways to current standards is expensive and impacts adjacent residents and businesses.
- In 2012, the City completed the Safe and Complete Streets Plan which identified a comprehensive system of pedestrian and bicycle facilities throughout the City.
- Sound Transit's Link light rail transit (LRT) system supports increased transit use to meet the community's travel needs into the future.
- Most transit stops lack amenities, such as bus shelters, benches, and trash receptacles.
- Ongoing implementation of the Commute Trip Reduction (CTR) program for the City's major employers will support and increase demand for alternatives to commuters driving alone.

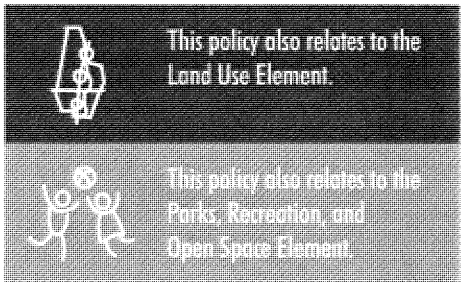
GOALS AND POLICIES

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

Overall Transportation Goal

GOAL 4.1

For the benefit of SeaTac's residents, businesses, and visitors, promote the safe and efficient transport of people and goods by implementing and maintaining an integrated multi-modal transportation system that also supports and encourages alternative and active transportation modes.

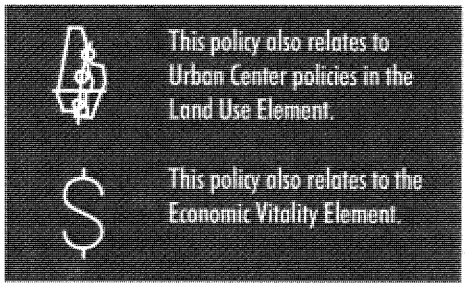


An integrated multi-modal transportation system is the ultimate goal for the City's transportation system to provide choices and meet the mobility needs of the residents, businesses and visitors. The transportation goals and policies advocate completion of the first phase of the extension of the SR 509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

Policy 4.1A

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

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



Policy 4.1B

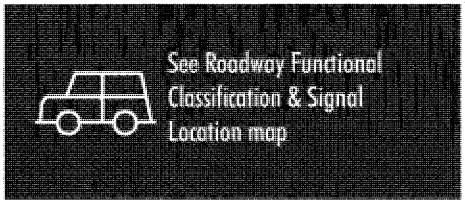
Develop a multi-modal transportation system that preserves and protects natural resources, reduces adverse impacts on the environment, and complies with federal, state, regional, and local policies.

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

Arterial Streets and Highways

GOAL 4.2

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



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

Policy 4.2A

Establish an acceptable level of service (LOS) standard of:

- Adopted state and regional level of service standards for state highways.
- LOS E or better for principal and minor arterial intersections and roadways.
- LOS D or better for collector arterials and lower classification streets.
- Using state and regional guidance, exceptions may be allowed to the LOS E standard along principal and minor arterials if future improvements are included in the City's adopted Transportation Element and regional transportation plans. Exceptions to the standards should be reflective of acceptable traffic engineering methodologies
- The City should also provide exceptions where the City determines improvements beyond those identified in the Transportation Element are not desirable, feasible, or cost-effective.
- The Transportation Element recognizes needed exceptions to the level of service policy (LOS E standard) for principal and minor arterial intersections at the following locations:

  – S. 188th Street/International Boulevard,

Level of service (LOS) is a quantitative measure of the performance of the transportation system. LOS can be assesed for various travel modes. LOS A represents the best operating conditions and LOS F represents the worst.

- S. 200th Street/International Boulevard,
- S. 170th Street/International Boulevard,
- SR 518 Westbound Off-ramp/S. 154th Street.

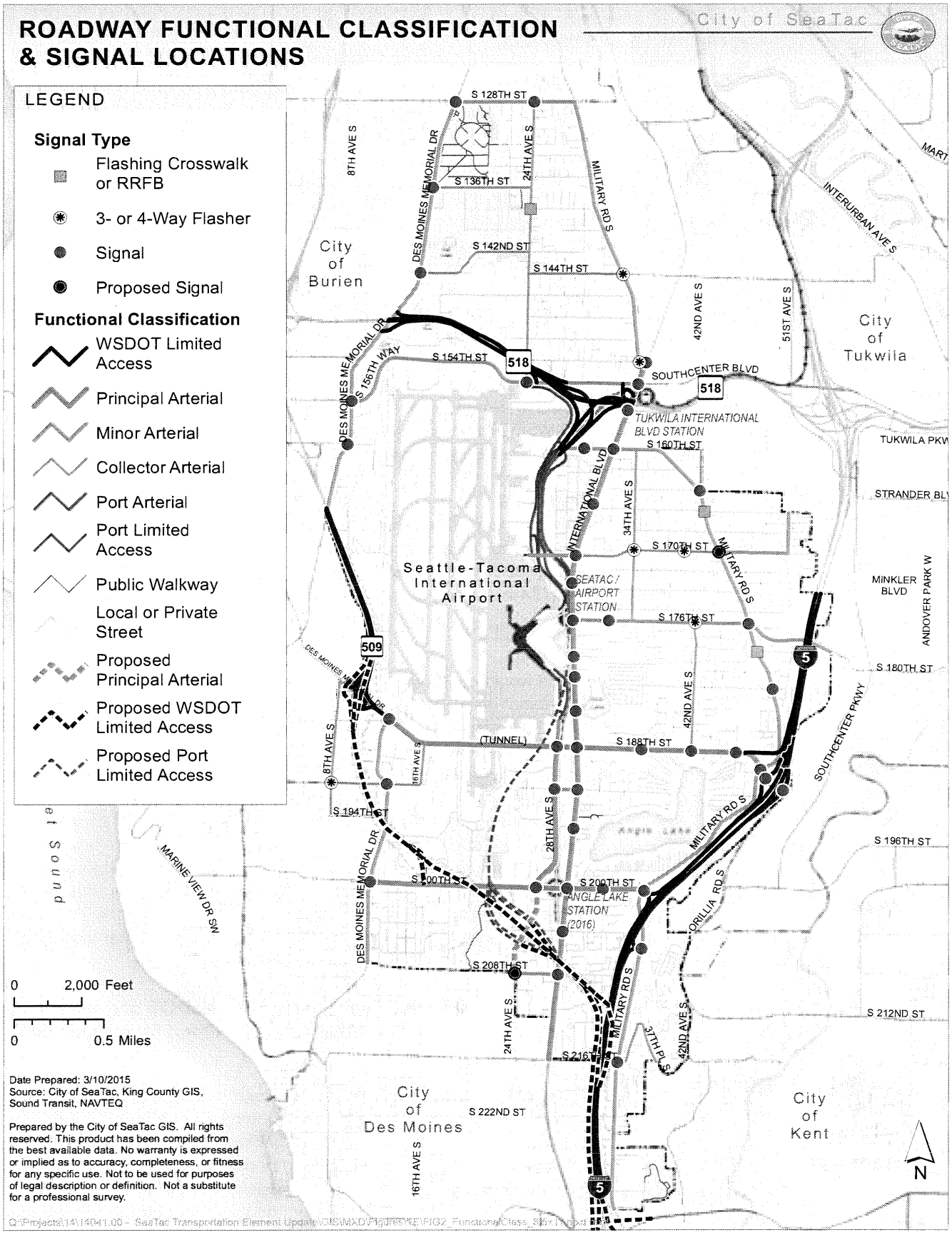
- **Consider establishing a multi-modal level of service standard tailored to SeaTac's conditions.**

LOS E/F is defined as the operational capacity of a roadway or intersection. The LOS D or better goal for collector arterials and lower classification streets acknowledges the desire to minimize the use of these facilities by through traffic. The exceptions to the LOS E standard on minor and principal arterials reflect that the City has developed the plan for the multi-modal transportation system based on significant growth and supports the use of transit, transportation demand management, and non-motorized travel. Congested (LOS E/F) conditions already exist along some of the principal arterials. Due to the time lag in implementing major projects, the City plans to continue to allow developments that are consistent with the development assumptions of the Comprehensive Plan to proceed subject to the approval of the City's Community and Economic Development Director. The City's Community and Economic Development Director will review the development application to determine that the City's goals related to transportation safety, operations, and multi-modal connectivity will be met. The Community and Economic Development Director will recommend appropriate mitigation to reduce the transportation impacts of the project under the State Environmental Policy Act (SEPA).

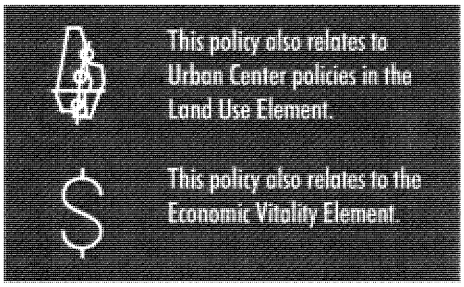
See the Capital Facilities Element for a discussion about the GMA principle of concurrency

The Growth Management Act (GMA) requires that a level of service (LOS) standard be established for locally owned arterials and transit routes. Traditional traffic engineering analyses focus LOS discussions primarily on automobile delays and/or throughput without regard to other transportation modes, such as transit, walking or bicycling. Cities in Washington and other parts of the country have recently begun moving toward adopting multi-modal LOS analyses and standards that account for all trips that occur in the right of way. This type of analysis meets the GMA's concurrency requirements. However, the City of SeaTac has chosen to continue to measure LOS for arterials using standard traffic operations methods from the Highway Capacity Manual based on automobiles. However, as discussed in other sections of the Transportation Element, the City is prioritizing improvements that enhance non-motorized transportation and transit. While not the basis of the LOS standards, the City's goals and policies support a full, integrated transportation system that includes non-motorized modes and a range of transit services and facilities.

Policy 4.2B
Permit development that is consistent with the 2035 land use/development assumptions provided that the transportation system operates within the adopted level of service standard as stated in Policy 4.2A. The developments should incorporate the noted design and improvement provisions of the adopted subarea plans.



Map 4.1. Roadway Functional Classification & Signal Locations



Policy 4.2C
Support and work with WSDOT, the Port of Seattle, and other agencies to encourage the State Legislature to fund and construct the Phase 1 of the planned SR 509 Freeway Extension between S. 188th Street and I-5 by 2025.

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

Policy 4.2D
Continue to partner with the Port of Seattle, and regional and local agencies to construct an Interim Airport South Access by 2025 to connect with the Phase 1 SR 509 Freeway Extension using the 28th/24th Avenue S. arterial corridor.

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

The Angle Lake District Station Area Plan designates the International Boulevard/S. 200th Street vicinity for transit oriented development and enhanced pedestrian and bicycle facilities. The SR 509 improvements will allow the City to maintain better traffic operations and maintain safety for pedestrians and bicyclists.

Policy 4.2E
Continue to work with the Port of Seattle, WSDOT, and regional and local agencies to construct the full South Airport Expressway (SAE) before 2035.

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

The shift in traffic also will help to minimize the impacts of traffic on City neighborhoods.

Policy 4.2F
Following completion of Phase 1 of the SR 509 Freeway Extension, continue to support and work to advance funding and construction of Phase 2 of the SR 509 Freeway Extension project by 2040.

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

Policy 4.2G
Support direct HOV ramp connections between I-5 and SR 509 and I-5 and SR 518 and I-405 to further encourage reductions in single occupant vehicle (SOV) use.

Policy 4.2H
Work with WSDOT to revise the existing SR 518 interchange with International Boulevard and S. 154th Street consistent with the South 154th Station Area Plan and WSDOT's SR 518 Route Development Plan (RDP).

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

The South 154th Street Station Area Plan also recommends relocating the existing ramp that connects westbound SR 518 to S. 154th Street west to align with 32nd Avenue S.

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

Policy 4.2I
Continue to rely on I-5 for high volume, north-south, regional travel, including freight, High Occupancy Vehicles (HOV) and transit, in the vicinity of the City of SeaTac.

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

Policy 4.2J
Align classification of streets and arterials to reflect their desired functional use. The functional classification system should be based on the volume of present/future traffic, design, multi-modal facilities, adjacent land uses, and consistency in connections with other agency transportation facilities.

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

Policy 4.2K
Explore transferring Des Moines Memorial Drive adjacent to the City of Burien from the City of SeaTac to the City of Burien to better reflect the adjacent land uses that will benefit from upgrading that section of arterial.

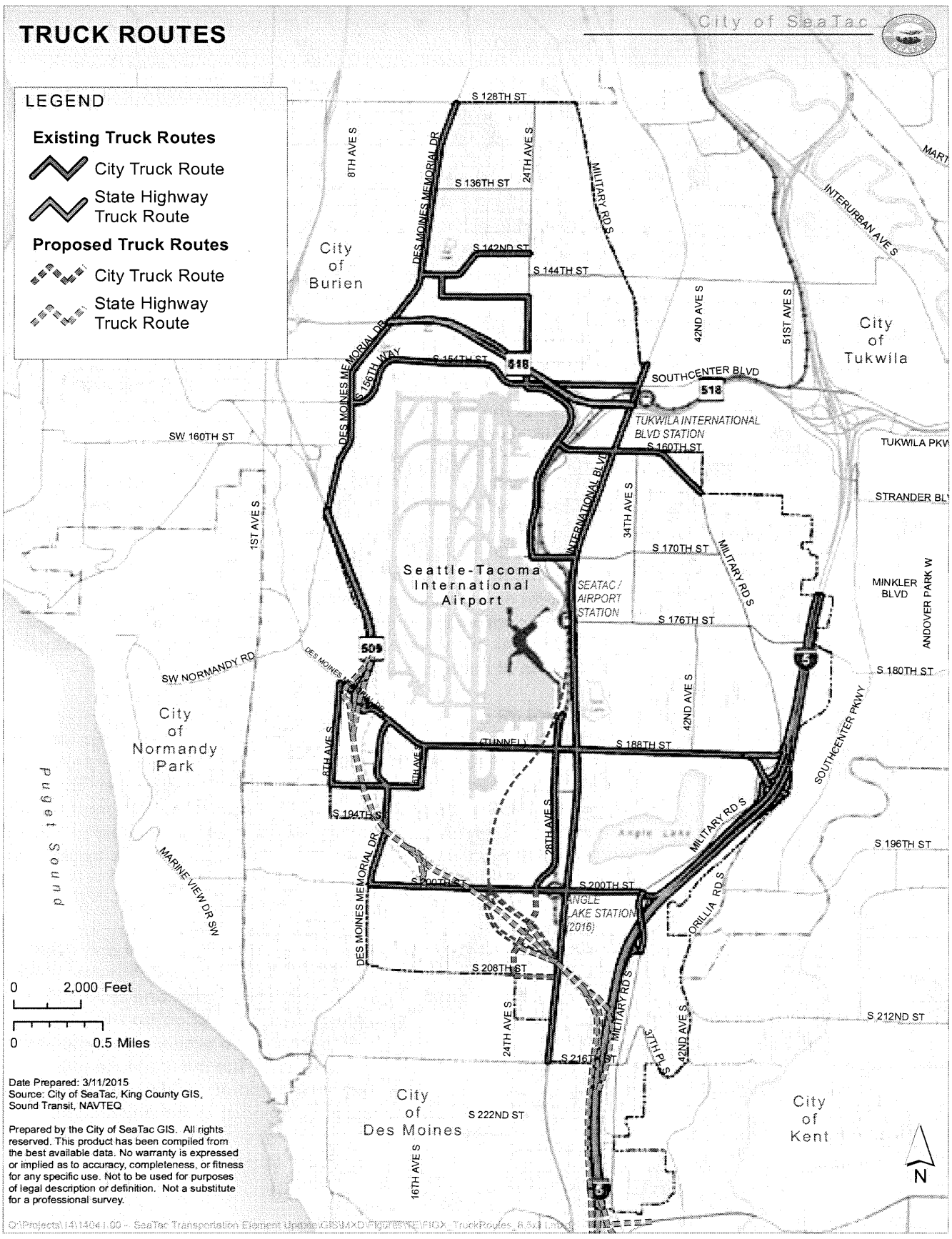
Des Moines Memorial Drive is adjacent to Burien between S. 128th Street and SR 509. There is little existing development or developable land on the east side of the arterial within the City of SeaTac. Existing and future developments within the City of Burien would directly benefit from improvements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

Policy 4.2L
Consolidate access to properties along principal, minor, and collector arterials as opportunities present themselves to maximize the capacity of the facilities and reduce potential safety conflicts.

Policy 4.2M
Minimize impacts to residential streets by working with the Port of Seattle, WSDOT, and regional and local agencies to address freight needs and direct trucks to designated truck routes in the City through establishing a system of way-finding, including signing truck routes to/from the freeway system and major destinations.

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

Policy 4.2N
Work with WSDOT to reconnect streets and pedestrian and bicycle routes affected by the construction of the SR 509 freeway extension.



Map 4.2. Truck Routes

The design elements for a facility should reflect the intended function of the facility. Principal arterials should have design elements that provide for the movement of through travel with limitations on the type and amount of direct access. Local streets should have elements that provide for property access and discourage through traffic. Design elements for minor and collector arterials should reflect their functions between those for principal arterials and local streets. The design elements also should indicate the City's desire for the type and level of treatment for transit/high occupancy vehicle needs and for non-motorized travel. While these definitions reflect the City's objectives for these corridors, implementation of design elements may be constrained by physical limitations, cost constraints, or limited rights-of-way in some corridors.

Policy 4.2O
Establish and enforce appropriate speed limits along SeaTac's roadways that balance multi-modal mobility, traffic engineering standards, a street's functional classification, adjacent land uses and public safety concerns.

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

Policy 4.2P
Establish appropriate transportation design standards for arterials, and local streets based on balancing the functional classification needs of the facility and the needs of the adjacent land uses. The design elements should accommodate and encourage alternative and active transportation modes such as transit, HOV, pedestrians, and bicycles for each classification. Amenities should enhance the mobility options by providing an improved environment for all users.

Policy 4.2Q
Implementation of desired design standards may be constrained by physical or environmental issues, costs effectiveness, right-of-way, or other parameters; variances to the street standards to address these types of issues may be approved, while seeking to maintain the function of the transportation corridor.

Policy 4.2R
Invest in improvements to arterials to meet current design standards including pedestrian and bicycle facilities, turn lanes, improved drainage, and enhanced traffic control and illumination. The improvements should be designed and constructed to improve safety, reduce maintenance costs, support economic development, reduce environmental impacts, and improve the quality of the transportation system for all modes.

Policy 4.2S
Operate, maintain, and preserve the existing arterial and street system through an ongoing Pavement Management System (PMS), comprehensive signing and markings program, and systematic operation process. These programs should prioritize essential maintenance and preservation taking into account life-cycle costs associated with delayed maintenance. The maintenance and preservation systems system should address facilities for motorized and non-motorized travel and the impacts of the present and projected land uses.

Policy 4.2T
Enhance traffic flow, operations and safety through implementation of Transportation Systems Management (TSM) and Intelligent Transportation System (ITS) technologies and coordination with other agencies.

Building more roadway capacity to serve automobiles, transit, and freight is very expensive, can adversely impact pedestrian and bicycle travel, result in relocation of existing residents or businesses, and may also result in environmental issues. Getting more out of the existing transportation infrastructure is an important component of the arterial and highway plan. Improved signal timing and operations, better signage and way-finding, increased driver information systems, consolidation of accesses/driveways, and restricting turns at some location can improve the capacity, help maintain consistent travel speeds, reduce out of the way travel, and reduce transportation safety issues. The City will evaluate and implement these techniques, as applicable, to cost-effectively address transportation issues. Other transportation agencies have Intelligent Transportation Systems (ITS) in place. The City will coordinate with the other agencies to seek partnership opportunities.

Policy 4.2U
Develop coordinated prevention and recovery strategies and disaster response plans with state, regional, and local agencies to help protect the transportation system against major disruptions.

Neighborhood Streets

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

GOAL 4.3

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

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

Policy 4.3A
Upgrade residential neighborhood streets with pedestrian and bicycle facilities and increased access to transit in alignment with pedestrian and bicycle network plans.

Policy 4.3B
Address neighborhood traffic calming issues in a comprehensive fashion consistent with the plans and procedures that have been adopted to address these issues, consisting of but not limited to: SeaTac's Safe and Complete Streets Plan, and the Neighborhood Traffic Safety Program (NTSP).

An evaluation of transportation issues throughout the City was conducted as part of developing the Transportation Element. Systematic implementation of these plans and programs through the annual Transportation Improvement Program (TIP) and long-range Capital Facilities Plan (CFP) will provide for an integrated, cost-effective pro¬gram of solutions that may include such features as traffic-calming alternatives, signage, pedestrian facilities, and other improvements. The NTCP is an important element to the plan strategy. Because LOS E or worse is to be tolerated on some principal arterials, the adjacent neighborhood streets must remain less desirable for cut-through traffic. This program should address neighborhood streets in areas adjacent to the most congested arterials that are most likely to be impacted by traffic diversion. These plans and programs are intended to help minimize the intrusion of non-local automobile traffic into residential areas, as well as provide for sidewalks to connect to schools, parks, trails or other public transportation facilities.

Non-Motorized Transportation

GOAL 4.4
Plan for and develop a system of transportation facilities for all users and all modes including pedestrians, transit users and bicyclists.

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

Policy 4.4A
Promote safe pedestrian movement as a basic means of transportation and assure adequate pedestrian facilities, amenities and connections are provided for in conjunction with other transportation facilities and developments.

The City requires the provision of adequate pedestrian facilities and accompanying amenities in all public capital projects and in future private developments. (See Pedestrian Network Map)

Policy 4.4B
Coordinate with King County and other agencies to advance construction of the Lake to Sound Trail.

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

Policy 4.4C
Work to design and construct arterials to include safe and attractive pedestrian facilities (including crossings) on both sides of the street.

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

These policies reflect and are consistent with recommendations in the Safe and Complete Streets Plan.

Policy 4.4D
Serve the City's residential areas with transit and a well-connected network of sidewalks and bicycle paths.

Policy 4.4E
Prioritize safety and pedestrian capacity improvements on streets that provide access to schools, parks, transit facilities, public facilities, and within the Urban Center.

Policy 4.4F
Develop and implement criteria for installing pedestrian crossing treatments and appropriate traffic controls to improve safety and comfort throughout the City.

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

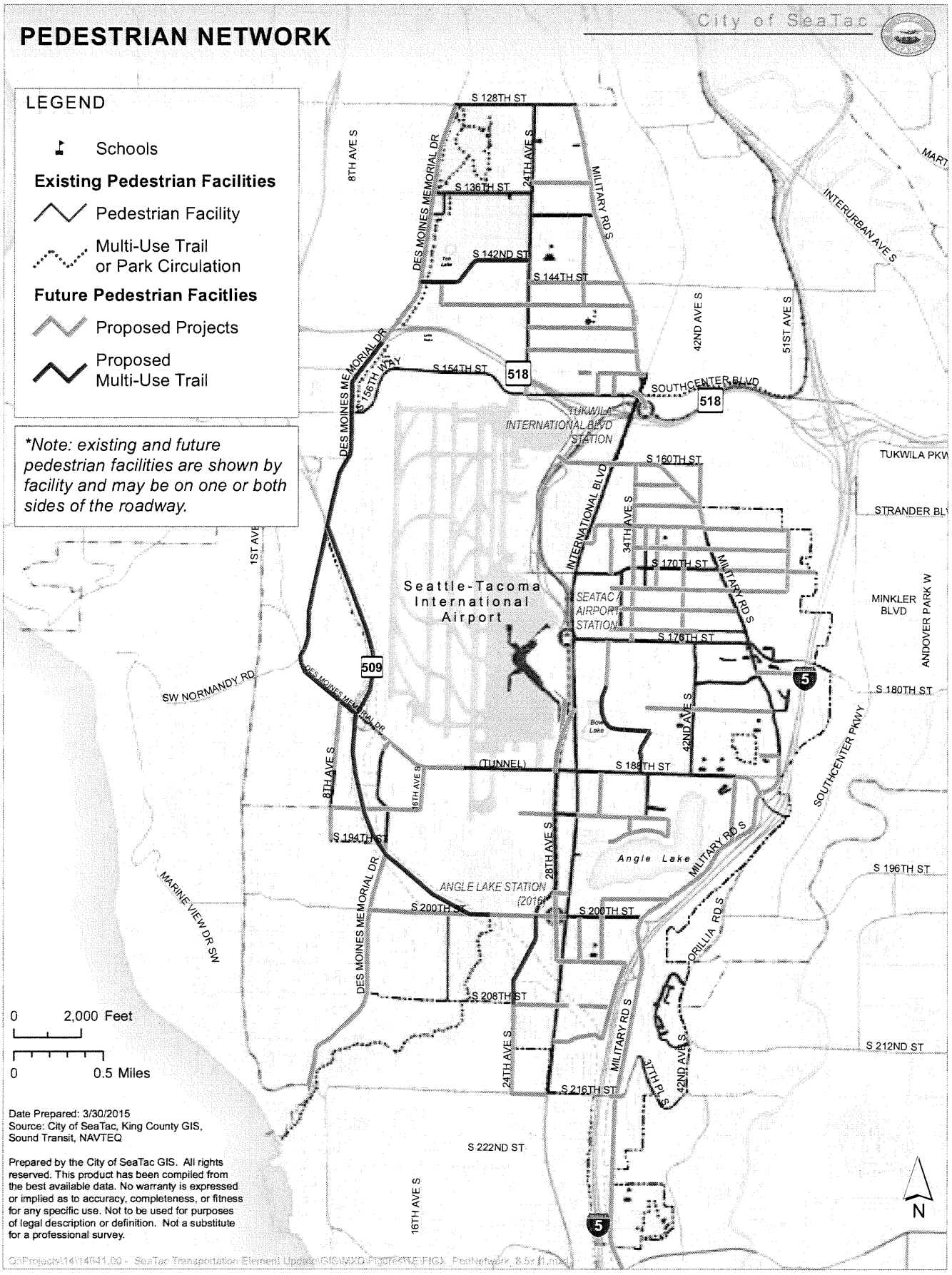
Policy 4.4G
Develop and implement a network of bicycle facilities providing for safe, interconnected travel within the City and providing connections to regional facilities and major local destinations as described in the Safe and Complete Streets Plan.

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

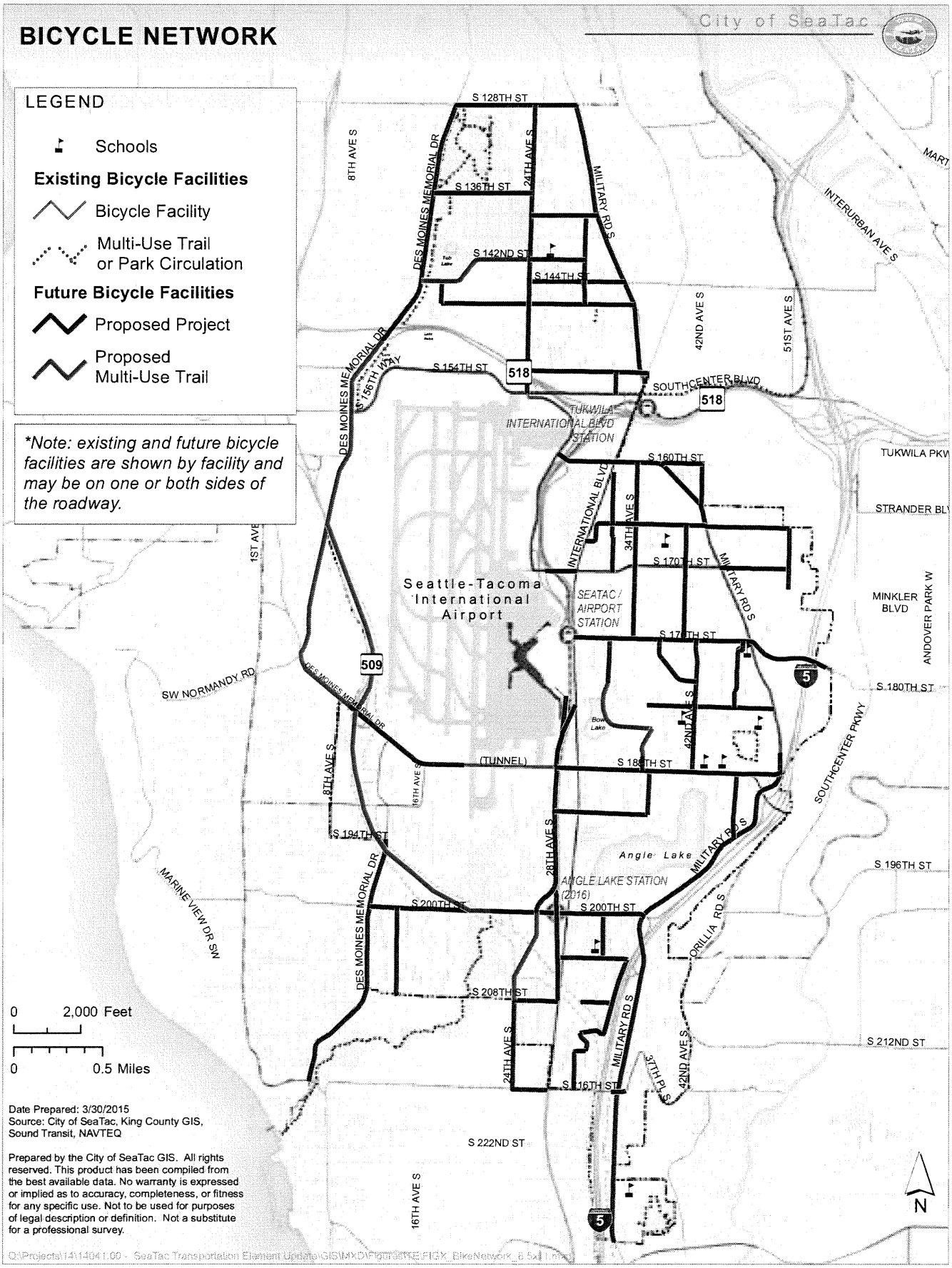
Policy 4.4H
Prioritize completing a north-south bicycle route east of International Boulevard between S. 188th Street and S. 160th Street.

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

Policy 4.4I
Work to implement directional and way-finding signage to direct bicyclists to the desired bike routes and destinations within the City.



Map 4.3. Pedestrian Network



Map 4.4. Bicycle Network

Transit/Multi-Modal/Transportation Demand Management

GOAL 4.5

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

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

Policy 4.5A
Support the planned extension of Sound Transit's Link Light Rail to Des Moines and then to Federal Way along a route that minimizes impacts to properties within the City limits, with sufficient parking at stations.

Policy 4.5B
Work with King County Metro (Metro) to enhance transit service in SeaTac, especially east-west connections to the Urban Center and to connections with the Bus Rapid Transit (BRT) routes.

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

Policy 4.5C
Work with King County Metro Transit to expand the operating hours for local service between Link light rail and residential neighborhoods coordinated with schedules to enhance transfers between trains and buses.

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

Policy 4.5D
Continue to work with King County Metro, Sound Transit and adjacent jurisdictions to enhance and expand east-west transit service and future multi-modal transit options.

Policy 4.5E
Coordinate with Sound Transit, Port of Seattle, and the local development community to study, plan, and implement (if deemed feasible) a Personal Rapid Transit (PRT) or similar system serving SeaTac's Urban Center; provided, any proposed system is primarily funded by the private sector, or other non-City sources.

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

Policy 4.5F
Work with Sound Transit, Metro and private developers to provide transit rider amenities to enhance the environment and safety for transit users.

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

Policy 4.5G
Encourage and implement formal transportation demand management (TDM) programs for new and existing workplaces and higher density residential developments in the City. The programs should, at a minimum, conform to the Commute Trip Reduction (CTR) Act. Transportation Management Associations (TMA) should be encouraged in order to coordinate TDM programs between adjacent businesses to increase their potential impact on reducing future traffic volumes.

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

Parking

GOAL 4.6

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

Parking needs to be considered part of the multi-modal transportation system and plays an important role given that all auto trips begin and end with parking. Managing both the supply and demand of parking will be vital in supporting the City's overall goals and objectives. Providing too much parking can lead to inefficient land use and sprawl as well as deter the use of alternative modes. Not having enough parking can negatively impact the economic vitality of commercial areas and result in spillover that affects the livability of neighborhoods. The following policies are intended to find a balance that would support neighborhood livability, economic development, and support alternative modes.

Policy 4.6A

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

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

Policy 4.6B

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

Depending on the specific cause and effect, possible solutions could range from education (including signing), increased enforcement, adding to the parking supply (such as angle parking or use of an off-street lot), time restrictions, residential parking zones, or possibly charging for parking. One size does not fit all situations and the City should work closely with the neighborhood to assure that the solution is acceptable. Potential phasing of solutions and or phased implementation may be appropriate.

Air Transportation

GOAL 4.7
Coordinate with local and regional agencies to support regional air transportation needs.

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

Policy 4.7A
Coordinate with the Port of Seattle, state, regional, and local agencies to encourage swift, collaborative resolution for evaluating air transportation needs and impacts on the City of SeaTac.

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

Program Financing and Implementation

GOAL 4.8
Establish and maintain a consistent, sustainable, adequate, and equitable funding program to maintain, operate and improve the City's transportation system in a timely manner to support implementation of the City's Comprehensive Plan.

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

Policy 4.8A
Prioritize transportation projects and programs that best improve safety and, connectivity, support economic growth, preserves prior transportation investments, and increases capacity of travel modes, reflective of available revenues.

The City has a diverse range transportation system needs that support economic growth and improve the quality of existing neighborhoods. Improving the livability of the City for existing and future members of the community is a basic tenant of the Comprehensive Plan and transportation investments are a key part of those investments. Safety of the transportation system for all modes of travel is a pillar of improving the quality of the transportation system. Transportation projects and programs that look at the benefits for all travel modes will help the City meet its objectives for alternative and active transportation while reducing potential adverse impacts within the community. To meet revenue constraints, defer lower priority projects.

Policy 4.8B
Identify stable and predictable funding sources to maintain and operate the City's transportation system to preserve prior investments, enhance safety, and improve quality for all travel modes.

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

In 2013 the City valued its transportation infrastructure at $87 million, not counting the value of the land occupied by the streets.

Policy 4.8C
Apply for regional, state, and federal funding sources for major improvements serving Sea-Tac International Airport and regional or sub-regional through traffic.

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

Policy 4.8D
Consider supplementing existing transportation funding sources with new revenue sources including a potential Transportation Benefit District (TBD) to help fund preservation and implementation of non-motorized transportation improvements identified in the Transportation Master Plan .

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

Policy 4.8E
Continue to direct funds from the commercial parking tax to help fund the high priority transportation projects in the City's arterial network.

Existing gas tax and motor vehicle registration fees will not be sufficient to meet the financial needs of the transportation plan. The commercial parking tax is the largest component of the City's transportation funding and will likely continue to be the largest component during through 2035. The City should maintain the use of revenues from the parking tax for transportation projects.

Policy 4.8F
Review and update the transportation impact fee (TIF) program to reflect the projected growth in the City and help fund the costs of growth-related transportation projects.

The City's transportation impact fee was established in 1995 and updated in 2002. At those times, the City did not have a designated Urban Center and light-rail was not in place. Current forecasts of residential and employment growth are much higher than prior forecasts and historical trends. In addition, the City's TIF rate per new PM peak hour trip generated by developments is well below most other cities in South King County.

Intergovernmental Coordination

GOAL 4.9
Actively coordinate with the Port of Seattle, WSDOT, and regional and local agencies to advance transportation projects and programs identified in this Transportation Element and in the Transportation Master Plan.

The City of SeaTac and its transportation system do not exist in a vacuum. Users of the various parts of the transportation system do not typically note that they are on a state highway, city or county arterial or local street. Most users also do not consider the specific agency that owns and operates transit systems or non-motorized facilities. They simply want to be able to travel from one location to meet their needs in a pleasant, safe and efficient manner. The City recognizes and supports the need to continue to work with state, regional, and local partners to achieve the desired transportation system in a systematic and cost-effective manner.

Also see Framework Goal 1.2 for interjurisdictional coordination policies.

Policy 4.9A
Continue to work with the Port of Seattle in updating and extending its Interlocal Agreement and coordinate on the Port's Sustainable Airport Master Plan to address transportation system impacts and solutions of mutual concern.

The City of SeaTac and Port of Seattle have partnered in developing a single travel demand forecasting model, transportation data, improvement plans, and other related materials used in preparing the City's Transportation Element and Transportation Master Plan. The City has shared technical analyses and coordinated with the Port on the need for and the timing of the SR 509 Freeway Extension and Airport South Access roadways. In addition, the Port of Seattle is in the process of developing its Sustainable Airport Master Plan (SAMP) to help accommodate increases in air passenger and air cargo traffic. The City is continuing to monitor the SAMP and is coordinate with the Port to address the potential impacts of the SAMP on the City's transportation system.

Policy 4.9B
Continue to coordinate the planning, design, and implementation of the City of SeaTac's Transportation Element with WSDOT, King County, the Port of Seattle, and neighboring cities to assure that the transportation system works together to meet the multi-modal needs of the communities.

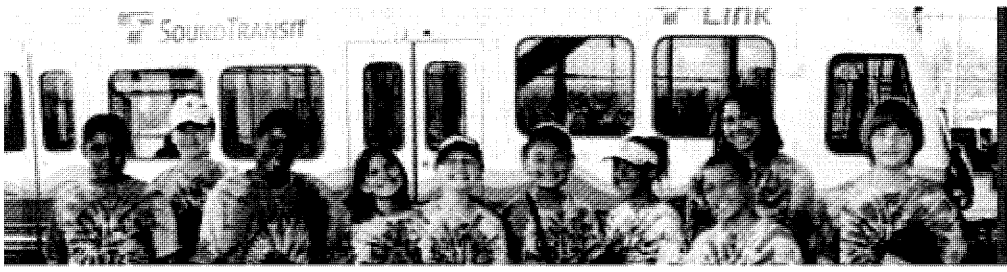
Transportation systems do not stop at city boundaries. Arterials such as International Boulevard, Military Road and Des Moines Memorial Drive serve as important corridors that cross a number of city boundaries. The 28th/24th Avenue S. corridor is planned to serve as Interim South Access for Sea-Tac International Airport and the connection to Phase 1 of the SR 509 Freeway Extension. In addition, the corridor is intended to serve significant planned developments in the cities of SeaTac and

Des Moines. Without coordinated planning, design, and construction of the arterial corridor, users of the facility could see different designs that do not adequately serve the desired function of the corridor for automobiles, transit access, pedestrians, bicyclists, or freight trucks. The City's Transportation Element supports continued coordination with its agency partners to help assure the combined roadways, non-motorized, and transit systems function as an integrated multi-modal transportation system.

Policy 4.9C

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

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



RECOMMENDED IMPLEMENTATION STRATEGIES

This section identifies the specific steps, or implementation strategies, that achieve this Element's policies. It also identifies the group(s) with primary responsibility for carrying out each strategy and the expected time frame within which the strategy should be addressed. Policy summaries are included in the table for reference.

As the Primary Responsibility column indicates, many of the implementation strategies will be initially undertaken by a specified board or commission. In most cases, the City Council will analyze the specific board/commission recommendation and make the final decision about how to proceed.

The time frames are defined as follows:

- Short-Term ..... one to five years
- Medium-Term .... six to 10 years
- Long-Term ..... 11 to 20 years
- Ongoing ..... no set time frame, since the strategy will be implemented on a continual basis

The time frames are target dates set regularly when the City Council adopts amendments to the Comprehensive Plan.

The list of proposed implementation strategies is a minimum set of action steps and is not intended to limit the City from undertaking other strategies not included in this list.

PROPOSED POLICIES	IMPLEMENTATION STRATEGIES	PRIMARY RESPONSIBILITY	TIME LINE
GOAL 4.1 PROMOTE THE SAFE AND EFFICIENT TRANSPORT OF PEOPLE AND GOODS BY IMPLEMENTING AND MAINTAINING AN INTEGRATED MULTI-MODAL TRANSPORTATION SYSTEM.			
4.1A Plan for and implement a multi-modal transportation system while balancing transportation needs with other community values.	Regularly monitor and report on the status of implementation of transportation improvement projects and programs, mode splits, safety, and other metrics to track the success of implementing the policies of the Transportation Element.	Staff	Ongoing
	Develop and implement surveys to check in with SeaTac residents, businesses, and visitors on assessing the status and priorities of the City's multi-modal transportation system.	Staff	Short Term
	Amend the Capital Facilities Plan and Transportation Improvement Program (TIP) and Capital Improvement Plan (CIP) as needed to implement policies reflecting growth and transportation funding.	City Council, Planning Commission, Staff	Ongoing
	Review and refine the Transportation Element and Transportation Master Plan as part of the annual Comprehensive Plan amendment docket process.	City Council, Planning Commission, Staff	Ongoing
4.1B Develop a multi-modal transportation system that reduces adverse environmental impacts of the transportation system.	Review and implement multi-modal transportation design standards to meet federal, state, regional, and local policies related to the environment.	Staff, Planning Commission, City Council	Ongoing
GOAL 4.2 DEVELOP AND MAINTAIN AN ARTERIAL STREET AND HIGHWAY SYSTEM THAT REDUCES REGIONAL AND AIRPORT RELATED TRAFFIC ON CITY STREETS.			
4.2A Establish LOS for intersections and roadways with LOS E or better as acceptable on principal or minor arterials.	Regularly monitor traffic volumes on local streets to maintain the adopted LOS.	Staff	Ongoing

PROPOSED POLICIES	IMPLEMENTATION STRATEGIES	PRIMARY RESPONSIBILITY	TIME LINE
4.2B Permit development that is consistent with the 2035 Land Use Element and Comprehensive Plan development assumptions; provided, that the transportation system operates within the adopted level of service (LOS).	Regularly monitor traffic volumes and operations to maintain the adopted LOS.	Staff	Short-Term
4.2C Encourage funding and construction of Phase 1 of the SR 509 Freeway Extension by 2025.	Ongoing coordination and lobbying.	City Council, Planning Commission, Staff	Ongoing
4.2D Partner with the Port of Seattle, WSDOT, and other agencies to fund and construct Interim Airport South Access by 2025.	Ongoing coordination and lobbying.	City Council, Planning Commission, Staff	Ongoing
4.2E Encourage funding and construction of the South Airport Expressway (SAE) between the Airport and SR 509 Freeway Extension before 2035.	Ongoing coordination with WSDOT and other agencies to prepare necessary studies and funding strategy.	City Council, Planning Commission, Staff	Medium-Term
4.2F Support funding and construction of Phase 2 of the SR 509 Freeway Extension by 2040.	Ongoing coordination with WSDOT and other agencies to prepare necessary studies and funding strategy.	Staff, Planning Commission, City Council	Medium-Term
4.2G Support direct HOV ramp connections between I-5 and SR 509 and I-5 and SR 518 and I-405.	Ongoing coordination with WSDOT and other agencies to prepare necessary studies and funding strategy.	Staff, Planning Commission, City Council	Medium-Term

PROPOSED POLICIES	IMPLEMENTATION STRATEGIES	PRIMARY RESPONSIBILITY	TIME LINE
4.2H Work with WSDOT to revise the SR 518 interchange with International Boulevard and S. 154th Street to support the South 154th Street Station Area Plan and SR 518 Route Development Plan (RDP).	Ongoing coordination with WSDOT and other agencies to prepare necessary studies and funding strategy.	Staff	Medium-Term
4.2I Continue to have I-5 provide for the high volume north-south regional travel patterns in the vicinity of the City of SeaTac.	Monitor and support regional and state transportation planning and funding to maintain and expand the people-carrying capacity of I-5.	Staff, Planning Commission, City Council	Medium-Term
4.2J Classify streets and arterials to reflect their desired function.	Submit revisions to the City's functional classification system to PSRC and other agencies as needed to match the Transportation Element.	Staff	Immediate
4.2K Explore the potential for transferring a portion of Des Moines Memorial Drive to the City of Burien.	Coordinate with City of Burien on interest, processes, and timing on changing City boundaries.	Staff, City Council	Short-Term
4.2L Consolidate access to properties along principal, minor, and collector arterials whenever possible.	Review and update street design standards, if necessary.	Staff, Planning Commission, City Council	Short-Term
4.2M Minimize impacts to residential streets by directing trucks to designated routes including signing truck routes to/from the freeway system and major destinations.	Coordinate with the Port of Seattle and WSDOT to review and update truck signing in the City and consistent with truck route plan and traffic engineering standards.	Staff	Short-Term
	Regularly monitor traffic volumes on local streets and implement arterial improvements and possible neighborhood traffic control programs to reduce impacts of traffic diversion into neighborhoods.	Staff	Ongoing

PROPOSED POLICIES	IMPLEMENTATION STRATEGIES	PRIMARY RESPONSIBILITY	TIME LINE
4.2N Work with WSDOT to reconnect streets and pedestrian and bicycle routes affected by the construction of the SR 509 freeway extension.	Ongoing coordination with WSDOT on project studies and designs.	Staff	Ongoing
4.2O Establish and enforce speed limits that reflect the functional classification of the roadway, adjacent land uses, and safety issues.	Review and update street design standards and processes for evaluating and modifying speed limits consistent with traffic engineering practices.	Staff, Planning Commission, City Council	Short-Term
4.2P and 4.2Q Establish appropriate transportation design standards for arterials and local streets based on the functional classification of the facility and the land use plan; Allow for possible variances to the standards while maintaining the function of the transportation system.	Monitor implementation of policy as part of development review processes and capital projects.	Staff, Planning Commission, City Council	Ongoing
	Evaluate and document potential variances from the standards as part of design and construction of improvements defined in the Transportation Element or as part of development projects.	Staff, City Council	Ongoing
4.2R Invest in improvements to arterials to meet current multi-modal design standards.	Amend the Transportation Improvement Program (TIP) and Capital Improvement Program (CIP) as needed to implement policies.	Staff, Planning Commission, City Council	Ongoing
4.2S Operate, maintain, and preserve the existing arterial and street system through an ongoing Pavement Management System (PMS) and comprehensive signing and markings program.	Amend the City Budget, CIP, Capital Facilities Plan, and TIP as needed to implement policies.	Staff, City Council	Ongoing
	Regularly review the street signing, markings, pavement ratings and operations processes to assure desired standards are met.	Staff	Ongoing

PROPOSED POLICIES	IMPLEMENTATION STRATEGIES	PRIMARY RESPONSIBILITY	TIME LINE
4.2T Enhance traffic flow, operations, and safety of the transportation system through implementation of Transportation Systems Management (TSM) and Intelligent Transportation Systems (ITS) technologies.	Amend the Transportation Improvement Program (TIP) and Capital Improvement Program (CIP) as needed to implement policies.	Staff, City Council, Planning Commission	Ongoing
	Review and update street design standards and processes to incorporate TSM, as needed.	Staff, Planning Commission, City Council	Short-Term
	Prepare an ITS strategy and architecture that is compatible with WSDOT, Port of Seattle, and other adjacent jurisdictions.	Staff, Planning Commission, City Council	Short-Term
4.2U Develop coordinated prevention and recovery and disaster response plans to protect the transportation system against major disruptions.	Coordinate with various agencies to develop plans and strategies for disaster response for the transportation system.	Staff, Planning Commission, City Council	Short-Term
GOAL 4.3 DESIGN AND OPERATE NEIGHBORHOOD STREETS TO MAXIMIZE THE SAFETY OF ALL APPROPRIATE TRAVEL MODES.			
4.3A Upgrade residential neighborhood streets with pedestrian and bicycle facilities and access to transit in alignment with pedestrian and bicycle network plans.	Amend the Transportation Improvement Program (TIP) and Capital Improvement Program (CIP) as needed to implement policies.	Staff, City Council, Planning Commission	Ongoing

PROPOSED POLICIES	IMPLEMENTATION STRATEGIES	PRIMARY RESPONSIBILITY	TIME LINE
4.3B Address neighborhood traffic calming issues in a comprehensive manner.	Systematically evaluate traffic volumes, speeds, and safety in residential neighborhoods and develop and implement traffic calming strategies with affected residents.	Staff	Ongoing
	Amend the Transportation Improvement Program (TIP) and Capital Improvement Program (CIP) as needed to implement policies.	Staff, City Council, Planning Commission	Ongoing
4.4 PLAN AND DEVELOP A SYSTEM OF TRANSPORTATION FACILITIES FOR ALL USERS AND MODES INCLUDING PEDESTRIANS, TRANSIT USERS, AND BICYCLISTS.			
4.4A Promote safe pedestrian movements as a basic means of transportation and assure adequate facilities are provided in conjunction with other transportation facilities and developments.	Revise the appropriate development code(s) as needed to implement policies.	Staff, City Council, Planning Commission	Ongoing
	Review and update street design standards and processes to assure adequate pedestrian facilities are provided for.	Staff, Planning Commission, City Council	Short-Term
4.4B Coordinate with King County and other agencies to advance the construction of the Lake to Sound Trail.	Develop regulation coordination program with agencies involved with the Lake to Sound Trail to prioritize regional funding.	Staff, City Council	Ongoing
	Develop preliminary designs and cost estimates for the Lake to Sound Trail sections within the City of SeaTac.	Staff	Short-Term
	Amend the Transportation Improvement Program (TIP) and Capital Improvement Program (CIP) as needed to implement policies.	Staff, Planning Commission, City Council	Ongoing
4.4C Design and construct arterials to include safe and attractive pedestrian facilities (and crossings) on both sides of the street.	Amend the Transportation Improvement Program (TIP) and Capital Improvement Program (CIP) as needed to implement policies.	Staff, City Council, Planning Commission	Ongoing
4.4D Serve the City's residential areas with transit and well-connected networks of sidewalks and bicycle paths.	Revise the appropriate development code(s) as needed to implement policies.	City Council, Planning Commission	Ongoing

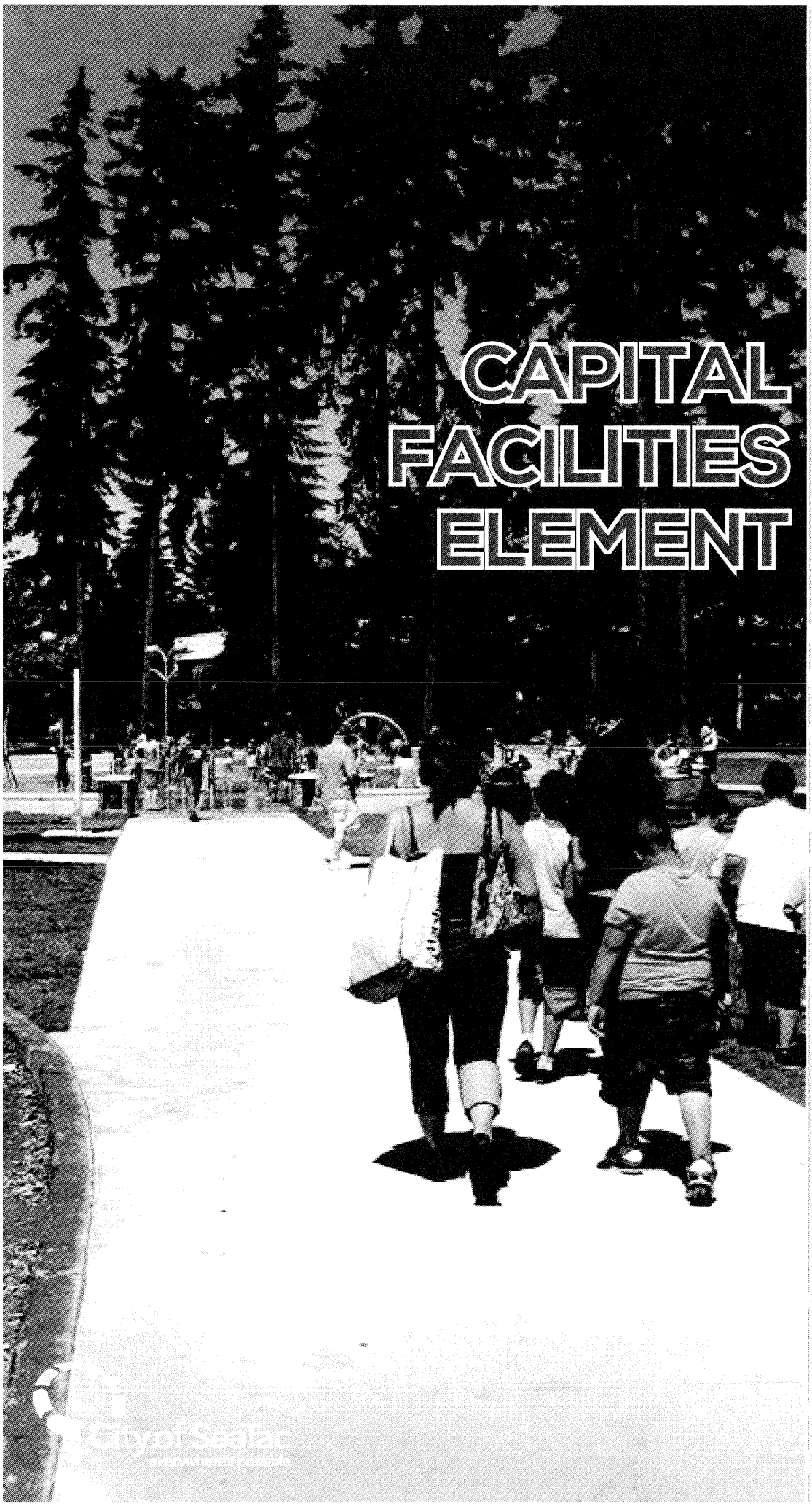
PROPOSED POLICIES	IMPLEMENTATION STRATEGIES	PRIMARY RESPONSIBILITY	TIME LINE
4.4E Prioritize safety and non-motorized capacity improvements on streets that provide access to schools, parks, transit facilities, public facilities, and within the Urban Center.	Revise the appropriate development code(s) as needed to implement policies.	Staff, City Council, Planning Commission	Ongoing
	Amend the Transportation Improvement Program (TIP) and Capital Improvement Program (CIP) as needed to implement policies.	City Council, Planning Commission	Ongoing
4.4F Develop and implement criteria for installing pedestrian treatments and appropriate traffic controls to improve safety and comfort of pedestrians.	Revise the appropriate development code(s) as needed to implement policies.	City Council, Planning Commission	Ongoing
	Amend the Transportation Improvement Program (TIP) and Capital Improvement Program (CIP) as needed to implement policies.	Staff, City Council, Planning Commission	Ongoing
4.4G Develop and implement a network of bicycle facilities providing for safe, interconnected bicycle travel within the City with connections to regional facilities and major local destinations.	Amend the Transportation Improvement Program (TIP) and Capital Improvement Program (CIP) as needed to implement policies.	Staff, City Council, Planning Commission	Ongoing
	Coordinate bicycle route planning with CIP and TIP development to ensure that appropriate bicycle facilities are or will be provided on designated routes	Staff, Planning Commission, City Council	Ongoing
4.4H Prioritize completing a north-south bicycle route east of International Boulevard between S.188th and S. 160th Streets.	Develop preliminary designs and cost estimates for segments of the bicycle route identified in the Safe and Complete Streets Plan and Transportation Master Plan.	Staff	Ongoing
	Amend the Transportation Improvement Program (TIP) and Capital Improvement Program (CIP) as needed to implement policies.	Staff, City Council, Planning Commission	Ongoing
4.4I Implement directional and way-finding signing for bicycle travel in SeaTac.	Develop plan for bicycle system way-finding signs and systematically implement the program as part of transportation operations and capital improvement programs.	Staff	Short-Term
GOAL 4.5 ENCOURAGE THE USE OF TRANSIT AND HIGH OCCUPANCY VEHICLES (HOV) AND MULTI-MODAL TRAVEL MODES			

PROPOSED POLICIES	IMPLEMENTATION STRATEGIES	PRIMARY RESPONSIBILITY	TIME LINE
4.5A Support the planned extension of Link Light Rail to communities south of SeaTac that minimizes the impacts in SeaTac with sufficient parking at stations.	Monitor and participate in regional discussions on the planning, design, funding, and construction of future extensions of Link Light Rail.	Staff, City Council, Planning Commission	Ongoing
4.5B Work with King County Metro to enhance transit service in SeaTac, especially east-west connections to the Urban Center and to connections with BRT routes.	Work with Metro Transit and adjacent jurisdictions on defining and prioritizing expanded transit serve for SeaTac.	Staff, City Council	Ongoing
	Continue to monitor residents transit improvement priorities through surveys and other public outreach measures	Staff, City Council	Ongoing
4.5C Work with King County Metro to expand the operating hours for transit service in SeaTac.	Work with Metro Transit and adjacent jurisdictions.	Staff, City Council	Ongoing
4.5D Enhance east-west transit service and future multi-modal transit options.	Work with Metro Transit, Sound Transit, and adjacent jurisdictions.	Staff, City Council	Ongoing
4.5E Plan for and implement PRT Systems to serve the City of SeaTac's Urban Center and Airport.	Coordinate with Sound Transit, Port of Seattle, and other regional and local agencies.	Staff, City Council	Ongoing
	Revise the appropriate development code(s), as needed, to implement policies.	Planning Commission, City Council	Ongoing

PROPOSED POLICIES	IMPLEMENTATION STRATEGIES	PRIMARY RESPONSIBILITY	TIME LINE
4.5F Provide transit rider amenities to enhance the environment and safety for transit users.	Work with transit agencies to provide transit amenities on existing roadways that are not scheduled for reconstruction.	Staff	Ongoing
	Track areas of high transit activity and ensure that proper transit amenities are provided.	Staff	Ongoing
	Revise the Zoning Code, as needed, to support and encourage developers to provide transit amenities as part of their TDM programs.	Staff, Planning Commission, City Council	Short-term
4.5G Implement formal Transportation Demand Management (TDM) Programs for higher density residential areas and employment areas in the City.	Revise the Zoning Code as needed to keep TDM requirements up-to-date and reflective of current practices.	Staff, City Council, Planning Commission	Ongoing
	Review and update City's Commute Trip Reduction (CTR) program as needed to meet state and regional requirements and policies.	Staff, City Council, Planning Commission	Ongoing
GOAL 4.6 MANAGE THE PARKING SUPPLY AND DEMAND.			
4.6A Consider flexibility in general parking requirements of the City that aligns parking supply and demand to support multi-modal transportation objectives while minimizing the potential spillover into neighborhoods.	Revise the Zoning Code as needed to align parking supply and management to help support reduction of drive-alone trips.	Staff, Planning Commission, City Council	Ongoing
4.6B Monitor parking in neighborhoods and work with affected neighborhoods and adjacent businesses to define and implement appropriate solutions.	Revise the Zoning Code as needed to align parking supply and management in the City's neighborhoods.	Staff, Planning Commission, City Council	Ongoing
	Establish process for working with neighborhoods to define parking issues, evaluate solutions, and implement appropriate solutions.	Staff, Planning Commission, City Council	Short-Term
GOAL 4.7 SUPPORT REGIONAL AIR TRANSPORTATION NEEDS.			

PROPOSED POLICIES	IMPLEMENTATION STRATEGIES	PRIMARY RESPONSIBILITY	TIME LINE
4.7A Encourage swift, collaborative resolution of air transportation needs and impacts on the City.	Coordinate with Port of Seattle, PSRC, federal, state, and local agencies to define issues, develop and evaluate solutions, and implement recommendations in a timely manner.	Staff, Planning Commission, City Council	Ongoing
GOAL 4.8 ESTABLISH A CONSISTENT, SUSTAINABLE, ADEQUATE, AND EQUITABLE TRANS-PORTAITON FUNDING PROGRAM.			
4.8A Prioritize transportation projects and programs that best improve safety and connectivity, support economic growth, preserves transportation investments, and increases the capacity of travel modes, reflective of available revenues.	Amend the Transportation Improvement Program (TIP) and Capital Improvement Program (CIP) as needed to implement policies reflecting project priorities.	Staff, Planning Commission, City Council	Ongoing
4.8B Identify stable and predictable funding sources to maintain and operate the City's transportation system for all travel modes.	Amend the Transportation Improvement Program (TIP) and Capital Improvement Program (CIP) as needed to implement policies reflecting project priorities.	Staff, Planning Commission, City Council	Ongoing
4.8C Use regional, state, and federal funding for major improvements serving Sea-Tac International Airport and regional or sub-regional traffic.	Coordinate with federal, state, regional, and local agencies to identify and obtain grants and other sources of transportation funding for high priority projects serving SeaTac and surrounding communities.	Staff, City Council	Ongoing
4.8D Consider creation of a Transportation Benefit District (TBD) to supplement existing transportation funding sources to help fund preservation of the transportation system and implementation of non-motorized improvements identified in the Transportation Master Plan.	Evaluate potential support for a TBD for specific transportation funding purposes.	Staff, Planning Commission, City Council	Short-Term

PROPOSED POLICIES	IMPLEMENTATION STRATEGIES	PRIMARY RESPONSIBILITY	TIME LINE
4.8E Use revenues from the commercial parking tax to help fund high priority transportation projects in the City.	Amend the Transportation Improvement Program (TIP) and Capital Improvement Program (CIP) as needed to implement policies reflecting project priorities.	Staff, Planning Commission, City Council	Ongoing
4.8F Review and update the City's transportation impact fee (TIF) program and ordinance to reflect the Transportation Element and Transportation Master Plan.	Review and update TIF ordinance and supporting documents to reflect the growth-related improvements and their costs, forecast land use changes, and transportation funding strategy.	Staff, Planning Commission, City Council	Short-Term
GOAL 4.9 ACTIVELY COORDINATE WITH THE PORT OF SEATTLE, WSDOT AND REGIONAL AND LOCAL AGENCIES TO ADVANCE TRANSPORTAITON PROJECTS AND PROGRAMS IDENTIFIED IN THE TRANSPORTATION ELEMENT AND TRANSPORTATION MASTER PLAN.			
4.9A Continue to work with the Port of Seattle in updating and extending the Interlocal Agreement to address transportation impacts and solutions of mutual concern.	Regularly meet and coordinate with the Port of Seattle on planning and implementing transportation projects and programs.	Staff, City Council	Ongoing
4.9B Continue to coordinate the planning, design, and implementation of the Transportation Element with WSDOT, King County, the Port of Seattle, and neighboring cities to assure that the transportation systems work together to meet the multi-modal needs of the communities.	Regularly meet and coordinate with state, regional, and local agencies on planning and implementing transportation projects and programs.	Staff, City Council	Ongoing
4.9C Continue to actively coordinate and work with the King County Metro, Sound Transit, WSDOT, the Port of Seattle, and neighboring cities to assure that transit and rideshare programs work together.	Regularly meet and coordinate with Sound Transit and King County Metro and other agencies in planning and implementing transit, CTR and TDM projects and programs.	Staff, City Council	Ongoing



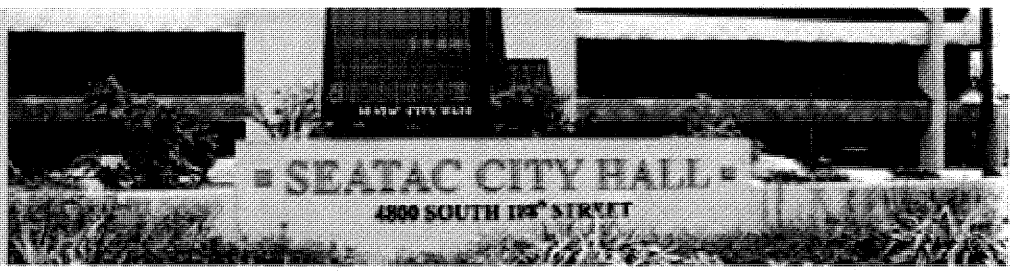
CAPITAL FACILITIES ELEMENT

CHAPTER
5

SeaTac 2035

City of SeaTac
Preliminary Draft

TABLE OF CONTENTS



INTRODUCTION CF-3

MAJOR CONDITIONS CF-3

GOALS AND POLICIES CF-4

GOAL 5.1 PLAN FOR FACILITIES THROUGH LEVEL OF SERVICE STANDARDS CF-4

GOAL 5.2 PROVIDE NEEDED FACILITIES CF-8

GOAL 5.3 PROVIDE FACILITIES CONCURRENTLY CF-9

GOAL 5.4 NON-CITY SERVICE PROVIDERS CF-10

RECOMMENDED IMPLEMENTATION STRATEGIES CF-13

Tables

Table 5.1. LOS standards' effect on City processes CF-5

Maps

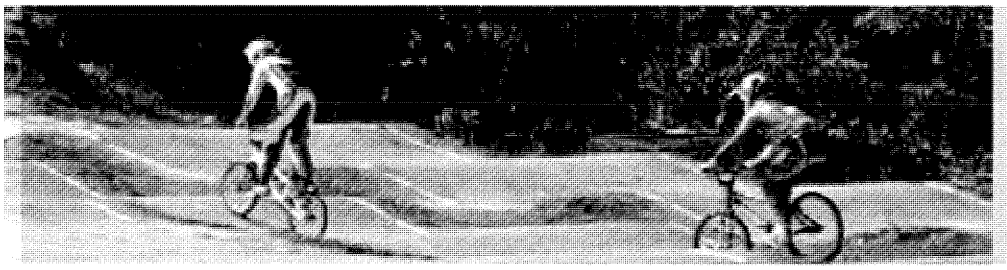
Map 5.1. Existing Public Facilities CF-11

Map 5.2. Parks and Recreation Facilities CF-12

INTRODUCTION

This Element addresses the capital facilities issues facing the City of SeaTac through 2035. It guides the Capital Improvement Program, a biennially adopted list of planned capital improvement projects.

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



MAJOR CONDITIONS

Major capital facilities conditions include:

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

GOALS AND POLICIES

This section contains SeaTac's capital facilities goals and policies. Goals represent the City's general objectives, while policies provide more detail about the steps needed to achieve each goal's intent.

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

GOAL 5.1

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

Policy 5.1A
Define level of service (LOS) standard categories for:

- Category 1: Public facilities owned or operated by the City to which a "no new development" trigger will apply if the LOS is not achieved.
- Category 2: Other public facilities owned or operated by the City.
- Category 3: Public facilities owned or operated by non-City jurisdictions that must be adequate and available to serve development.
- Category 4: Other public facilities owned or operated by non-City jurisdictions.

LOS standards affect the following City processes:

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

Policy 5.1B
Set the LOS standards as follows:

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

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

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

- City Hall: 256 gross sq. ft. per employee
- Community Center: 1,020 sq. ft. per 1,000 population

- Parks and Recreation (per thousands in population):
  - Community parks: 1.70 acres per 1,000
  - Neighborhood parks: 0.27 acres per 1,000
  - Trails/linear parks: 251.60 lineal feet per 1,000
  - Pocket/mini parks: 500 sq. feet per 1,000
  - Off-leash dog park: 0.4 acres per 1,000
  - Baseball/softball fields-adult: 0.08 fields per 1,000
  - Baseball/softball fields-youth: 0.15 fields per 1,000
  - Basketball courts: 0.23 courts per 1,000
  - Football/soccer fields: 0.23 fields per 1,000
  - Picnic shelters: 0.10 shelters per 1,000
  - Playgrounds: 0.24 playgrounds per 1,000
  - Skateboard parks: 0.03 parks per 1,000
  - Tennis court: 0.36 courts per 1,000

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

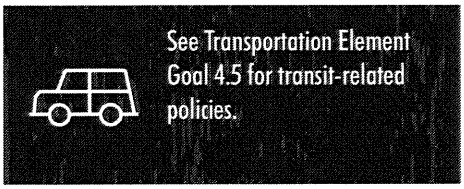
Category 3: Facilities owned and operated by non-City service providers that must be adequate and available to development.

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

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

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

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



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

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

Policy 5.1C

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

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

Policy 5.1D

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

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

Policy 5.1E

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

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

Policy 5.1F

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

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

2. Projects that exceed the adopted LOS.

When projects within the same public facility category (e.g., community parks) compete for the same revenues, the City should prioritize the projects according to the above criteria. Achieving LOS standards for the existing population is required before extending service to new

population. Additionally, in keeping with the Growth Management Act's goals of reducing sprawl and increasing infrastructure efficiency, capital improvements that serve redevelopment have priority over improvements that serve new development.

GOAL 5.2
Provide needed public facilities through City funding or requirements for others to provide.

Policy 5.2A

Adopt a Capital Improvement Program (CIP) that is within the City's ability to fund within revenue projections.

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

Policy 5.2B

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

Policy 5.2C

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

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

Policy 5.2D

Consider ongoing maintenance and operation costs when funding capital projects.

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

Policy 5.3A

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

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

Policy 5.3B

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

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

The Growth Management Act requires that "adequate public facilities" be in place or planned and financed before development is permitted. GMA gives city governments the authority to require concurrency of all public facilities. However, there are varying interpretations regarding the number of facilities to which concurrency must be applied. Concurrency applies at a minimum to transportation and is strongly recommended for water and sewer. Transportation improvements must be in place within six years of completion and occupancy of any development that impacts the transportation system. Sewer and water need to be available at the time of the development's occupancy due to health regulations.

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

Policy 5.3C

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

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

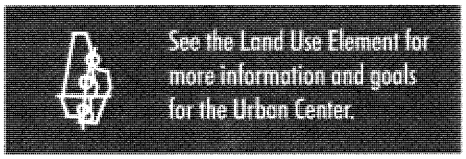
The concurrency requirements are not retroactive to developments already permitted. Additionally, developments that occur in phases can be tested once for all phases, allowing later phase construction to proceed uninhibited.

Policy 5.3D

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

For all development:

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



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

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

GOAL 5.4

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

Policy 5.4A

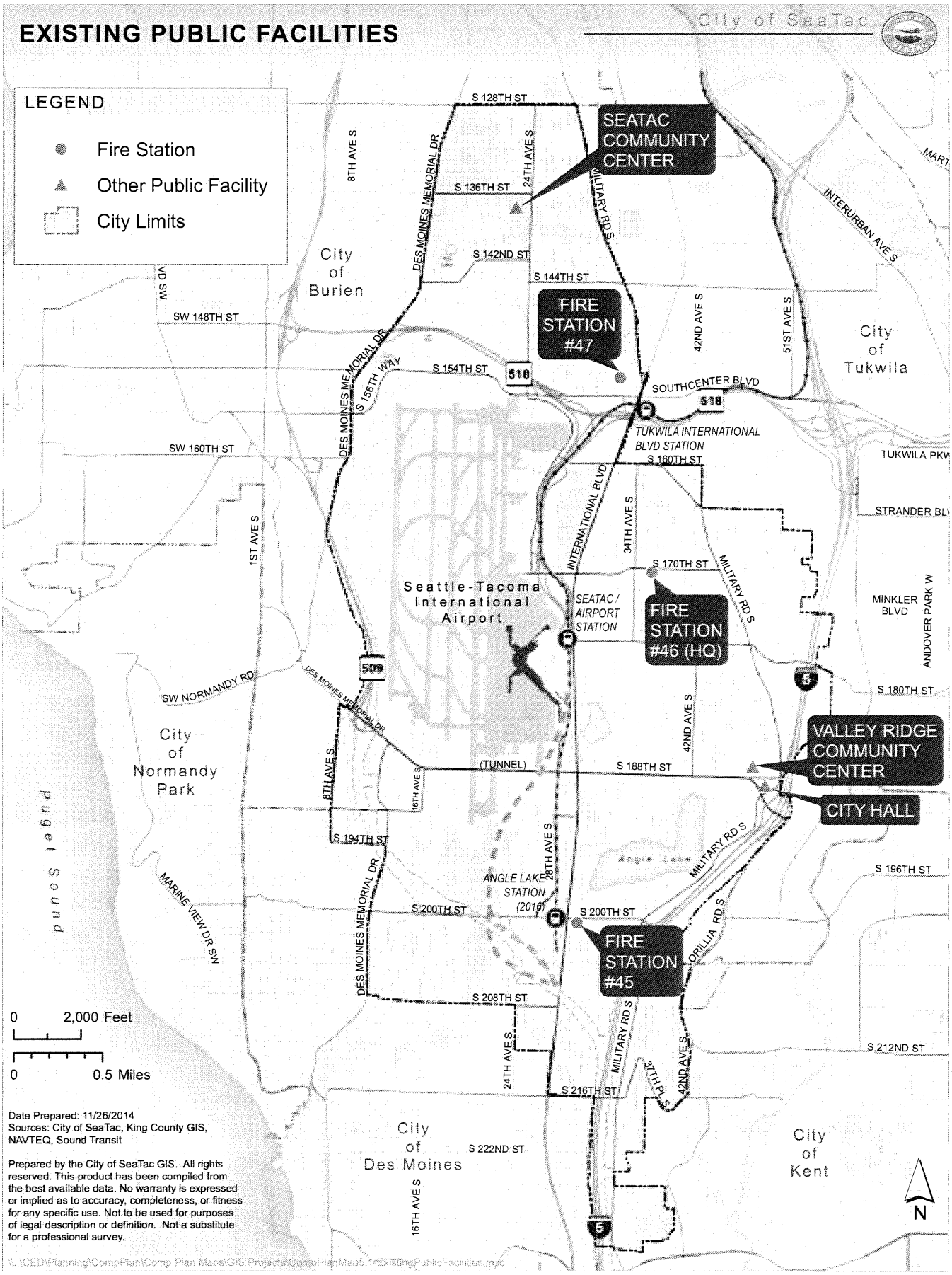
Require that non-City service providers provide a LOS to City residents consistent with City LOS standards for that type of facility.

Some necessary public facilities are provided by non-City service providers (e.g., water and sewer service). As noted in Policy 5.1B Category 3, the City works with these service providers to assure that their facilities are sufficient to meet current and future demands.

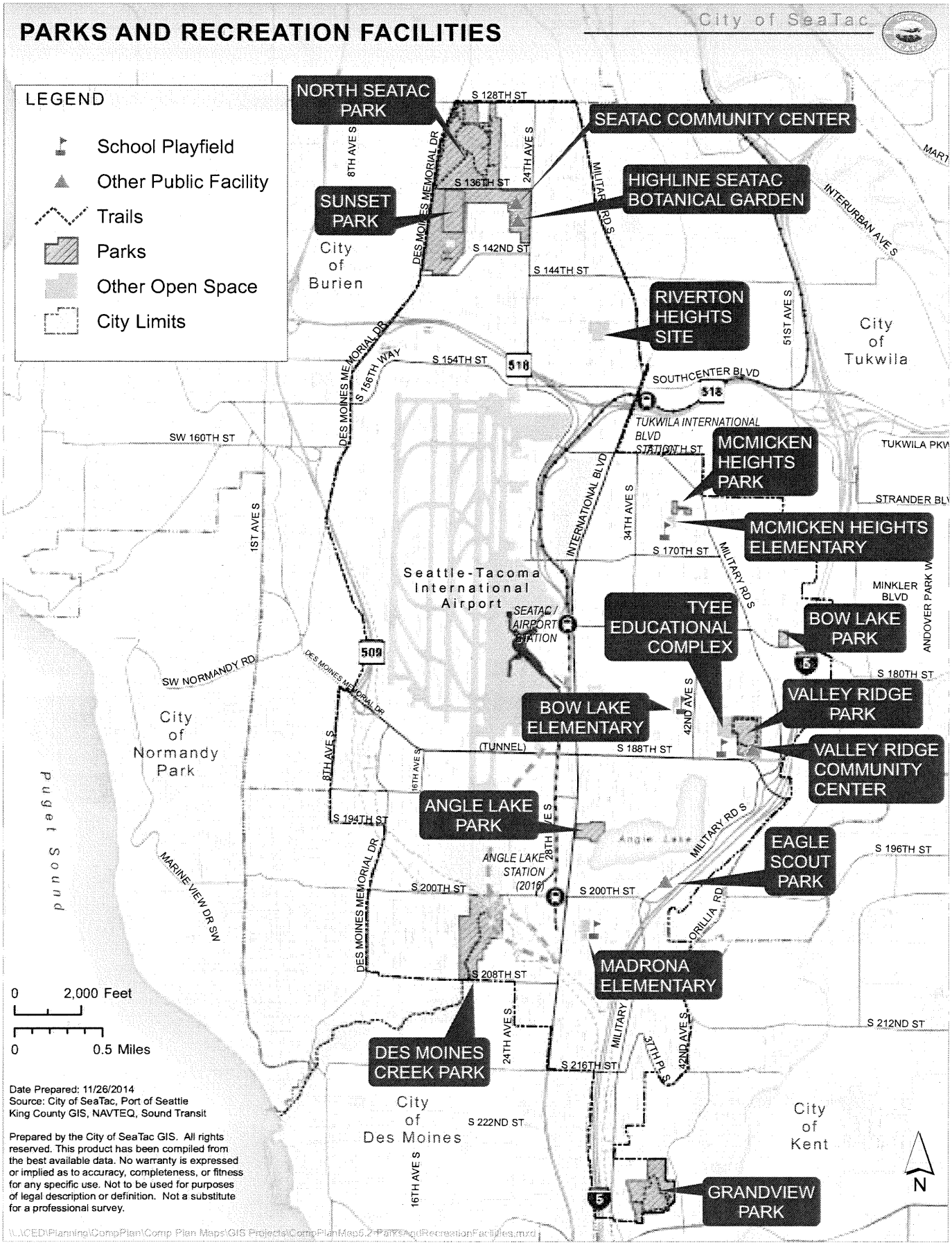
Policy 5.4B

Require non-City providers to fund their own facilities. Providers often employ "user fees" to fund a portion of facility costs. As is allowed by law, some non-City providers may require new development to pay impact and/or mitigation fees to alleviate their public facility impacts.

The City of SeaTac is responsible only for facilities it owns and operates. The adoption of LOS standards for other jurisdictions, when done with their consultation and agreement, in no way obligates the City of SeaTac to pay for facilities owned and operated by other jurisdictions.



Map 5.1. Existing Public Facilities



Map 5.2. Parks and Recreation Facilities

RECOMMENDED IMPLEMENTATION STRATEGIES

This section identifies the specific steps, or **implementation strategies**, that achieve this Element's policies. It also identifies the group(s) with **primary responsibility** for carrying out each strategy and the expected **time frame** within which the strategy should be addressed. Policy summaries are included in the table for reference.

As the Primary Responsibility column indicates, many of the implementation strategies will be initially undertaken by a specified board or commission. In most cases, the City Council will analyze the specific board/commission recommendation and make the final decision about how to proceed.

The time frame categories are defined as follows:

- Short-Term ..... one to five years
- Medium-Term .... six to 10 years
- Long-Term ..... 11 to 20 years
- Ongoing ..... the strategy will be implemented on a continual basis

The time frames are target dates set regularly when the City Council adopts amendments to the Comprehensive Plan.

The list of implementation strategies is a minimum set of action steps and is not intended to limit the City from undertaking other strategies not included in this list.

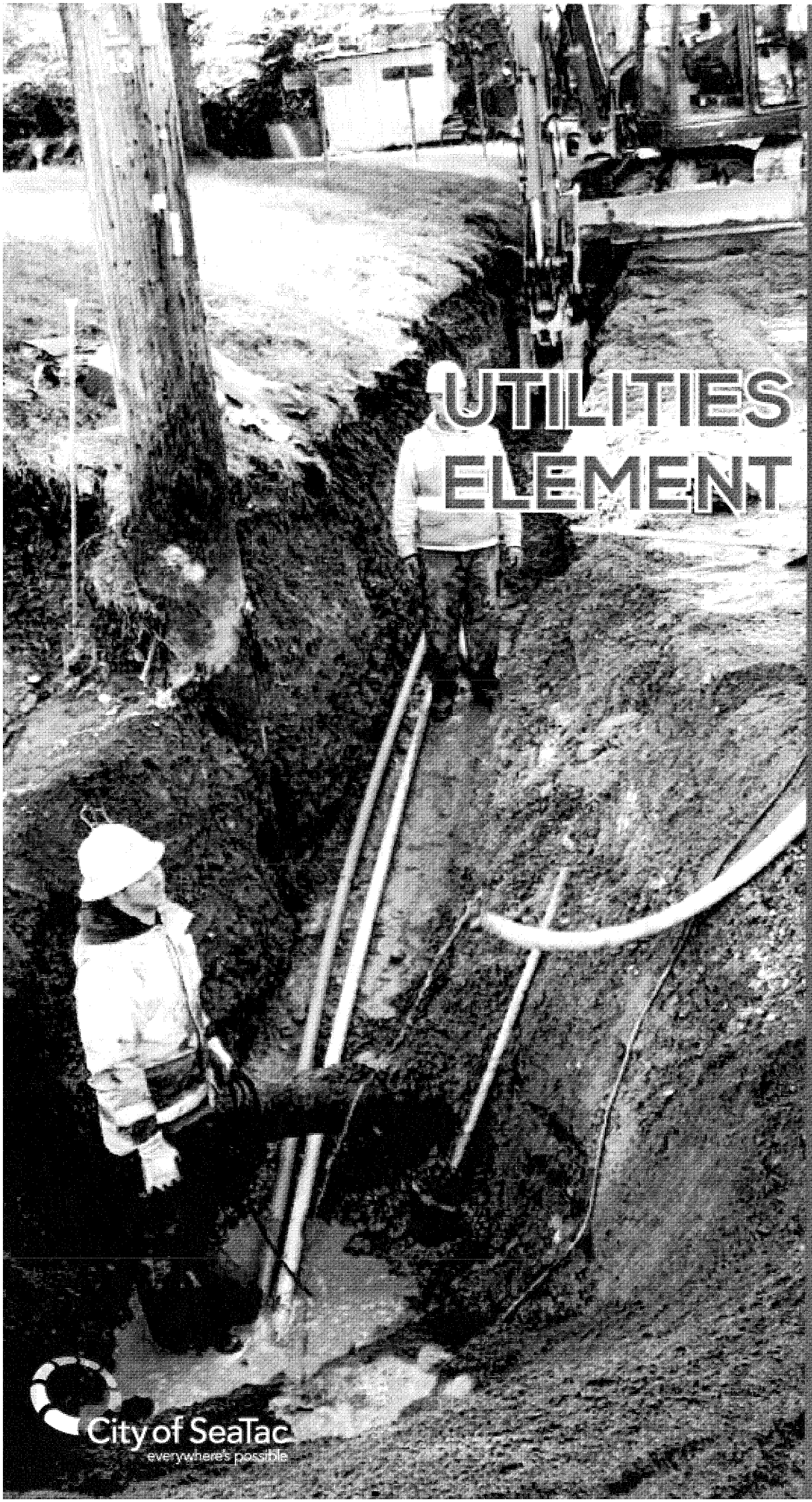
POLICIES	IMPLEMENTATION STRATEGIES	PRIMARY RESPONSIBILITY	TIME FRAME
5.1 PLAN FOR FACILITIES THROUGH LOS STANDARDS			
5.1A Define Level of Service (LOS) standard categories for: 1. City-owned/operated public facilities subject to concurrency. 2. City-owned/operated public facilities not subject to concurrency. 3. Public facilities owned/operated by other jurisdictions, subject to concurrency. 4. Public facilities owned/operated by other jurisdictions, not subject to concurrency.	Maintain Category 1 LOS through the City's permit process, budget process, Capital Improvement Program, and Comprehensive Plan.	Staff, City Council, Planning Commission	Ongoing
	Maintain Category 2 LOS through the City's budget process, Capital Improvement Program, and Comprehensive Plan.	Staff, City Council, Planning Commission	Ongoing
	Facilitate the maintenance of Category 3 LOS through coordination with other service providers, through the City's permit process, and through the City's Comprehensive Plan.	Staff	Ongoing
	Facilitate the maintenance of Category 4 LOS through agreements with other service providers and through the City's Comprehensive Plan.	Staff	Ongoing
5.1B Set LOS standards.	As part of the Comprehensive Plan amendment process, review LOS standards for City-owned or operated public facilities and adjust based on Council direction and anticipated revenues.	Staff, City Council, Planning Commission	Ongoing
	For Category 1 facilities, choose LOS standards that the community is willing to support through concurrent mitigation of new development.	Staff, City Council, Planning Commission	Ongoing
	For Category 3 and 4 facilities, communicate with other service providers to confirm financially feasible and mutually acceptable levels of service.	Staff, City Council, Planning Commission	Ongoing
	For Category 3 facilities, choose LOS standards which are necessary for health and safety for all development.	Staff, City Council, Planning Commission	Ongoing

POLICIES	IMPLEMENTATION STRATEGIES	PRIMARY RESPONSIBILITY	TIME FRAME
5.1C Determine public facility needs.	Standardize the Capital Improvement Program preparation process in conjunction with City departments as follows: • Update the capital facilities inventory for each type of public facility. • Review, and revise if necessary, the "demand driver" for each type of public facility. • Update population and demand forecasts. • Update requirements analysis (actual service levels v. adopted LOS). • Compile lists of projects and non-capital alternatives (such as demand management programs or efficiency strategies) that balance projected capacity and demand. • Prioritize projects per Policies 5.1E and 5.1F with respect to the project's financial feasibility and through input from the responsible department, public, City, and any relevant Commissions. • Schedule projects over a six year time frame based on needs, priorities, and finances.	Staff	Ongoing

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

POLICIES	IMPLEMENTATION STRATEGIES	PRIMARY RESPONSIBILITY	TIME FRAME
5.2C Use sound fiscal policy in financing decisions.	Evaluate funding sources based on: • Cost-effectiveness, • Consistency with prudent asset and liability management, • Appropriateness to the useful life of the project, and • The most efficient use of City loans.	Staff, City Council, Planning Commission	Ongoing
5.2D Consider ongoing operation and maintenance costs when funding capital projects.	Evaluate the impact of new facilities on annual operating and maintenance budgets as part of the CIP.	Staff, City Council, Planning Commission	Ongoing
5.3 PROVIDE FACILITIES CONCURRENTLY			
5.3A Implement the CIP.	Include the City-funded CIP projects in the City's biennial budget.	Staff, City Council	Ongoing
5.3B Do not permit development for Category 1 and 3 projects unless LOS targets are met: • For sewer and water, at the time of the impacts of development. • For transportation and other facilities, within six years of development impacts.	Develop a "Concurrency Management System" as part of the permit review process. Track facility capacity and LOS for each public facility in TrackIt.	Staff	Ongoing

POLICIES	IMPLEMENTATION STRATEGIES	PRIMARY RESPONSIBILITY	TIME FRAME
5.3C Exempt the following developments from concurrency: • Vested developments • Development already tested • Development that has no impact on public facilities.	Use the City's permit tracking system to identify vested projects.	Staff	Short-Term
	Subtract the capacity required by vested development from available facility capacity and determine their LOS impact.	Staff	Ongoing
	Establish and adopt a list of development types that have no impact on public facilities or established thresholds.	Staff	Short-Term
5.3D Allow optional mitigation techniques to meet concurrency.	Review other cities' strategies to encourage growth while requiring public facility concurrency.	Staff	Short-Term
	Detail allowed mitigation types, along with their rationale, as part of the Concurrency Management System.	Staff	Short-Term
5.4 REQUIRE CITY LOS FROM NON-CITY SERVICE PROVIDERS			
5.4A Require non-City service providers provide a LOS consistent with City policy.	Coordinate with non-city agencies to develop LOS standards that support City and agency goals. Update biannually with CIP update process.	Staff	Ongoing
5.4B Understand that non-City providers pay for their own public facilities.	Assure that the financial responsibility of other providers to pay the cost of their facilities is clearly delineated in City policy and any applicable interlocal agreements.	Staff, City Council, Planning Commission	Short-Term



UTILITIES ELEMENT

CHAPTER 6

City of SeaTac
everywhere's possible

SeaTac 2035

TABLE OF CONTENTS

INTRODUCTION U-3

MAJOR CONDITIONS U-4

GOALS AND POLICIES U-7

GOAL 6.1 ENSURE BASIC UTILITY SERVICES U-7

GOAL 6.2 ENSURE UTILITY SERVICE U-7

GOAL 6.3 BALANCE UTILITY SERVICE WITH OTHER CONCERNS U-8

GOAL 6.4 ENSURE TIMELY PERMIT PROCESSING U-9

GOAL 6.5 COORDINATE PLANNING FOR UTILITY FACILITY DEVELOPMENT U-10

GOAL 6.6 PROMOTE RESOURCE CONSERVATION AND EFFICIENCY U-11

GOAL 6.7 COORDINATE WITH UTILITY PROVIDERS AND OTHER PLAN ELEMENTS U-12

RECOMMENDED IMPLEMENTATION STRATEGIES U-16

Maps

Map 6.1. Sewer Districts U-5

Map 6.2. Water Districts U-6

Map 6.3. Energy Systems U-14

Map 6.4. Natural Gas and Fuel System U-15

INTRODUCTION

Utilities are essential components of a community's infrastructure. The Growth Management Act requires all comprehensive plans address the location and capacity of all existing and proposed utilities, including electrical lines, telecommunication lines, and natural gas lines (RCW 36.70A.070(4)).

In addition to the utilities identified in the definition on the right, the City owns and operates a surface water utility, a system of stormwater infrastructure that collects and conveys stormwater runoff from both public and private properties to our lakes, wetlands, streams and eventually to Puget Sound.

The 2013 Surface Water Utility Plan, as well as the 2012 Stormwater Management Plan identify the utility's goals and provide detailed descriptions of the utility's programs and services.

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

The Surface Water Utility is the only utility the City of SeaTac provides directly. Puget Sound Energy (PSE) and Seattle City Light Department are the electrical service providers, Puget Sound Energy is the natural gas provider, and the telephone utility is Century Link. Federally licensed cellular telephone communications companies serving SeaTac include most of the major cellular communication providers. Cable television services and high-speed internet services are provided by Comcast or cellular providers.

The electric, natural gas, pipeline, solid waste, and telephone utilities serving SeaTac are regulated by the Washington Utilities and Transportation Commission (WUTC), except for Seattle City Light, which serves the portion of SeaTac north of S. 160th Street.

Curbside solid waste recycling collection services are provided by Recology CleanScapes under contract with the City, although the City does not require mandatory solid waste service for all residences or businesses. Consequently, not all households or businesses in the City are served by the available collection services.

Comprehensive solid waste planning, transfer system and disposal are provided by the King County Solid Waste Division under an interlocal agreement with the City.

"Utilities" or "Public Utilities" means enterprises or facilities serving the public by means of an integrated system of collection, transmission, distribution, and processing facilities through more or less permanent physical connections between the plant of the serving entity and the premises of the customer. Included are systems for the delivery of natural gas, electricity, telecommunication services, and water for the disposal of sewerage.

– Washington Department of Commerce, Procedural Criteria Chapter 365-195 WAC

Solid waste service is required for multifamily buildings with more than four units, to include recycling service. For single family residential and commercial customers, the solid waste/recycling service is voluntary. The single family residential service includes embedded yard/food waste collection.

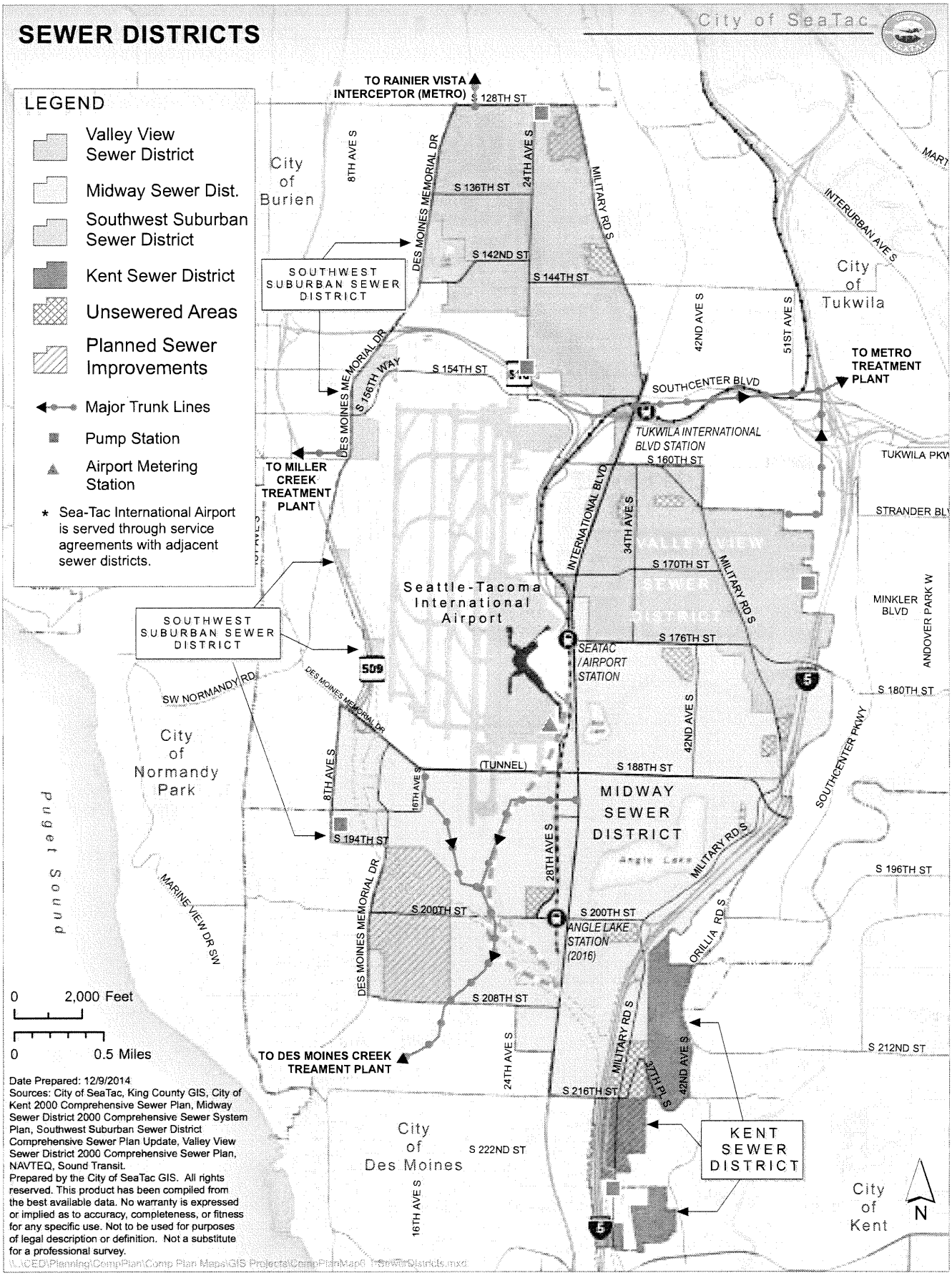
Sewer and water services are provided by four sewer and five water districts that operate in SeaTac and the surrounding cities.

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

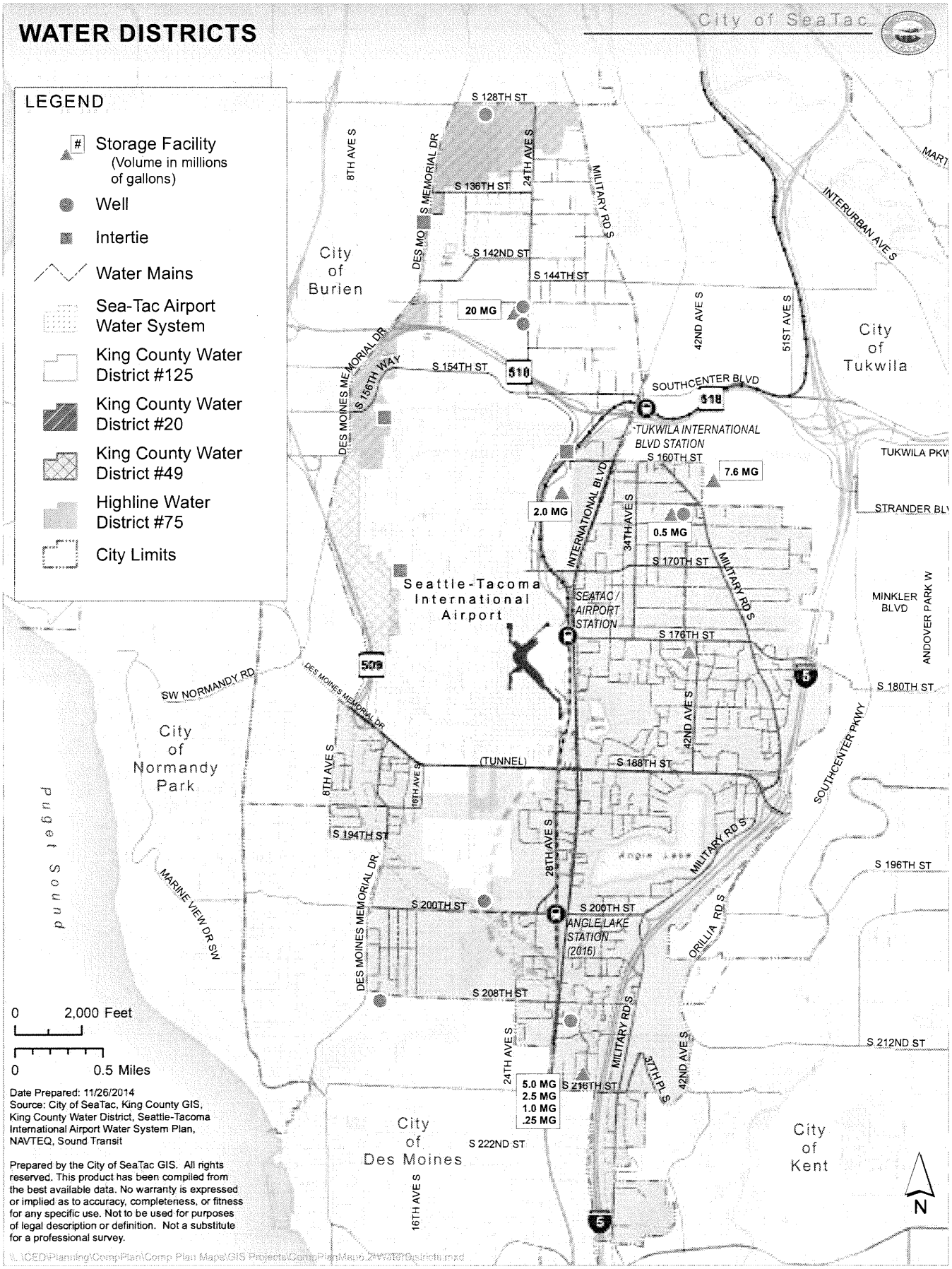
MAJOR CONDITIONS

Major utilities conditions include:

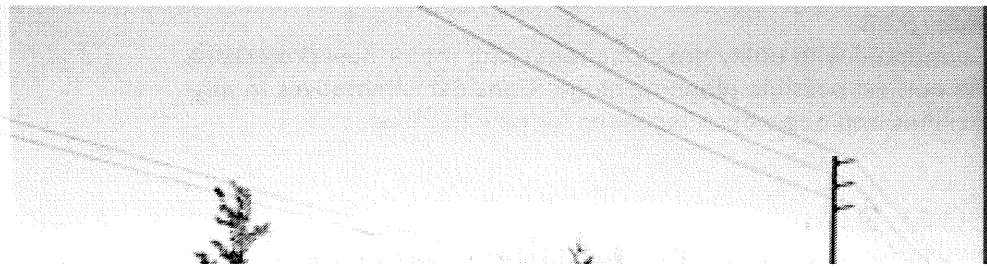
- Some developed areas of the City are not connected to sanitary sewers.
- The City does not require connection to sanitary sewer service even when it is available.
- The City is served by four sewer and five water districts, including a separate water system serving Seattle-Tacoma International Airport.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



Map 6.1. Sewer Districts



Map 6.2. Water Districts



GOALS AND POLICIES

This section contains SeaTac's land use goals and policies. Goals represent the City's general objectives, while policies provide more detail about the steps needed to achieve each goal's intent.

GOAL 6.1

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

Policy 6.1A
Acknowledge electrical power, sanitary sewer, domestic water, stormwater, solid waste, and high speed internet as basic utility services.

Policy 6.1B
Coordinate with utility providers to identify areas not currently served by basic utilities, and facilitate efforts between the utility providers, local residents and other agencies as appropriate to formulate and implement plans to provide service to unserved areas of the City.

See Framework Policy 1.2A regarding growth management

Policy 6.1C
Require new development connect to sanitary sewer when service is available within 300 feet of the property.

GOAL 6.2

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

Policy 6.2A
Provide local forecast data to utility districts to facilitate periodic updates of districts' Capital Improvement Plans.
Utility providers typically use PSRC Transportation Analysis Zone (TAZ) data for demographic forecasts to support their CIP updates. PSRC TAZs rarely align with utility district boundaries.

Policy 6.2B
Coordinate with utility providers regarding major new projects at the earliest possible planning stage. Consider alternatives to new facilities and alternative locations for new facilities.

GOAL 6.3

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

Policy 6.3A
Review and amend franchise agreements with utility providers as necessary to ensure restraint and sensitivity to neighborhood character when trimming tree limbs around aerial utility lines.
Many roadway sections have established trees, such as the elms along Des Moines Memorial Drive S., and the City plans to add street trees to many other streets. These trees should be carefully pruned to avoid disfiguring or damaging the trees and to avoid conflict with utility lines.

See the Community Design Element

Policy 6.3B
Work with utility providers to ensure that new facilities are designed to minimize adverse aesthetic impacts on surrounding land uses.
Some utility facilities, such as wireless communication facilities, electrical substations and transmission lines, and telephone switching stations can be large, visually intrusive, and/or out of character with the surrounding neighborhood. However, these facilities often need to be located in the neighborhoods they serve. Design, siting, and landscaped screening can minimize negative aesthetic impacts.

See the Environment Element regarding critical areas

Policy 6.3C
Regulate construction of utility facilities within critical areas in accordance with applicable standards.
Chapter 15.30 of the SeaTac Zoning Code establishes specific provisions for utilities development in sensitive areas, including floodplains and wetland buffers. These regulations should be enforced in a manner which balances the protection of environmentally sensitive areas with the need to provide utility service.

Policy 6.3D
Require the undergrounding of new utility distribution lines and high voltage electrical transmission lines when not cost-prohibitive. Apply the filed rates and tariffs and/or regulations, if any, to the serving utility.
Underground electrical and telecommunication lines are less visually obtrusive and less subject to service disruptions.

Policy 6.3E
Require the undergrounding of existing utility distribution lines as streets are improved or reconstructed, and/or as areas are redeveloped, in accordance with the filed rates and tariffs and/or regulations, if any, applicable to the serving utility. Prioritize undergrounding of lines within view corridors.

Policy 6.3F
Encourage system design that minimizes the number and duration of service interruptions.
Utilities such as water and natural gas systems often provide greater reliability when they are "looped" in a manner that provides alternative sources in the event of service disruption. Other utilities, such as telecommunications and electrical distribution lines are more reliable when installed underground. The City should encourage these practices.

Policy 6.3G
Regulate the siting of Wireless Communications Facilities (WCFs) to minimize aesthetic impacts. Discourage siting of WCFs on arterial rights-of-way where they would interfere with undergounding of other utilities.
Because WCFs can have negative aesthetic impacts to the City, it is important that the City have the flexibility to control the siting of these facilities with regard to aesthetic concerns.

Also see Framework Policy 1.10.

GOAL 6.4
Process permits and approvals for utility facilities in a fair and timely manner.

Policy 6.4A
Review and amend existing regulations as necessary to allow utility maintenance, installation, and replacement.
Lengthy review periods and excessive regulation can add to the cost and difficulty of providing needed utility services. City regulations and staff resources should be applied in a manner that balances legitimate public health, safety, and welfare concerns with the need to ensure cost-effective development.

Policy 6.4B
Provide for an efficient, cost-effective, and reliable utility service by preserving land for utility lines, including locations within transportation corridors.
The City should preserve public rights-of-way for utility distribution facilities. The City should also work with utility providers to identify the desired amount and location of land needed for additional utility facilities serving the expected levels and types of growth. This could include facilities such as additional electrical substations and water storage facilities.

See Framework Policy 1.10 regarding coordination with other agencies.

GOAL 6.5

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

Policy 6.5A
Coordinate the formulation and periodic update of the Utilities Element (and relevant implementing development regulations) with adjacent jurisdictions.

Policy 6.5B
Coordinate and seek cooperation with other jurisdictions in the implementation of multi-jurisdictional utility facility additions and improvements. Coordinate land use decision-making processes to achieve consistency in timing and substantive requirements.

Policy 6.5C
Encourage, when feasible and prudent, joint use (co-location) of utility corridors. Promote coordinated construction timing to minimize construction-related disruptions to the public.

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

Policy 6.5D
Provide timely and effective notice to utilities providers of the construction, maintenance, or repair of streets, roads, highways, or other facilities, and coordinate such work with the serving utilities to ensure utility needs are appropriately considered.

Policy 6.5E
Encourage communication with the WUTC and utilities regulated by the WUTC regarding the requirements of the Growth Management Act.

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

Policy 6.5F
Work with county and state agencies to prepare for potential emergencies in coordinating a debris management plan so debris can be properly disposed and recycled.

GOAL 6.6

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

See Framework Policy 1.1C regarding the City leading by example.

Policy 6.6A

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

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

Policy 6.6B

Promote the conversion to cost-effective, environmentally sensitive alternative technologies and renewable energy sources.

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

Policy 6.6C

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

Vehicle emissions are a primary source of pollution in urbanized areas. Vehicles running on electricity, natural gas, or propane produce less pollutants. The development of supporting infrastructure facilitates conversion to other vehicle types.

Policy 6.6D

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

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

Policy 6.6E

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

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

Policy 6.6F

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

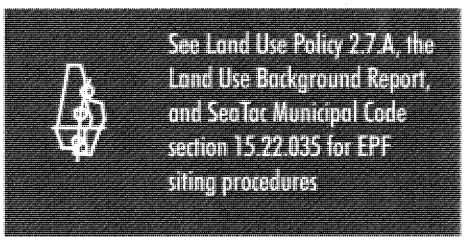
The water districts serving the City have historically obtained their water largely from the City of Seattle water utility. With the population and employment growth anticipated in Seattle over the next twenty years, Seattle will not be able to continue supplying water to suburban areas, so the districts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

Policy 6.6G

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

GOAL 6.7

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



Policy 6.7A

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

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

Policy 6.7B

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

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

Policy 6.7C

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

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

Policy 6.7D

Whenever possible, place utility facilities within public rights-of-way.

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

Policy 6.7E

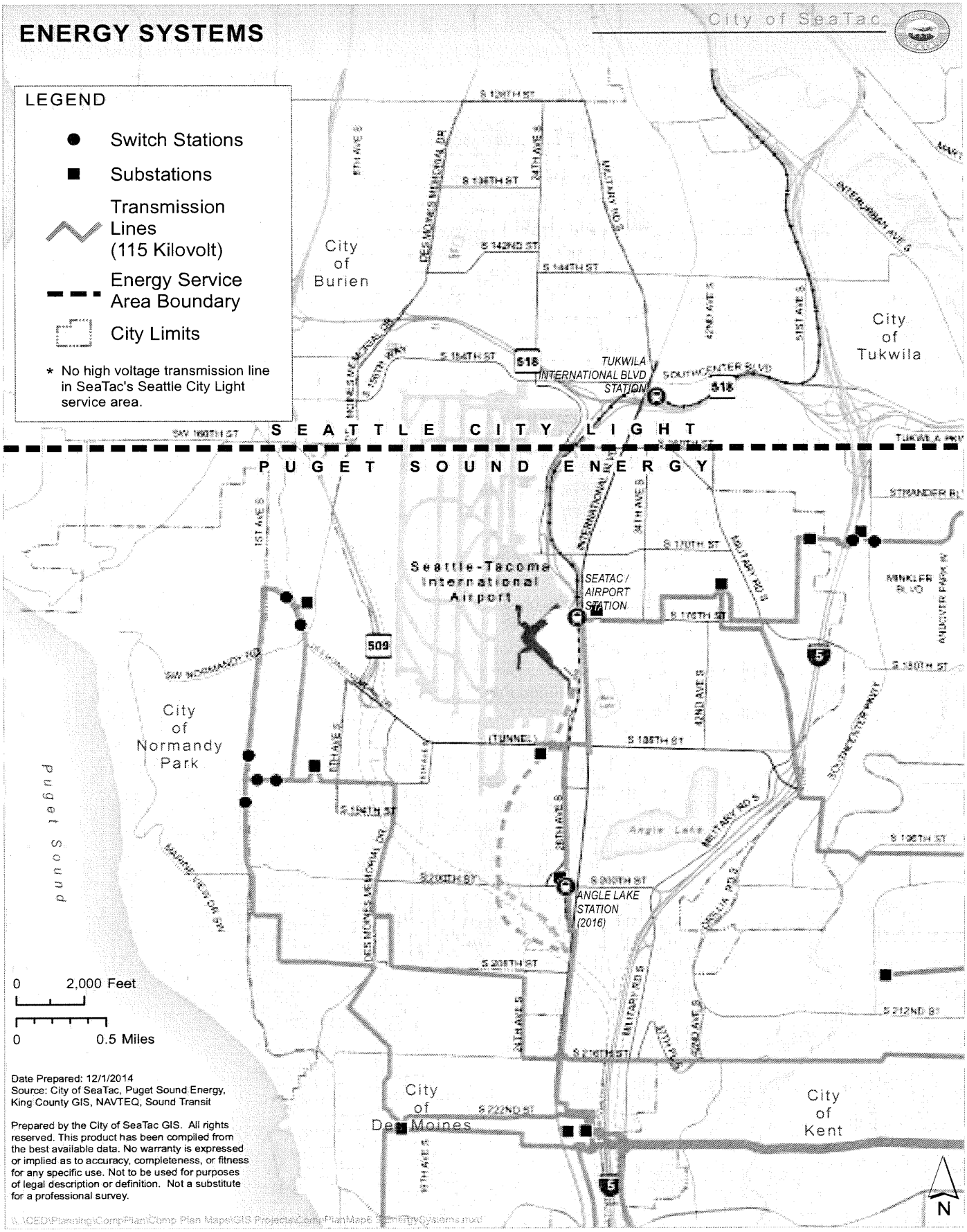
Work with the WUTC to ensure that new "hazardous materials pipelines" are constructed to include the most technologically advanced safety features and are not routed through or near residential or commercial designations, geologically hazardous areas, aquifer recharge areas, environmentally sensitive areas, schools, or day care centers.

The issues surrounding hazardous materials pipelines are relevant to the City of SeaTac due to the proximity of Sea-Tac Airport, which requires jet fuel, and the existing Olympic Pipeline. Pipeline leaks or ruptures can result in the release of highly flammable, explosive, or toxic materials that can result in injury or death and destruction of property. Pipelines are best constructed away from locations where people live or assemble. In the event that a new pipeline is proposed, routes must be evaluated on the basis of public safety and environmental suitability.

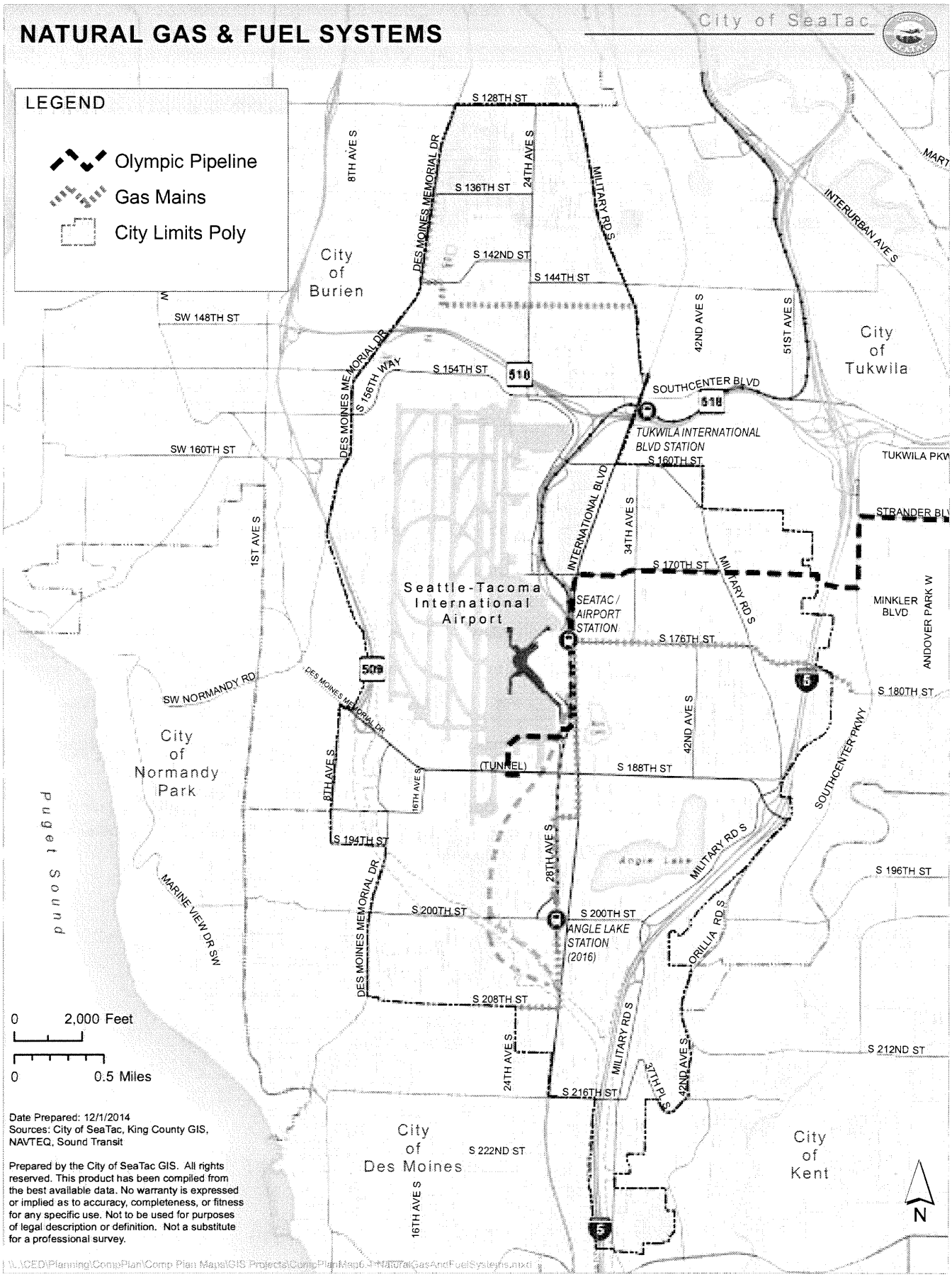
Policy 6.7F

Require that underground hazardous materials pipelines be identified on site by signs that provide contact information.

Damage to pipelines which results in spills, explosions, and fires can be caused by construction and maintenance activities above or near an underground pipeline. WUTC regulations require notification of and coordination with the pipeline operator prior to construction or excavation. Pipeline routes must be well-signed, notifying people of the pipeline and where to call for information aboutlocation and appropriate precautions to avoid pipeline damage.

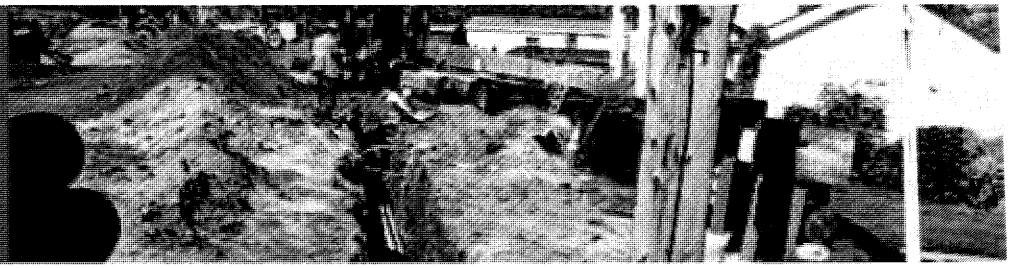


Map 6.3. Energy Systems



Map 6.4. Natural Gas and Fuel System

RECOMMENDED IMPLEMENTATION STRATEGIES



This section identifies the specific steps, or **implementation strategies**, that achieve this Element's policies. It also identifies the group(s) with **primary responsibility** for carrying out each strategy and the expected **time frame** within which the strategy should be addressed. Policy summaries are included in the table for reference.

Not all policies require an implementation strategy. In those cases those policies are not reflected in the tables that follow.

As the Primary Responsibility column indicates, many of the implementation strategies will be initially undertaken by a specified board or commission. In most cases, the City Council will analyze the specific board/commission recommendation and make the final decision about how to proceed.

The time frame categories are defined as follows:

- Short-Term ..... one to five years
- Medium-Term .... six to 10 years
- Long-Term ..... 11 to 20 years
- Ongoing ..... the strategy will be implemented on a continual basis

The time frames are target dates set regularly when the City Council adopts amendments to the Comprehensive Plan.

The list of proposed implementation strategies is a minimum set of action steps and is not intended to limit the City from undertaking other strategies not included in this list.

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

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

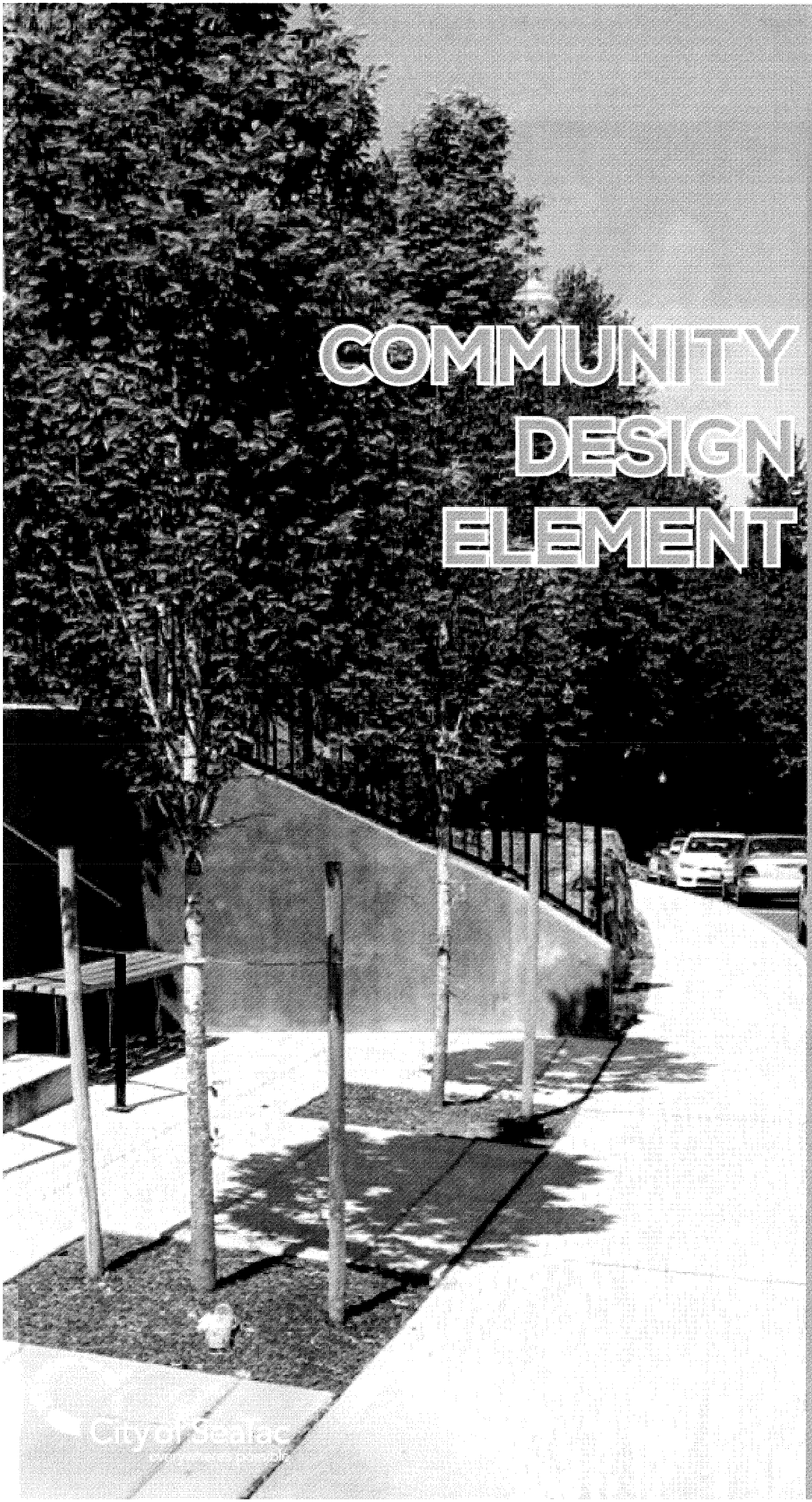
PROPOSED POLICIES	IMPLEMENTATION STRATEGIES	PRIMARY RESPONSIBILITY	TIME LINE
6.4A Review and amend codes as necessary to facilitate utility projects.	During the process of updating the Zoning Code, review and reduce barriers to the installation of utility facilities where appropriate.	Planning Commission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

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

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

PROPOSED POLICIES	IMPLEMENTATION STRATEGIES	PRIMARY RESPONSIBILITY	TIME LINE
6.7D Place utility infrastructure in public rights-of-way whenever possible.	Identify and preserve developed and undeveloped public rights-of-way and place utility infrastructures in rights-of-way whenever possible.	Staff	Ongoing
6.7E Ensure that new pipelines are constructed and routed for safety.	Add criteria to Zoning Code for appropriate location of new pipeline corridors to: • Avoid crossing major aquifer recharge areas including well protection zones. • Avoid crossing or being up-gradient from wetlands and streams, especially salmon bearing streams. • Avoid steep slopes or areas subject to erosion, slump, or land slides. • Avoid residential neighborhoods and other gathering places such as schools, rail stations, and major retail centers. • Provide a minimum setback of 50 feet from any structure and 75 feet from any permanently inhabited structure.	City Staff	Short-Term
	Working with pipeline providers require state-of-the-art construction technology, including: • Coated pipe that is thicker than minimum standards, free of defects, and cushioned during installation. • Cathodic protection. • Hydrocarbon sensing cables. • Remote leak detection (SCADA). • Remote-controlled and automatic block valves. • Closely spaced block valves. • Ground motion sensors.	Staff	Short-Term

PROPOSED POLICIES	IMPLEMENTATION STRATEGIES	PRIMARY RESPONSIBILITY	TIME LINE
6.7F Identify underground pipelines.	Working with pipeline providers require signs indicating the presence of an underground pipeline to be located: • At every road crossing. • At every school. • Every ¼ mile, except in rough terrain or densely developed areas, where signs should be placed every 660 feet.	Staff	Short-Term

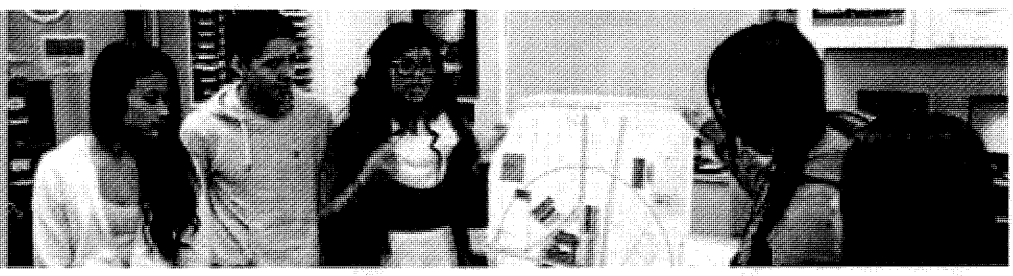


COMMUNITY DESIGN ELEMENT

CHAPTER 7

SeaTac 2035

TABLE OF CONTENTS



INTRODUCTION CD-3

MAJOR CONDITIONS CD-4

GOALS AND POLICIES CD-5

GOAL 7.1 PROVIDE A POSITIVE SEATAC IMAGE CD-5

Gateways CD-5

Streets with Trees CD-5

Parks, Open Space, and Greenbelts CD-6

Vistas and Viewpoints CD-7

Transitions and Relationship of Land Uses CD-8

Historical and Cultural Resources CD-9

Public Safety CD-9

Citywide Parking and Access CD-9

GOAL 7.2 PROVIDE A PEOPLE-ORIENTED URBAN CENTER CD-10

Transit Communities CD-11

Pedestrian Environment CD-12

Quality of Building Design CD-13

Retrofitting Existing Development CD-14

Civic Facilities CD-15

GOAL 7.3 ENHANCE RESIDENTIAL AREAS' CHARACTER CD-16

Housing Options and Neighborhood Character CD-16

Neighborhood Retail and Services CD-17

Short-Platting CD-18

GOAL 7.4 PROMOTE WELL-DESIGNED BUSINESS AND INDUSTRIAL DEVELOPMENT CD-18

GOAL 7.5 STRENGTHEN POSITIVE AIRPORT ATTRIBUTES CD-19

Linkages CD-19

Airport Buffers CD-19

Design Connections CD-20

GOAL 7.6 ATTRACT MAJOR INSTITUTIONS CD-21

RECOMMENDED IMPLEMENTATION STRATEGIES CD-22

INTRODUCTION

This Element builds on SeaTac's existing character and natural assets to guide the physical appearance of the City's built and natural environments. It offers design strategies for buildings, streets, and landscapes to enhance the identity of the City and contributes to the quality of its neighborhoods.

The Community Design Element provides the policy context for design standards in the zoning code, development review and incentive programs, as well as City staff, Planning Commission, and City Council work plans.

This Element is closely coordinated with the Land Use Element and distinguishes and reinforces land use designations' characters with appropriate design strategies. A particular emphasis is on creating attractive and comfortable development in close proximity to light rail stations, as discussed in the Land Use Element. This element is also tied with the Parks, Recreation, and Open Space, Transportation, and Environmental Elements to jointly address user-friendly, pleasant, and "green" open spaces and paths.

Additional community design goals and policies are found in the City Center Plan, South 154th Street Action Plan, and Angle Lake District Station Area Plan.

MAJOR CONDITIONS

Several community design-related issues face SeaTac. Many of these issues overlap with topics covered in other elements of this Comprehensive Plan.

Some of the major community image challenges include:

- Most of the development along SeaTac's main commercial corridor, International Boulevard, represents pre-incorporation development patterns, and does not adhere to urban design principles for active centers.
- Most of SeaTac's residential neighborhoods lack a sense of cohesion and character due to the City's unincorporated history, the major physical presence of the Airport and associated facilities, and other commercial development.
- Although the City has established identifiable gateways at some entry points, other gateways are less obvious to travelers arriving to SeaTac.
- Some of SeaTac's arterial streets do not have street trees or sidewalks.

GOALS AND POLICIES

This section contains SeaTac's community image goals and policies. **Goals** represent the City's objectives related to community image, while **Policies** provide more detail about the steps needed to achieve each goal's intent.

GOAL 7.1

Provide residents and visitors with a positive, identifiable image of the City of SeaTac.

Portions of SeaTac are easily confused with neighboring communities. Gateways and streets with signature trees and elements can contribute to community pride by establishing a character that says "my town." They can also attract financial investment to SeaTac by setting it apart from other places.

Figure 7.1. Existing gateway on South 188th Street

Gateways

Policy 7.1A
Design and install gateways at entry points to the City.
Entry points include major arterials and freeway off-ramps at the City limits and when entering the City from the Airport.

Streets with Trees

Street trees enhance a city's image and property values, provide visual and physical continuity, and reduce the impacts of development on drainage systems and natural habitats.

Policy 7.1B
Preserve existing vegetation and street trees.
Existing, mature trees are imperative to the City's image and walkability.

What's going on now with SeaTac trees?
Segments of Des Moines Memorial Drive South in the western part of the City are lined with mature street trees (the historic memorial elms). The City has initiated efforts to provide street trees throughout SeaTac, and considers including street trees in street improvement projects such as International Boulevard and S 188th Street.

Studies have shown that property values are higher where street trees are present, and planting street trees is a powerful way of changing the character of an area. The City should work with landscape architects to develop a street tree plan to determine the appropriate type, size, spacing, and location of street trees. Trees should be placed within the street's amenity zone to define and protect space for pedestrians.

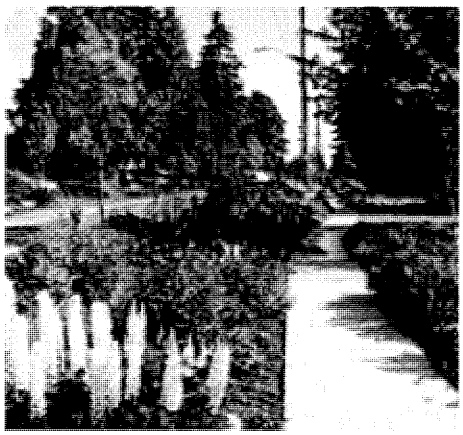


Figure 7.3. Appropriate vegetation and soils enhance aesthetic, safety, and ecological attributes of the street and walkway.

Also see Policy 10.3D in the Parks, Recreation, and Open Space Element regarding open space in commercial and residential development.

Figure 7.4. Well-designed, shared open spaces in multifamily developments help build social connections between neighbors.

Policy 7.1C
Require site-appropriate installation of trees and other vegetation along streets.

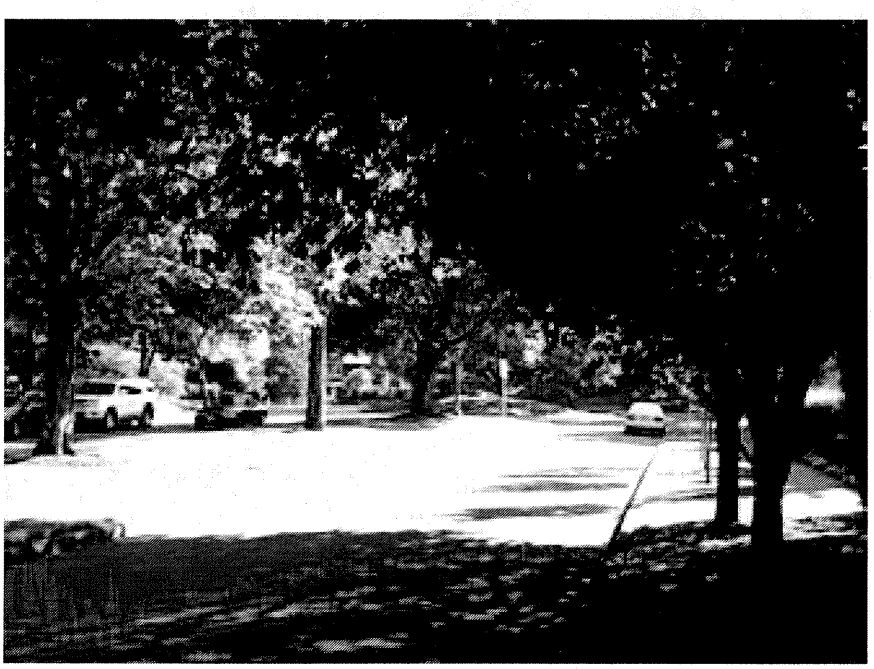


Figure 7.2. Street trees improve the human experience on auto-oriented roads.

Parks, Open Space, and Greenbelts

The Parks, Recreation, and Open Space Element of this Comprehensive Plan elaborates on the value of providing, preserving, and maintaining open spaces and greenbelts throughout the community for recreational and wildlife habitat benefits. This section focuses on their community design contribution, particularly when provided in conjunction with private development. SeaTac should strengthen its image by requiring parks and open space with redevelopment and keeping parks, open space (including hillside vegetation), and greenbelts intact and safe from threats of sprawling development patterns.

Policy 7.1D
Require developers to provide publicly accessible open space (e.g., neighborhood pocket parks and plazas) in commercial zones, and require private open space (e.g., decks, balconies, small yards, terraces, courtyards and children's play areas) in all townhouse, 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, public sculpture, fountains, street furniture, pathways, and ponds.

Policy 7.1E
Preserve wildlife habitat and corridors to provide visual and physical relief, and to enhance SeaTac's image as a "green" environment.

Policy 7.1F
Require or incentivize the connection and linkage of parks, boulevards, neighborhood greenways, open spaces, and greenbelts in any redevelopment.
Link open spaces within SeaTac and to those across city boundaries to ensure functional and visual continuity.

Figure 7.5. Elda Behm Paradise Garden Pond at Highline Botanical Gardens in North SeaTac Park. The Botanical Gardens are located near the North SeaTac Park Community Center and provide a unique educational and recreational opportunity for local residents and visitors.

Figure 7.6. Well-connected open spaces create stronger communities.

Figure 7.7. Open space provides for public enjoyment in SeaTac's City Center commercial district.

Vistas and Viewpoints

Spectacular views of the Kent Valley and the Cascade and Olympic Mountains 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.

Policy 7.1G
Identify, classify, and preserve existing and potential public viewpoints.
Existing and potential vistas from public places should be designated and given a protected status. There are various types of views: some are panoramic, others are more focused. Views may be experienced from a moving vehicle or a stationary vantage point. New viewpoints can take various forms such as "scenic routes," pullouts, or overlooks. The creation of new viewpoints may involve property acquisition or the development of existing rights-of-way.

See related policies in the Transportation Element.

Strategies to focus growth and limit sprawling development found in the Land Use Element support these community image policies.

Transitions and Relationship of Land Uses

The City of SeaTac has a variety of land uses within close proximity—such as parkland next to neighborhood commercial development and low-density neighborhoods near higher-density commercial development. In most cases, adjacent incompatible uses can be attributed to the lack of strict County standards prior to incorporation. The City has aimed to correct such development by focusing commercial development within the Urban and City Center and away from nearby neighborhoods. The City will need to continue to promote comfortable transitions in use, scale and intensity between these areas.

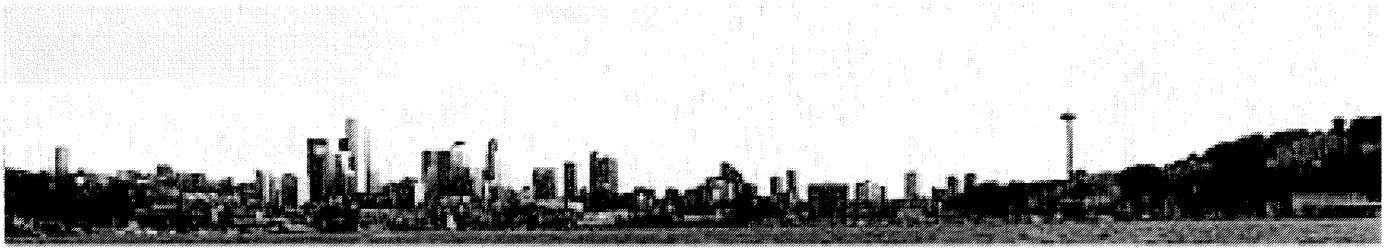


Figure 7.8. The Seattle skyline provides an example of transition: more intense uses dominate the city center and smaller, less dense areas serve as a buffer to nearby neighborhoods.

Policy 7.1H

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

Careful site planning, buffers, landscaping, and building design and placement should be used to produce harmonious transitions between zones. In particular, multifamily residential development and commercial development should be designed and scaled in a manner that is compatible with adjacent lower density neighborhoods. When Residential – High Density uses are located adjacent to Residential – Low Density areas, require additional buffering, building setbacks, or upper story stepbacks.

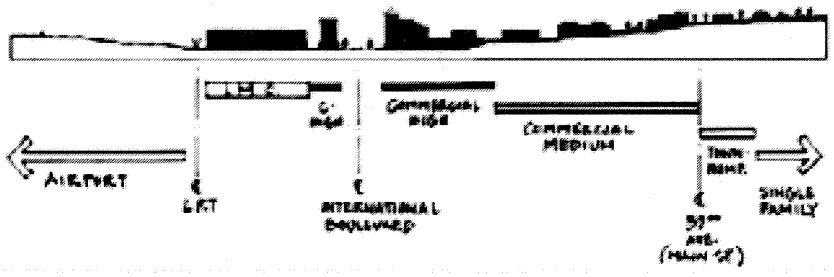


Figure 7.9. Transition areas in the City Center: In general, high-intensity commercial development occurs along International Boulevard, medium-intensity development transitions to a community street with low-intensity uses to the east.

Policy 7.1I

Transition to lower building heights and densities moving outwards from the Urban Center.

Historical and Cultural Resources

Historical and cultural resources within the City include the Historic Cemetery on S 200tth Street, 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 indentity-building features.

Policy 7.1J
Identify, commemorate, and preserve the City's historical and cultural resources.

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.

Public Safety

Policy 7.1K
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.

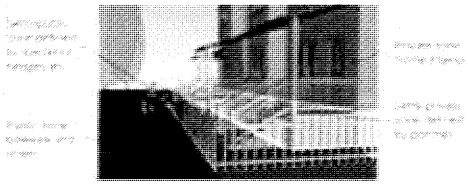


Figure 7.10. *Defining the public to private space transitions makes pedestrians and residents feel safer.*

Citywide Parking and Access

The City's commercial areas are largely dominated by automobile parking facilities. Much of this parking serves travelers: 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 7.1L
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 7.1M
Enhance the visual character of surface parking areas through screening and vegetation.

Figure 7.11. *Interior landscaping and pedestrian improvements in surface parking lot*

Trees within surface parking areas provide shade and significantly enhance the visual impact.

Policy 7.1N
Ensure that the appearance of parking structures makes a positive contribution to the image of the City.
Structured parking is a much more efficient use of land than surface parking. As the city develops, parking structures will become more common. The City should ensure that parking structures contribute positively to the image of the City by requiring innovative, quality architectural and landscape design solutions.

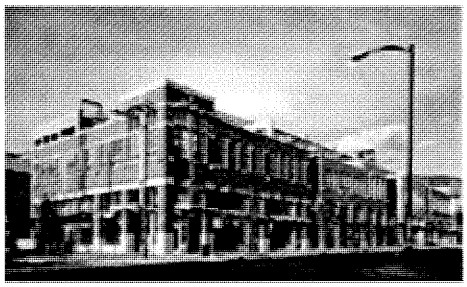


Figure 7.12. Retail development partially conceals a parking structure through innovative architectural design (Boulder, Colorado).

Policy 7.1O
Provide alleys or encourage development to utilize alleys where possible to separate service access and parking from the street frontage in Residential – Medium Density and High Density designated areas.

Policy 7.1P
Incentivize the transition from surface parking to structured parking in Commercial Medium Density and High Density designated areas as structured parking becomes more economically feasible.

GOAL 7.2

Provide a well-designed, pedestrian-friendly, and community-oriented environment in the Urban Center.

Implementing the City Center and station area plans will redirect the form and appearance of development along International Boulevard into a true urban center. Developers are more likely to invest in an area when they are confident that the level of quality in their projects will be matched and reinforced in other projects. The following policies encourage a uniformly high level of quality which, in turn, may catalyze further development and improvement by the private sector.

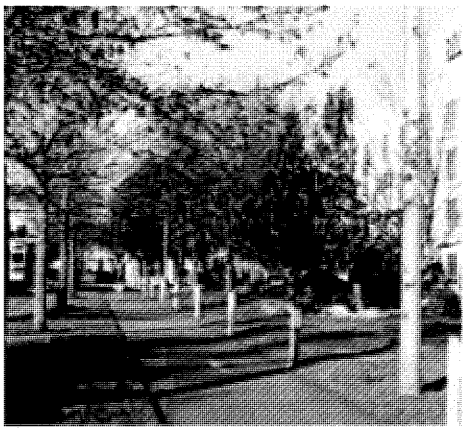


Figure 7.13. The Hilton Hotel redevelopment included street frontage landscaping, street trees, and widening of the 8 foot sidewalk to 12 feet.

The City Center Subarea Plan, S 154th Street Station Area Action Plan, and Angle Lake District Plan promote pedestrian-friendly, mixed-use, and transit-oriented development (TOD). The following policies elaborate on these concepts.

Policy 7.2A
Implement the City Center and Station Area Plans to encourage the development of distinctive focal points (i.e., high activity neighborhood and commercial centers) within the Urban Center.

Policy 7.2B
Require appropriate tree planting and landscaping throughout the Urban Center with new development.

Policy 7.2C
Encourage attractive and well-scaled signage along International Boulevard.

Large advertisement signs and billboards are a recognizable feature along some parts of International Boulevard. While such signage may be appropriate for a fast-moving highway corridor, it is not supportive of a people-oriented urban center and stifles investment in high profile, high-quality developments.

Transit Communities

These policies are intended to foster transit-oriented development around SeaTac's three light rail stations.

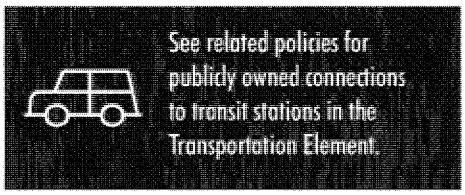
See related policies in the Transportation Element.

See related policies in the Land Use Element.

Policy 7.2D
Partner with developers to catalyze high-quality, transit-oriented developments in the station areas.

Station areas will evolve over many years into village-like places. The City should take the lead on establishing the character and level of quality during the initial phase(s) of development. Public amenities should be provided, such as comfortable walking, bicycling, and resting environments, small parks and plazas, pedestrian-scaled lighting, weather protection, and bicycle storage.

Figure 7.14. The transit plaza at International Blvd. and S. 176th Street provides access to buses, the SeaTac/Airport LINK station, and the airport terminal.



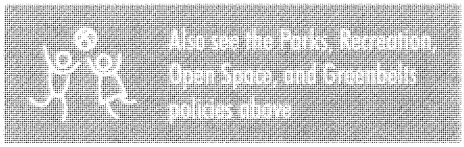
Policy 7.2E
Require clear and reasonable connections (e.g., station platforms and pedestrian paths) between new development and the light rail stations.

Pedestrian Environment

For an urban center to be lively and appealing, it must offer safe, convenient and attractive places for people who move around on foot. If an urban center is oriented only to vehicles, it will be lifeless, intimidating, and even hazardous.

Streets constitute the traditional, time-tested public realm for pedestrians. Other elements, such as overpasses and through-block walkways can supplement the basic network of street-related sidewalks, but the sidewalk network should be the principal element, and the one to which the most design attention is given. Human scale details are important for piquing pedestrians' interest and increasing their level of comfort.

Policy 7.2F
Incorporate sidewalks and pedestrian-oriented street furnishings along streets within the Urban Center.
Street tree or landscape buffers separate fast-moving volumes of vehicles from pedestrians. Sidewalks must be sufficiently wide to offer a sense of safety and comfort along intensively traveled streets. On the other hand, very wide sidewalks (in excess of 15 feet) should be reserved only for places with extremely high pedestrian activity, as such sidewalks will seem devoid of people and threatening. Furnishings should be designed and located so that they reinforce pedestrian activity. This includes the use of benches, small-scale lighting, waste receptacles, pay phones, and touchable artwork.



Policy 7.2G
Establish a variety of public spaces throughout the Urban Center.
Public space comes in many forms: streets, large parks, small parks, pocket parks, plazas, courtyards, gardens, and so forth. An urban center must, over time, provide a diversity of public spaces to help create a greater sense of identity and places that can be enjoyed by residents, employees, and visitors. Some will be developed by the City or other agencies, while some will be privately provided with new development.

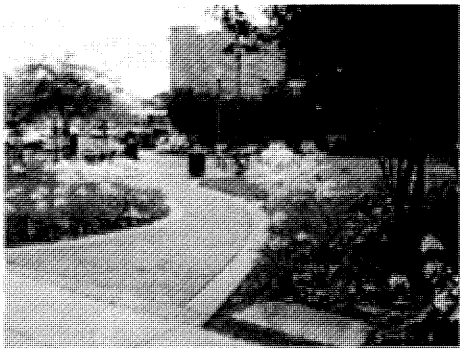


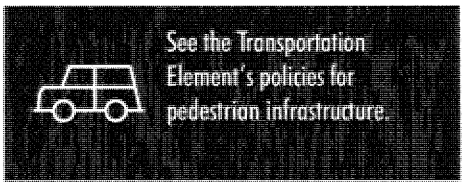
Figure 7.15. A "pocket park" offers visual relief and passive recreation opportunity in an urban area.

Policy 7.2H
Encourage connections between the Urban Center and nearby neighborhoods.
The Urban Center needs to be linked to the neighborhoods surrounding it. While such linkages can be enhanced by transit, the principal means should be through sidewalks, walkways, and other ground-level corridors, particularly creating east-west connections to the adjacent neighborhoods. While most have been developed as a part of the public streets and open space network, new development should be required to add linkages to this network, and there may be some instances in which pathways could be cut through private property via access easements.

Policy 7.2I

Provide safe methods such as signalized crossings, textured crosswalks, and pedestrian islands within the planted median for people to cross major streets at regular and convenient intervals.

Very wide streets carrying heavy traffic volumes, such as International Boulevard, should have special features to allow for safe and convenient crossings on foot. Despite the attraction of overpasses, they are expensive and cede the street space to vehicles, creating a problematic and unsafe street environment. Therefore an emphasis on at-grade crossings is preferred. Efforts should be made to keep intersections clear of non-directional signage and vegetation that impairs visibility for pedestrians, cyclists, and motorists.



Policy 7.2J

Encourage pedestrian and bicycle connections through large blocks.

Urban Center development must allow for internal pedestrian and vehicular circulation. The City will need to negotiate with private developers to create through corridors for convenient pedestrian and bicycle access between destinations. These connections should be primarily outside the buildings, while others could be interior.

Quality of Building Design

Buildings should respond to their context, including nearby buildings, the network of public streets and sidewalks, and natural areas to create a lively and comfortable human environment that builds SeaTac's urban character. The Urban Center is intended to be developed at a higher intensity of land use than areas outside its boundaries. This section guides new developments so that they evolve into a comfortable and compatible whole.

Policy 7.2K

Maintain the City Center's and Station Areas Plans' development standards for building design and orientation to ensure that buildings are designed to accommodate a comfortable and pleasant human experience on the street and are visually pleasing above.

Buildings should be oriented towards the human experience of the city, particularly on the ground floor. People need stimulation, places to rest, and weather protection to feel comfortable along a street. This means that:

- Buildings should have human-scale architectural features on the lower levels;
- Entrances should be frequent, identifiable, and accessible from a public sidewalk;
- Ground floors should enliven the street through the use of adequate transparency;
- Upper floors should use a stepping or terracing technique to avoid a street "canyon" effect, and the top should contribute richness and character to the skyline with varied roof forms; and

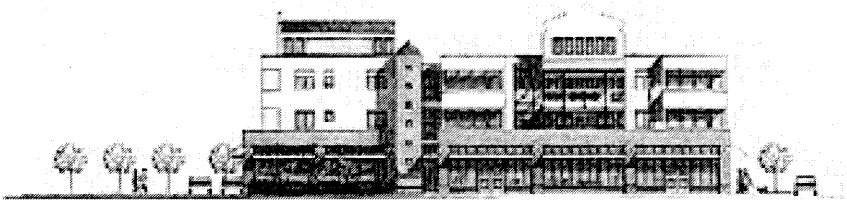


Figure 7.16. Development that has a distinct base, middle, and top

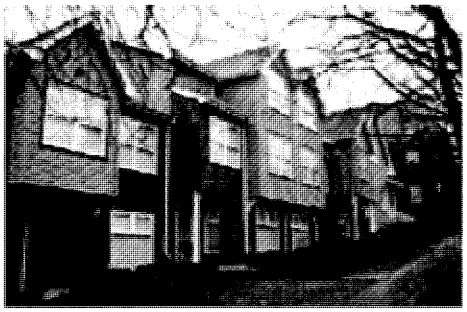


Figure 7.17. Varied and creative architectural design enhances community character and image.

- Rooftop mechanical equipment should be attractively incorporated into the design or concealed.

Policy 7.2L
Encourage developments to include design features that unify SeaTac's Urban Center character balanced with individual, creative architectural designs.
The City should select a few design characteristics (e.g., ground level arcades) that would build SeaTac's identity if repeated in new developments. A "theme" should be avoided to maintain authenticity and variety. Inspiration may come from regional climate and vegetation or the airport.

Policy 7.2M
Provide a variety of public amenities throughout the Urban Center.
All developments should contribute to an appealing and lively public realm. Accordingly, buildings should provide exterior and interior public spaces, connections to the sidewalks and between properties, pedestrian fixtures and furnishings, and art. Additional public amenities include restrooms, day care facilities, bicycle facilities, and community meeting spaces.

Also see Land Use Policy 2.1C.

Retrofitting Existing Development

While the International Boulevard area transitions to a vibrant urban center, some existing buildings may not meet the intent of the Community Design policies. If they have sufficient life remaining in their structural and mechanical systems, it may be important to maintain and preserve them to ensure a variety of property values in the Urban Center.

Having a variety of building ages, types, and sizes in a city accommodates a greater diversity of businesses and residents. Maintaining older buildings, and thus, less expensive rents, is one way of encouraging small, resident-owned businesses and affordable housing (encouraged in the Land Use Element Policies 2.2E, H, and I).

Policy 7.2N
Encourage flexibility in the Zoning Code and urban design standards which balances the community's desire to create a well-designed urban center with the preservation and maintenance of viable commercial and residential developments.

Apply standards and guidelines in a manner that does not discourage reinvestment in viable developments. It is important to establish a redevelopment threshold for applying code requirements. If this threshold is set too low, it can discourage needed renovation work. If it is set too high, it can forestall the desired character for the Urban Center.

Civic Facilities

SeaTac's Urban Center should provide a range of spaces and places for civic and community functions such as public meetings, government services, ceremonial events, and community festivals.

Policy 7.2O
Create public spaces within the Urban Center.

Urban centers are stronger and more focused when they have one or more major public parks or squares. Such a place is seen by the community as a "commons" when it is publicly owned, programmed, monitored, and maintained. A privately provided plaza may not accomplish the same result, since it is not "held in common" by the community.

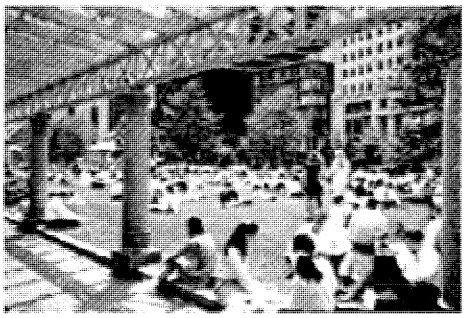


Figure 7.18. A civic park in the urban center accommodates recreational needs of residents, tourists, and employees.

Policy 7.2P
Encourage the development of buildings and structures in the Urban Center which provide civic functions.

Public facilities should be encouraged to locate within the Urban Center. Symbolic civic features, such as a monument, observation platform, or clock tower can reinforce the civic identity of SeaTac.

Policy 7.2Q
Include art with public improvements.

SeaTac can contribute to the world-renowned Pacific Northwest's public art legacy by funding programs and projects or providing substantial development incentives for incorporating art. Artists should be included on design teams to integrate art with many public environment elements (e.g., lighting, railings, walls, benches).

Policy 7.2R
Incorporate Bow Lake and Angle Lake as major elements in the image of SeaTac's Urban Center and City Center.

The Urban Center contains two lakes: Bow Lake and Angle Lake. The City should continue providing public gathering and performance space at Angle Lake Park. Bow Lake is, at present, inaccessible and virtually unseen. It is predominantly privately owned with hotels on the west and south sides and a large mobile home park on the east side. It is an amenity that could be combined with a public park or plaza to make it a focal point of the City Center. Special expertise will be needed to allow access to Bow Lake while still permitting it to perform its natural functions as part of a designated sensitive area.

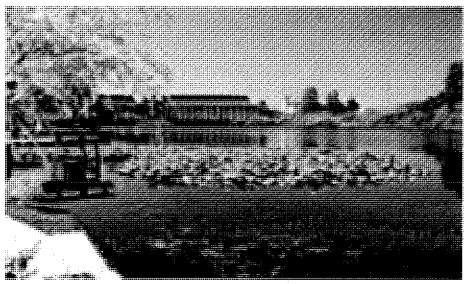


Figure 7.19. Bow Lake and viewing platform

The Housing Element addresses the provision of a range of housing affordable to all income groups. This section of the Community Image Element discusses the design and compatibility of various types of housing.

Accessory dwellings can be a low-impact and effective way to increase housing choices and affordability, maintain neighborhood character, and provide extra income for existing residents.

See the Land Use Element Policy 2.3B.

GOAL 7.3

Enhance the character of residential areas and promote a range of well-designed housing types.

Infill development should be carefully managed so that new investment can take place without radically altering the existing positive aspects of neighborhood character.

Housing Options and Neighborhood Character

Policy 7.3A

Ensure that accessory dwellings are subordinate in size and appearance to primary residences, to protect and maintain the existing neighborhood character.

Figure 7.20. *An example of a detached accessory dwelling unit that is subordinate in size to the primary dwelling, but has complementary design features.*

Attached single family housing (e.g., townhouses) are appropriate at the border between higher-density housing and single family detached areas.

Figure 7.21. *Townhouse development may serve as a buffer between low- and high-density developments.*

Policy 7.3B

Require high-quality multifamily building and site design that fosters a sense of community, relates to the street, has unobtrusive parking arrangements, provides usable open space, and ensures compatible transitions between different types of housing.

The City should apply design standards to multifamily and townhouse development to minimize the appearance of garage doors, activate the street with entries and associated patios or stoops and limited front setbacks, consider roof pitch, and limit the number of units in any one row to maintain small block sizes.

Site design should include landscaped parking areas, common space, especially with play areas, and pedestrian walkways separated from vehicular areas. All multifamily complexes should provide an integrated mix of one, two and three-plus bedroom apartment types in order to maintain the neighborhood character. Principles of "crime prevention through environmental design," such as the provision of adequate lighting, centrally placed activity areas, visible pathways and entries, and the placement of windows and balconies that create "eyes on the street" can contribute to a sense of community, ownership, and personal safety. The development's edges should respect neighboring housing with glare-free lighting, landscaped perimeters, and appropriately located and designed refuse and storage areas.

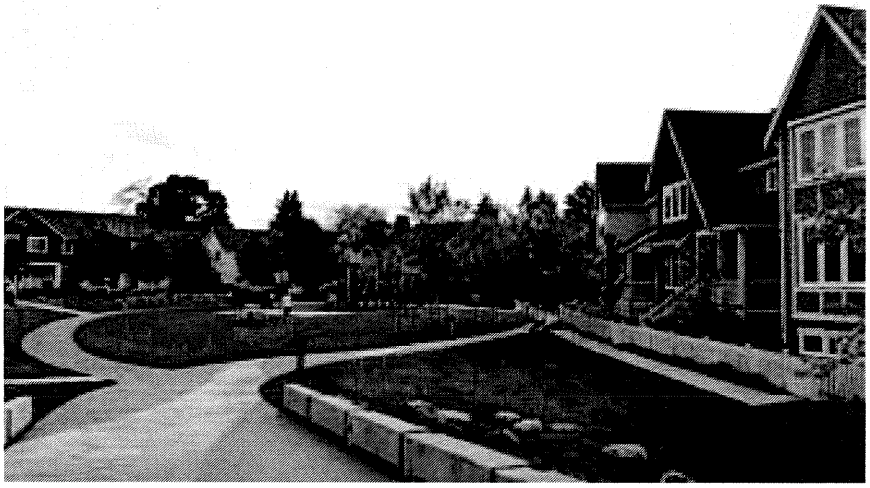


Figure 7.22. *Multifamily housing development with high-quality design standards*

Multifamily housing (e.g., condominiums and apartments) should be well designed to provide pleasant and safe environments for residents and to be compatible with surrounding development.

Neighborhood Retail and Services

Neighborhood-oriented commercial services should carefully consider the location and screening of parking, loading, and refuse areas, lighting, facade treatment (especially the sides facing residential), roof form, and signage to enhance neighborhood character.

Policy 7.3C
Develop standards and guidelines for neighborhood commercial areas.

Design standards and guidelines tailored to neighborhood retail and dealing with elements such as setbacks, signage, and landscaping can create smaller-scale commercial areas that fit comfortably within a neighborhood.

SeaTac encourages neighborhood-serving retail and services in most places (see Land Use Policies 2.2G through 2.2K).

Figure 7.23. *Pearl Street Mall, Boulder, Colorado*

Figure 7.24. Orenco Station, Hillsboro, Oregon

Policy 7.3D
Develop and apply transition standards to neighborhood commercial development when it is adjacent to housing.
Landscaping and street furniture are transitional elements that provide a complementary environment for adjacent commercial and residential development.

Short-Platting

Short-platting provides an opportunity for increasing the number of single family houses and allows a property owner to obtain additional income through selling off a portion of a large parcel. SeaTac's historic pattern of single homes on large lots has provided many short-platting opportunities. In the process, though, short plats can change the neighborhood character by injecting new access drives, closer proximity of buildings and more impervious surfaces. The process of individual property owners short platting their properties at different time also hinders coordinating through-block access, potentially impeding emergency services. Development standards should ensure that short-platting does not radically alter established neighborhood settings.

Policy 7.3E
Ensure that Residential Low Density development standards, including setbacks and access standards, such as width and surfacing, are appropriate for small lot or short plat subdivisions.
Standards that are suitable for multi-lot developments may not be necessary or appropriate for short plats.

GOAL 7.4

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

Development in the Aviation Commercial Zone is governed by the IEA between the City and the Port of Seattle. In general, development outside of the airport proper is subject to City development regulations.

Policy 7.4A
Ensure that Business Park, Industrial, and Aviation Commercial 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.

GOAL 7.5

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

The Seattle-Tacoma International Airport (Airport) is an important facet of the City's image. Design characteristics that build on the significance of travel and international access should be encouraged in SeaTac to distinguish it from other communities and affirm the Airport's presence.

See related policies in the Land Use Element's Aviation Business Center (page LU-15), Airport (page LU-16), and Essential Public Facilities (page LU-20) sections.

Figure 7.25. The south terminal access point from International Boulevard accommodates both cars and pedestrians.

Linkages

Policy 7.5A

Extend design elements from the Airport into the community.

To maintain and improve visual linkages, install, or in private development encourage, landscaping, building design features, and colors that complement Airport facilities and connect the City to themes of travel and international access.

Policy 7.5B

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

Customers, visitors and employees need safe, convenient, and attractive multi-modal access to and from the Airport. The City and Port should partner to link the nearby neighborhoods, commercial areas, and the Airport with comfortable routes that utilize the urban design elements discussed in the Urban Center section (Policies 7.2F-R).

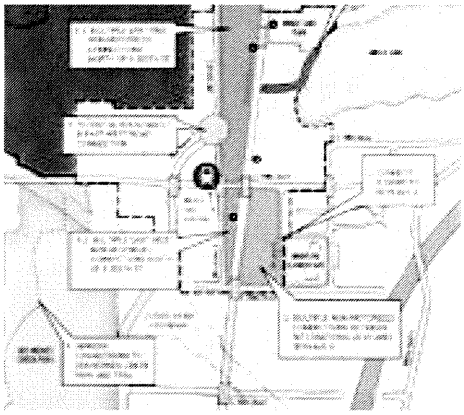


Figure 7.26. The Angle Lake & S 200th Station Area Plan suggests ways to connect neighborhoods to transit.

Figure 7.27. Bicycle parking at the airport

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 7.5C

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.

See parking screening design guidance on page page CD-9 for suggested strategies.

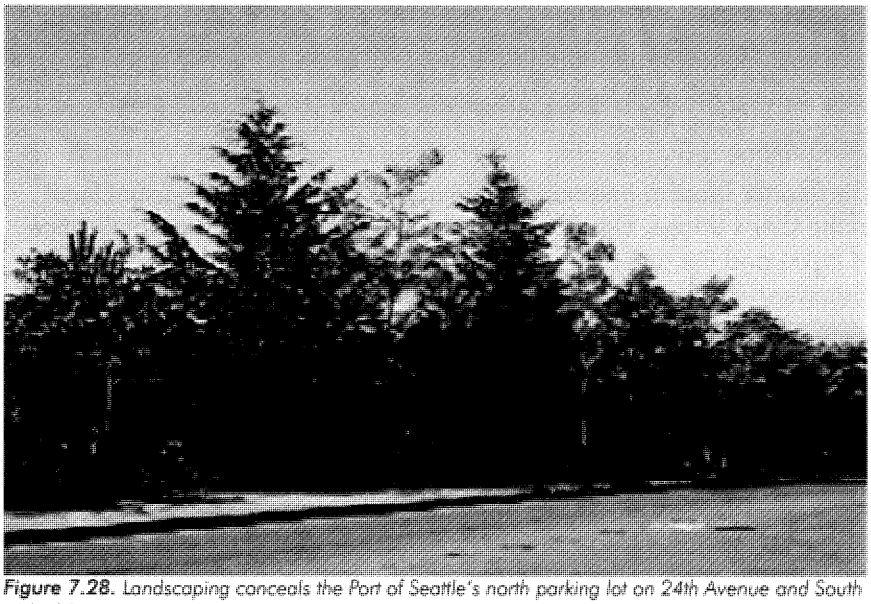


Figure 7.28. *Landscaping conceals the Port of Seattle's north parking lot on 24th Avenue and South 152nd Street.*

Policy 7.5D
Develop viewpoint parks containing landscaping, signage, and other enhancements to strengthen the Airport's positive image in SeaTac.

Design Connections

New and expanded Airport buildings along International Boulevard in SeaTac's Urban Center can contribute to creating a high-quality community character.

See related policies in the Open Space Element.

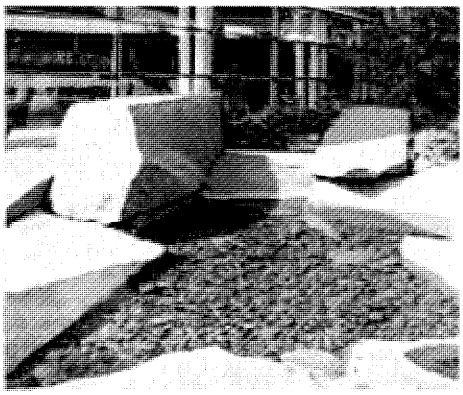


Figure 7.29. *Water feature at the Airport's south Terminal*

Policy 7.5E
Partner with the Port to infuse high-quality art, architecture, and landscape architecture in Airport development.

Visually integrate development on both sides of International Boulevard to create inviting spaces and reduce the sense of separation. Airport, City, and private development should blend relevant public art with high-quality building and site design to produce a setting that is bold, distinctive, and unique. Design themes could draw from concepts such as "diversity of cultures," "international access through travel," or "Pacific Northwest history."

GOAL 7.6

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

Policy 7.6A

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

Large institutions should benefit the community image. For example, the Federal Detention Center, located on South 200th Street, enhanced the character of the area through attractive landscaping and building design.

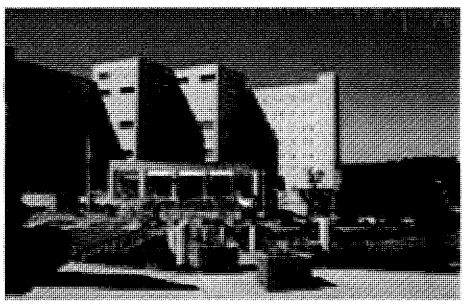
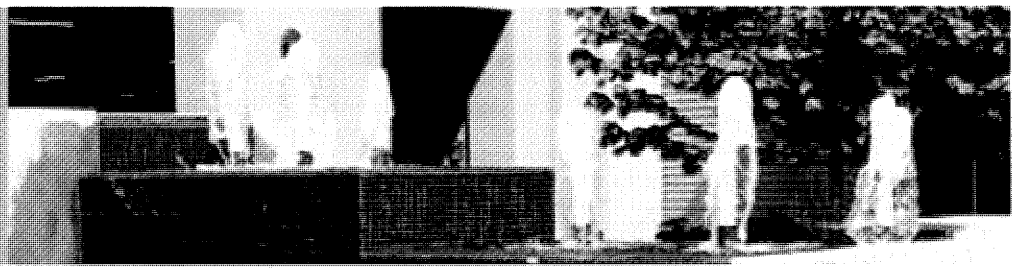


Figure 7.30. *Federal Detention Center located on South 200th Street and 26th Avenue*

RECOMMENDED IMPLEMENTATION STRATEGIES



This section identifies the specific steps, or **implementation strategies**, that achieve this Element's policies. It also identifies the group(s) with **primary responsibility** for carrying out each strategy and the expected **time frame** within which the strategy should be addressed. Policy summaries are included in the table for reference.

As the Primary Responsibility column indicates, many of the implementation strategies will be initially undertaken by a specified board or commission. In most cases, the City Council will analyze the specific board/commission recommendation and make the final decision about how to proceed.

The time frame categories are defined as follows:

- Short-Term..... one to five years
- Medium-Term .... six to 10 years
- Long-Term ..... 11 to 20 years
- Ongoing..... the strategy will be implemented on a continual basis

The time frames are target dates set regularly when the City Council adopts amendments to the Comprehensive Plan.

The list of proposed implementation strategies is a minimum set of action steps and is not intended to limit the City from undertaking other strategies not included in this list.

PROPOSED POLICIES	IMPLEMENTATION STRATEGIES	PRIMARY RESPONSIBILITY	TIME LINE
7.1 GENERAL ELEMENTS OF COMMUNITY IMAGE			
GATEWAYS			
7.1A Design and install City gateways.	Install distinctive physical features, such as specimen trees, seasonal color, art work, lighting, distinctive landmark building and monument forms, or combinations thereof, to produce a gateway effect at freeway off-ramps and at City limits.	Staff	Short-Term
STREETS WITH TREES			
7.1B Preserve vegetation.	Require substantial relocation/ replacement mitigation measures through the Zoning Code where preservation of significant trees is deemed by the City to be impractical.	Planning Commission, City Council, Staff	Short-Term
7.1C Require street trees and vegetation.	Develop and adopt a street tree plan for major arterial streets specifying standards for site preparation, suitability of species, size, spacing and tree maintenance.	Staff	Short-Term
	Maintain and enhance Zoning Code landscaping requirements for new development.	Planning Commission, City Council	Ongoing
	Continue to apply for tree planting grants.	Staff	Ongoing
PARKS, OPEN SPACE AND GREENBELTS			
7.1D Require open space.	Develop urban design framework plans to identify locations and types of desired publicly accessible open spaces.	Staff, Planning Commission, City Council	Ongoing
	Update or maintain commercial development code to require publicly accessible open space.	Staff, Planning Commission, City Council	Short-Term
	Require or develop incentive system for design features and furnishings.	Staff, Planning Commission, City Council	Short-Term

PROPOSED POLICIES	IMPLEMENTATION STRATEGIES	PRIMARY RESPONSIBILITY	TIME LINE
7.1E Preserve greenbelts.	Identify greenbelts in SeaTac.	Staff	Short-Term
	Examine, and adopt where appropriate, techniques in use elsewhere in the region to preserve greenbelts.	Staff, City Council	Short-Term
	Develop and adopt cluster development regulations and tree retention regulations where appropriate.	Planning Commission, City Council, Staff	Ongoing
7.1F Require or incentivize connections between open spaces.	Develop an open space network plan and indicate desired connections [see Policy 10.7D regarding Des Moines Creek Trail extension].	Staff	Short-Term
	Update Capital Improvements Program to include linkages on applicable public rights-of-way.	Staff, City Council	Ongoing
	Acquire property or easements for linkages where possible.	Staff, City Council	Medium-Term
	Require or incentivize publicly accessible connections in redevelopment.	Staff, Planning Commission, City Council	Short-Term
VISTAS AND VIEWPOINTS			
7.1G Identify, classify and preserve public viewpoints.	Inventory and map existing views and vistas.	Staff	Short-Term
	Explore the use of Zoning Code requirements for new development to preserve views.	Planning Commission, City Council	Short-Term
	Designate scenic routes and add viewpoints provision to the Capital Improvement Program.	City Council, Staff	Long-Term

PROPOSED POLICIES	IMPLEMENTATION STRATEGIES	PRIMARY RESPONSIBILITY	TIME LINE
TRANSITIONS AND RELATIONSHIP OF LAND USES			
7.1H Create compatible transitions between different development intensities.	Develop and apply design guidelines to transitional areas (especially between residential and commercial zones) that address: • Site planning (e.g., setbacks and building placement and orientation), • Landscaping and buffers, and • Building design (e.g., upper story setbacks and human scale features) and scale.	Staff, Planning Commission	Short-Term
7.1I Transition to lower intensity from high intensity Urban Center.	Update development code as needed to ensure building heights, floor-area-ratios, lot coverage, and/or other tools transition from high to low intensity.	Staff, Planning Commission, City Council	Ongoing
HISTORICAL AND CULTURAL RESOURCES			
7.1J Identify, commemorate, and preserve historical and cultural resources.	Identify and list the City's historical and cultural resources. [See also Policy 10.7G.]	Planning Commission	Short-Term
	Establish interpretive and commemorative signs and displays.	Staff	Short-Term
	Determine if any structures warrant preservation.	Staff	Short-Term
PUBLIC SAFETY			
7.1K Require use of crime prevention through environmental design.	Consult community to identify "Areas of Concern" including but not limited to dark corners, abandoned buildings, unlighted parks, adult uses, and large unsupervised parking lots.	Staff	Short-Term
	Continue education efforts with apartment building owners regarding CPTED techniques.	Staff	Ongoing

PROPOSED POLICIES	IMPLEMENTATION STRATEGIES	PRIMARY RESPONSIBILITY	TIME LINE
7.1K Continued	Develop and apply CPTED design standards to new commercial and multifamily development, including: • Require new buildings to have windows facing the street or public area to enhance surveillance. • Require recreational facilities and open spaces to be multipurpose (i.e., useful to a number of different user groups). • Require the installation of sidewalks and human-scale street lighting to promote pedestrian safety.	Planning Commission, City Council	Ongoing
CITYWIDE PARKING AND ACCESS			
7.1M Enhance the visual character of surface parking.	Encourage owners of existing lots to provide trees around the perimeter of their lots.	Planning Commission, City Council	Ongoing
7.1N Ensure that the appearance of parking structures makes a positive contribution.	Develop design standards or guidelines to address parking structures' visual appearance and compatibility with its context.	Planning Commission, City Council	Ongoing
7.1O Use alleys.	Designate areas where alleys are required with new development and apply alley standards. Consider public-private partnerships to build alleys or place on Capital Improvement Program.	Staff, Planning Commission, City Council	Short-Term
7.1P Incentivize the transition from surface to structured parking.	For Commercial Medium and High Density designations, explore the feasibility of and apply incentives and requirements for providing structured parking rather than surface parking.	Staff, Planning Commission, City Council	Ongoing
	Limit surface parking through impervious surface limits.	Staff, Planning Commission, City Council	Short-Term

PROPOSED POLICIES	IMPLEMENTATION STRATEGIES	PRIMARY RESPONSIBILITY	TIME LINE
7.2 PROVIDE A PEOPLE-ORIENTED URBAN CENTER			
7.2A Implement the City Center and Station Area Plans to develop focal points.	Implement all public actions identified in City Center and Station Area Plans.	Staff, Planning Commission, City Council	Ongoing
	Require new developments to implement the City Center and Station Area Plans.	Planning Commission, City Council	Short-Term
	Where possible, fund or partially fund public gathering space projects.	Planning Commission, City Council	Ongoing
	Explore the possibility of a joint public/private 'flagship' project.	City Council	Ongoing
	Amend the Zoning Code to include minimum density standards for the HCT districts.	Planning Commission, City Council	Short-Term
7.2B Require tree planting and landscaping.	Develop a street tree plan.	Staff	Short-Term
	Update the Zoning Code to specify types of trees suitable, as well as size, quantity, and distance between plantings for the landscaping to create a positive impact.	Planning Commission, City Council	Short-Term
	The Zoning Code shall be revised to develop alternative landscaping standards for high density build-out and parking structures.	Planning Commission, City Council	Short-Term
	Develop incentives for early removal or replacement of nonconforming signs.	Staff, Planning Commission, City Council	Short-Term
TRANSIT COMMUNITIES			
7.2D Catalyze high-quality, transit-oriented development.	Update Zoning Code to reflect the City Center and Station Area Plans' recommended types of uses and the size and design of buildings that are in close proximity to major transit stations.	Planning Commission, City Council	Short-Term
	Where possible, fund public amenities (e.g., trails, small parks and plazas, pedestrian-scale lighting, weather protection, etc.) to catalyze development.	City Council, Planning Commission, Staff	Ongoing

PROPOSED POLICIES	IMPLEMENTATION STRATEGIES	PRIMARY RESPONSIBILITY	TIME LINE
7.2D Encourage the Coordinated Development of Station Areas.	Develop a plan conceptual for each station area, suggesting the form and type of development, with target years for the completion of major components.	Staff	Short-Term
7.2E Require connections between development and light rail stations. .	Require new development to integrate with and provide comfortable, usable connections to light rail stations.	Planning Commission, City Council	Short-Term
	Continue to work with Metro and Sound Transit to ensure that the needs of transit riders are met along the streetscape.	Staff	Ongoing
	Working with Sound Transit and Metro, ensure that all major transit areas are visible, accessible by sidewalks, well-lit, attractive, and offer cover from the elements.	Staff	Ongoing
PEDESTRIAN ENVIRONMENT			
7.2F Incorporate sidewalks and pedestrian-orientated street furnishings.	Place station area plan recommended sidewalk construction, improvements, and pedestrian features in the Capital Improvements Program.	Staff, City Council	Short-Term
	Develop and apply design standards to new development to achieve high-quality street furnishings and amenities.	Staff, Planning Commission, City Council	Ongoing
7.2G Establish a variety of public spaces throughout the Urban Center.	Seek public-private partnerships and/ or fund the construction of public spaces (e.g., pocket parks, small gathering spaces; see Policy 7.2O for major public spaces).	Staff, City Council	Short-Term
7.2H Encourage connections between the Urban Center and nearby neighborhoods.	Provide City Center and station area plans recommended pedestrian connections between the Urban Center and adjacent neighborhoods through zoning standards and the Capital Facilities Program. Obtain access easements as feasible.	City Council, Planning Commission	Short-Term

PROPOSED POLICIES	IMPLEMENTATION STRATEGIES	PRIMARY RESPONSIBILITY	TIME LINE
7.2I Provide safe methods for people to cross major streets.	See the Transportation Element for intersection, mid-block crossing, and pedestrian refuge improvements strategies.		
7.2J Encourage pedestrian and bicycle connections through large blocks.	Require or incentive pedestrian and bicycle connections through large blocks.	Staff, Planning Commission, City Council	Short-Term
QUALITY OF BUILDING DESIGN			
7.2K Maintain the City Center's and Station Area Plans' development standards to ensure comfortable and pleasant human experience.	Apply and/or enforce design standards to achieve people-oriented architectural and site design (see features listed under Policy 7.2J).	Planning Commission, City Council	Short-Term
7.2L Encourage unifying features and individual, creative architectural designs.	Determine and require a selection of physical characteristics to be incorporated into development projects, for example, seasonal plantings, public spaces, canopies and other weather protecting devices, roof forms, ground level articulation of building facades, terraced building forms, or combinations of these elements.	City Council, Planning Commission, Staff	Short-Term
7.2M Provide a variety of public amenities.	Update zoning provisions for the Urban Center to include a list of desirable public amenities, some mandatory and others encouraged with incentives (in the form of additional development).	Staff, Planning Commission, City Council	Short-Term
RETROFITTING EXISTING DEVELOPMENT			
7.2N Encourage flexibility in the Zoning Code and design guidelines to not discourage retrofitting existing development.	Work with property owners in suggesting configurations and improvements that support Urban Center principles.	Staff	Ongoing
	Prioritize the kinds of improvements to be required during remodeling or renovation. These could include pedestrian access and circulation, signage, and landscaping.	Staff	Short-Term

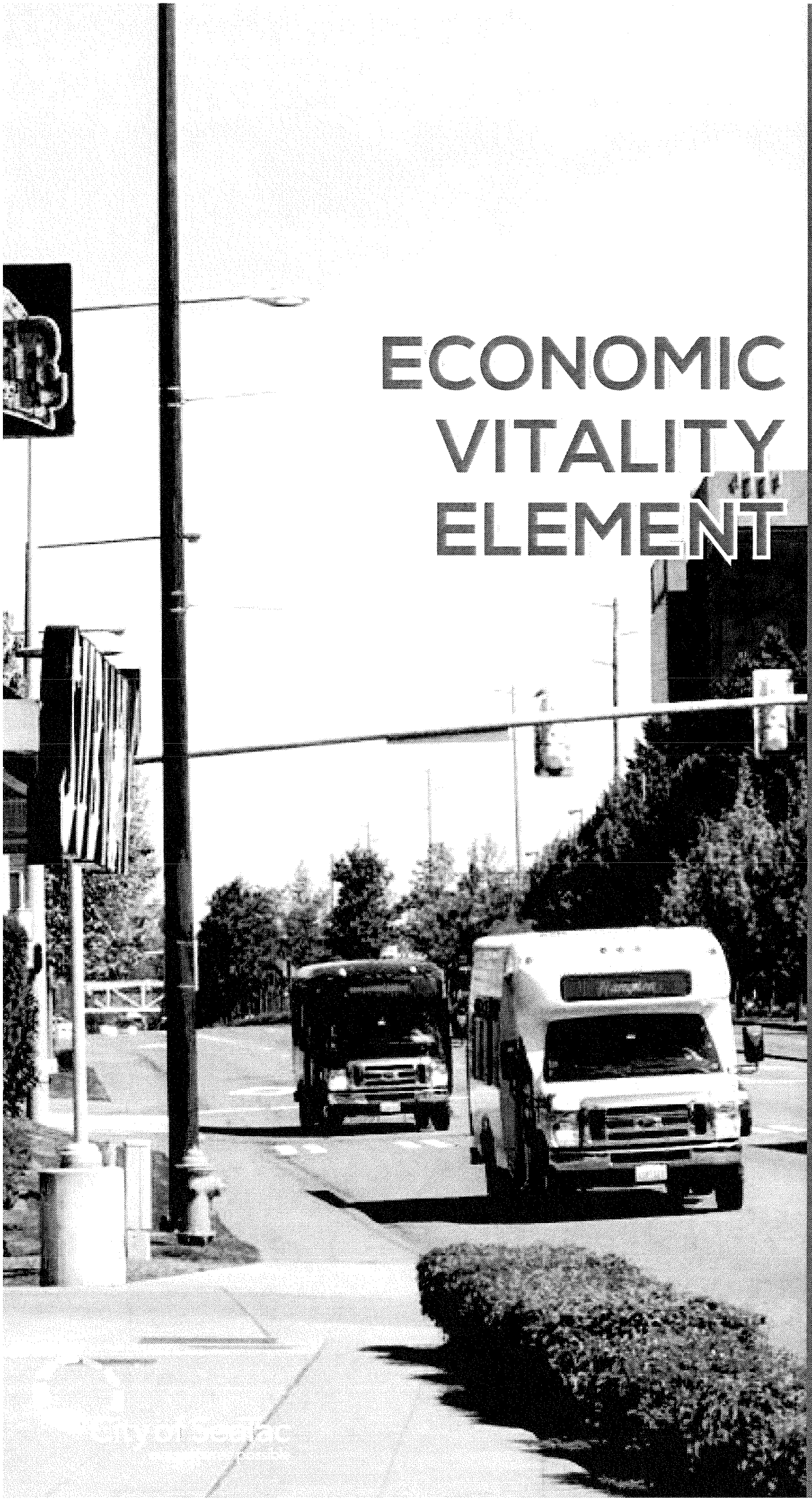
PROPOSED POLICIES	IMPLEMENTATION STRATEGIES	PRIMARY RESPONSIBILITY	TIME LINE
CIVIC FACILITIES			
7.2O Create public spaces within the Urban Center.	Evaluate options for acquiring and developing a public space, including private sector partnerships.	Staff	Ongoing
	Organize a design competition to ensure quality and innovation in the final design.	Staff	Short-Term
	Establish a civic park or square identified in a subarea plan through the Capital Facilities Program.	City Council, Staff	Short-Term
7.2P Encourage the development of buildings and structures in the Urban Center which provide civic functions.	Establish one or more civic structures within the Urban Center.	City Council	Medium-Term
	Encourage public-private projects to provide civic functions.	Staff	Ongoing
7.2Q Include art with public improvements.	Include artists on design teams for public projects.	City Council, Staff	Ongoing
	Update the Zoning Code to include incentives for the provision of public art in private developments.	Planning Commission, City Council	Short-Term
	Establish a threshold above which public improvements will be required to include public art.	City Council, Staff	Short-Term
7.2R Incorporate Bow Lake and Angle Lake as major elements in the image of SeaTac.	Continue programming activities at Angle Lake and explore ways to make Bow Lake an accessible and appealing focal point for the community.	Staff, Planning Commission	Ongoing
7.3 ENHANCE RESIDENTIAL AREAS' CHARACTER			
7.3A Ensure that accessory dwellings are subordinate in size and appearance to primary residences.	Maintain the Zoning Code's design standards for accessory dwellings.	Staff, Planning Commission, City Council	Ongoing

PROPOSED POLICIES	IMPLEMENTATION STRATEGIES	PRIMARY RESPONSIBILITY	TIME LINE
7.3B Require high-quality multifamily building and site design.	Update the Zoning Code with multifamily design standards that consider: • Relationship to street, • Orientation to and provision of open space, • Public to private space transitions, • Refuse containers, storage areas, bicycle parking, and garages integration in overall design, • Parking area location and landscaping provisions, • Crime Prevention through Environmental Design, • Height limitations for multifamily buildings adjacent to single family detached housing to maintain privacy, • Setbacks at transitions between zones, • Trees and landscaping use where privacy buffers are needed, • Prohibition of unsightly storage areas near or adjacent to neighboring residential areas, and • Pedestrian-scale and non-trespassing lighting.	Planning Commission, City Council	Short-Term
NEIGHBORHOOD RETAIL AND SERVICES			
7.3C Develop standards and guidelines for neighborhood commercial areas.	Update the Zoning Code standards and guidelines to create smaller-scale commercial areas that fit comfortably within a neighborhood.	Staff, Planning Commission, City Council	Short-Term
	Provide incentives for the inclusion of desired public amenities.	Planning Commission, City Council	Short-Term

PROPOSED POLICIES	IMPLEMENTATION STRATEGIES	PRIMARY RESPONSIBILITY	TIME LINE
7.3D Apply transition standards to neighborhood commercial development when adjacent to housing.	Update the Zoning Code with transition standards.	Planning Commission, City Council	Short-Term
	Update Zoning Code so that hotels and motels are a conditional use in neighborhood commercial zones and only allowed as part of a larger mixed use project.	Planning Commission, City Council	Short-Term
SHORT-PLATTING			
7.3E Ensure that access standards are appropriate for small lot subdivision.	Review the "short plat" development standards, in accordance with the Housing and Neighborhood Element's strategies.	City Council, Planning Commission, Staff	Short-Term
7.4 PROMOTE WELL-DESIGNED BUSINESS AND INDUSTRIAL DEVELOPMENT			
7.4A Ensure high design standards in Business Park, Industrial, and Aviation Commercial development.	Develop and apply design standards to Business Park, Industrial, and Aviation Commercial that address: • Site planning, • Natural areas preservation, • Transit use, • Pedestrian movement, and • Parking facilities.	Staff, Planning Commission, City Council	Short-Term
7.5 STRENGTHEN POSITIVE AIRPORT ATTRIBUTES			
LINKAGES			
7.5A Extend design elements from the Airport into the community.	Explore visual linkages: landscaping, signs, building design features, color, and other cues to connect to themes of travel and international access.	Staff	Short-Term

PROPOSED POLICIES	IMPLEMENTATION STRATEGIES	PRIMARY RESPONSIBILITY	TIME LINE
	Explore ways of providing functional and comfortable connections with the Airport into the ILA.	City Council	Ongoing
	Work with the Port of Seattle to promote a network of safe, convenient, and attractive linkages within the Urban Center that utilize the urban design elements discussed in the Urban Center policies (7.2F-R).	City Council, Staff	Ongoing
7.5B Improve character of pedestrian and transit connections between the Airport and the community.	Work with the Port of Seattle and Sound Transit to develop an automated pedestrian/personal conveyance system (such as moving sidewalk or Personal Rapid Transit) to connect the Airport terminal with the City Center core.	City Council, Staff	Short-Term
	Work with the Port of Seattle to preserve a non-automated pedestrian link to connect the Airport terminal with the City Center core.	City Council, Staff	Short-Term
	Establish a level of service for a City Center – Airport terminal pedestrian/ personal conveyance system.	City Council, Planning Commission, Staff	Short-Term
AIRPORT BUFFERS			
7.5C Partner with the Port to screen undesirable views.	Work with the Port to devise standards and methods for fencing and screening at agreed sites and locations (e.g., loading and parking areas).	City Council, Staff	Ongoing
7.5D Develop viewpoint parks.	Work with the Port to identify appropriate locations for viewpoint parks with landscaping, signage, and other enhancements.	City Council, Staff	Ongoing

PROPOSED POLICIES	IMPLEMENTATION STRATEGIES	PRIMARY RESPONSIBILITY	TIME LINE
DESIGN CONNECTIONS			
7.5E Infuse art and design in Airport development.	Work with the Port of Seattle in encouraging imaginative art, architecture, and landscape architecture on Port of Seattle property. Design themes could draw from concepts such as "diversity of cultures," "international access through travel," or "Pacific Northwest history."	Planning Commission, City Council, Staff	Ongoing
7.6 ATTRACT MAJOR INSTITUTIONS			
7.6A Require institutions to contribute publicly accessible amenities and a high design quality.	Work to establish interagency agreements when major institutions decide to locate here.	City Council, Staff	Ongoing



ECONOMIC VITALITY ELEMENT

CHAPTER 8

SeaTac 2035

TABLE OF CONTENTS

INTRODUCTION EV-3

MAJOR CONDITIONS EV-4

GOALS AND POLICIES EV-4

GOAL 8.1 SUPPORT THE PRIVATE SECTOR EV-5

GOAL 8.2 REVIEW AND REFORM REGULATIONS AND TAXING POLICIES EV-6

GOAL 8.3 ENCOURAGE JOB TRAINING AND EDUCATIONAL OPPORTUNITIES EV-7

GOAL 8.4 ENCOURAGE ECONOMIC DIVERSITY ..... EV-

GOAL 8.5 SUPPORT DEVELOPMENT OF A LOCAL FOOD SECTOR ... EV-10

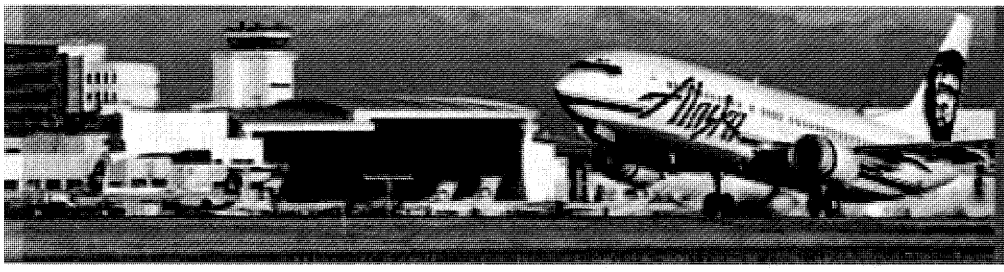
GOAL 8.6 MAINTAIN AND UPGRADE PUBLIC INFRASTRUCTURE EV-10

GOAL 8.7 ENHANCE AND UTILIZE THE CITY'S ENVIRONMENT EV-11

RECOMMENDED IMPLEMENTATION STRATEGIES EV-12

Maps

Map 8.1. Business cluster geographic areas EV-9



INTRODUCTION

Economic vitality is the measure of the economic health of the City – its people, its business, and its government. Major components of a community's economic vitality are: 1) job retention; 2) job recruitment; 3) public and private capital investment; 4)business and community capacity building; and 5) job training programs;. Public and private actions that support enhanced economic vitality:

- Maintain a strong economic base;
- Diversify employment throughout the City;
- Improve job training and educational opportunities;
- Attract residents and businesses by enhancing the quality of life with natural and manmade amenities;
- Create and maintain a range of family-wage jobs;
- Promote clean, sustainable, environmentally sensitive businesses and jobs and healthy ecosystem services;
- Monitor and report business and economic performance;
- Provide for clarity and flexibility in zoning and land use regulations to allow the greatest mix of compatible uses in areas with high potential for economic growth;
- Develop and promote a forward looking economic development strategy;
- Establish incentives and tools to promote economic development; and
- Communicate openly on a regular basis with the public on economic development issues.

This element of the Comprehensive Plan is intended to provide an economic vitality vision and policy direction within the City of SeaTac. It is closely coordinated with the Housing and Human Services, Environment, Land Use, and Community Design Elements.

MAJOR CONDITIONS

SeaTac faces the following major economic vitality challenges as it looks ahead to 2035:

- The need for increased economic diversity;
- The shortage of living wage jobs;
- Possible displacement of existing small businesses in redeveloping areas;
- The difficulty for current and future residents to attain economic self-sufficiency;
- A lack of incentives for business attraction and retention;
- Underutilized property and the lack of a workable, on-going strategy to increase their economic value; and
- Potential traffic impacts from future airport operation and transportation infrastructure growth.

GOALS AND POLICIES

Overall Goal: Create an environment that strengthens economic vitality within the City of SeaTac.

The City provides economic opportunities to SeaTac residents and businesses, which increases tax revenues and improves services to its citizens.

This section contains SeaTac's economic vitality goals and policies. Goals represent the City's general objectives, while policies provide more detail about the steps needed to achieve each goal's intent.

GOAL 8.1

Support the private sector through partnerships, plans, and monitoring.

Soundside Alliance has been established between the Cities of SeaTac, Burien, Des Moines, Normandy Park, and Tukwila, Port of Seattle, and Highline College. The purpose of the Alliance is to coordinate efforts to promote, diversify, and grow the southwest King County regional economy.

Policy 8.1A
Develop economic action plans and establish and monitor performance measures to make recommendations to appropriate City departments, Planning Commission, City Council, and Port Commission, and to coordinate with other public and private sector organizations.

Policy 8.1B
Retain and recruit businesses by recommending and actively implementing marketing plans and strategies.

See Policy 8.4B for specifics on retaining and recruiting businesses.

Policy 8.1C
Facilitate communication between government, business, major institutions, residential community, and other entities.

The intent of this policy is to: a) enhance the understanding of business issues by the City, Port, and businesses that may impact employment growth and business competitiveness; b) enhance the business community's understanding of public policy goals and implementation issues; c) help promote the partnership between government and business to achieve the Comprehensive Plan goals; and d) identify and promote areas of common interest and facilitate the resolution of conflicts between the business community, government, and the residential community in a manner that recognizes and respects differences.

SeaTac aims for a participatory government where broad democratic engagement leads to fuller discussions and better-informed decisions.

Policy 8.1D
Coordinate development information, services, and funding with adjacent communities and the Port to enhance the viability of businesses in SeaTac through consistency with local, regional, and State economic development plans.

Coordinating implementation across jurisdictions strengthens the plans and improves the ability to receive additional funding through joint application for State and Federal funds.

Policy 8.1E
Increase the City's capacity to understand and analyze the City's economic base and the regional economy to better inform planning and implementation.

Policy 8.1F
Annually report SeaTac's economic condition to the Planning Commission and City Council.

Entrepreneurial Government

Entrepreneurial government is the philosophy of running a government like a for-profit company by catalyzing economic development in the City, empowering community members to develop their businesses, and being mission-driven, results oriented, focused on the customers, profitable, anticipatory (i.e., strategic and preventative), decentralized and participatory, and market oriented (Osborne and Gaebler, 1992).

See Goal 8.7 regarding the natural environment.

GOAL 8.2

Review and reform regulations and taxing policies to develop a strong business climate and encourage entrepreneurial government.

SeaTac's regulations should encourage a business to stay, start up, move to, or expand in our community. The following policies identify strategies to improve SeaTac's economic climate.

Policy 8.2A

Continue to support regulatory reform at the State, County, and City levels to optimize benefits from regulation on businesses and developers, while maintaining a healthy natural environment, worker safety, and consistency with GMA goals and this Plan.

Policy 8.2B

Provide thorough and accurate development review and land use permitting customer service with short processing periods.

Evaluate the City's development regulations to eliminate unnecessary layers of control and promote regulatory process consistency and predictability.

Policy 8.2C

Update development regulations as needed to minimize unnecessary requirements and negative impacts.

Review development code at least every five years to analyze impacts on development costs, permit review, and approval time frames; bonding requirements; and other issues identified by a panel of development regulation experts. Update the regulations to address unnecessary layers of control, redundancy, inconsistency, and unpredictability.

Policy 8.2D

Utilize the planned action process to reduce permit processing time and increase predictability for projects compatible with City plans.

Priority should be given to the development of planned actions that support the Plan's economic development priorities.

Policy 8.2E

Review and summarize the existing and future City tax and fee structure at least every three years to evaluate impacts on businesses and development activities and ensure consistency with Plan goals and priorities.

Policy 8.2F

Consider economic trends and market conditions when amending Plan land use designations or zoning classifications.

Reflecting foreseeable economic trends and market conditions in land use designations is a proactive approach to economic development.

GOAL 8.3

Promote and encourage quality job training and educational opportunities.

Policy 8.3A
Encourage and support job training programs for workers of all ages entering the job market and in need of training or retraining.

Policy 8.3B
Work with educational institutions to ensure that students receive a highquality basic education and develop the competencies needed to continue their education and/or enter the work force with essential skills.

Policy 8.3C
Participate in business, labor, and educational institution coalitions to develop competency-based education and training programs targeted to local business needs and increasing resident employability (e.g., vocational, apprenticeships, entrepreneurial skills, and customized on-site training).

An important component of labor force development is ensuring that people have the appropriate skills to qualify them for meaningful and productive employment.

GOAL 8.4

Encourage economic diversity and a variety of jobs at various wage levels.

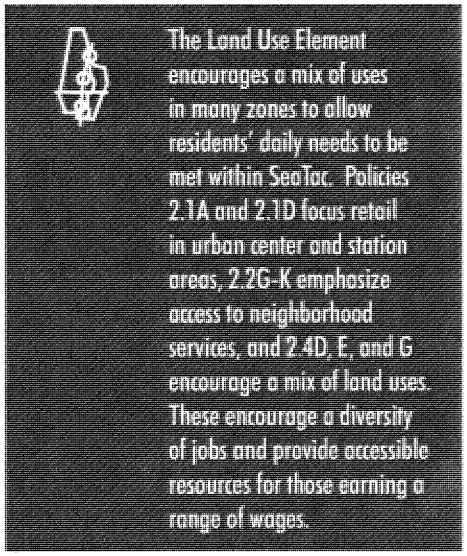
Policy 8.4A
Recognize the City's current mix of business and industry and encourage the diversity necessary to maintain or achieve employment growth.

Business diversity reduces the negative effects of cyclical economic fluctuations.

Policy 8.4B

Encourage and recruit economic activity that attracts new capital into the SeaTac economy by prioritizing and targeting marketing to the following businesses and industries:

- Hospitality Industry
- Air TransportationDependent/ Compatible Industries
- International Trade
- Ground Transportation Services
- Distribution/Advanced Logistic Providers
- Wholesale
- Retail
- Communications/Electronics
- Aerospace
- Medical Technology and Biotechnology
- Computers and Software
- Advanced/Emerging Technologies/Industries
- Professional Services
- Tourism
- Light Industry/Assembly
- Food Processing/Distribution
- "Green Industries" (e.g., renewable energy products or services)



Policy 8.4C

Encourage clustering of businesses within the following geographical areas:

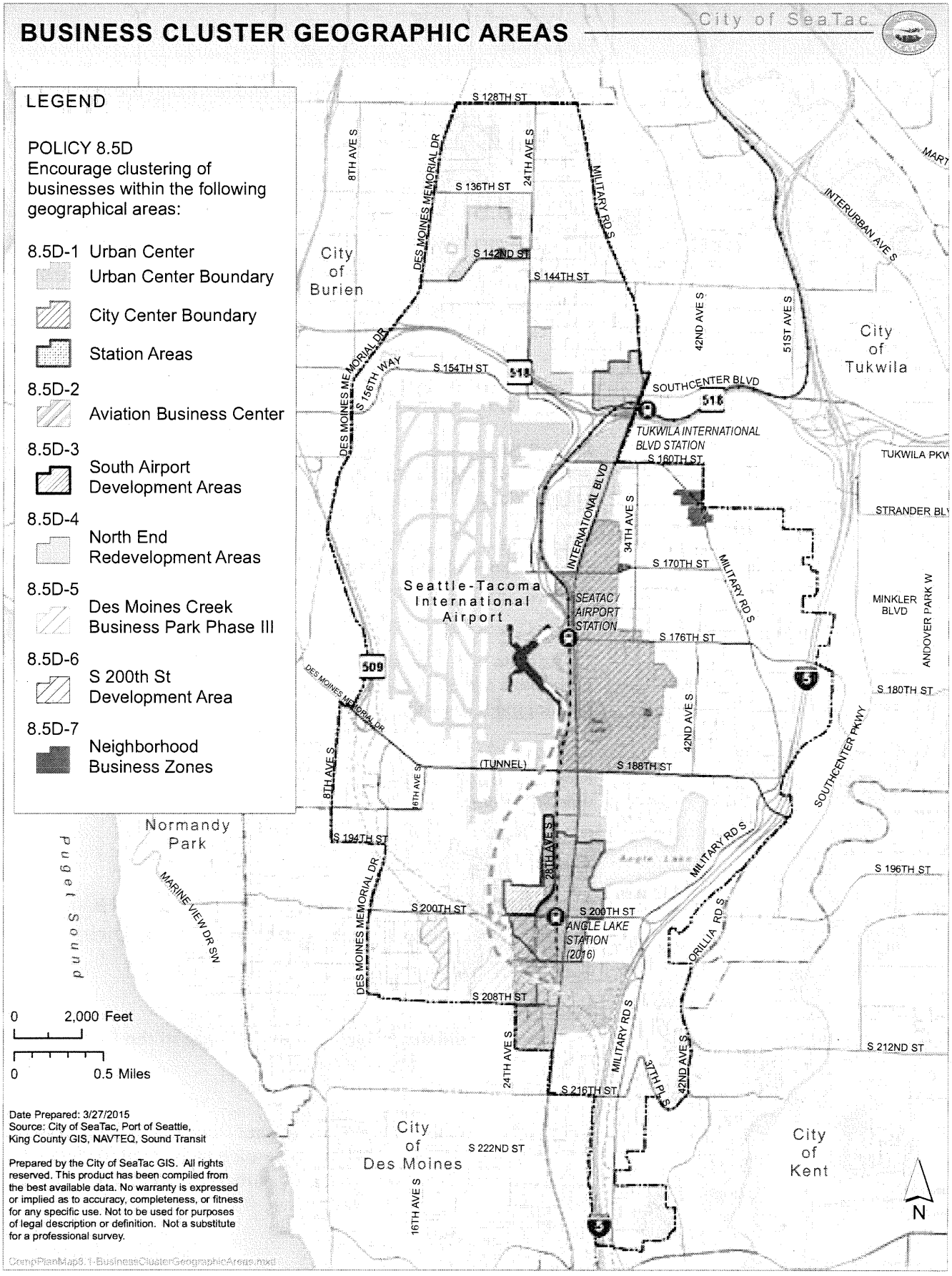
- Urban Center (Including City Center, the S. 154th St. Station Area and the Angle Lake Station Area)
- Aviation Business Center
- South Airport Development Area (SADA)
- North End Redevelopment Areas
- Des Moines Creek Business Park Phase 3
- South 200th Street Development Area
- Neighborhood Business Zones

These geographic areas concentrate businesses and industries to accommodate regional economic vitality and maximize compatibility with surrounding uses.

Policy 8.4D

Facilitate employment growth to accommodate the City's employment growth target.

Over the next 20 years significant regional population and employment growth is expected in the Puget Sound area and will impact the region's economic vitality. Businesses and industries affected by such growth include those listed in Policy 8.4B.



Map 8.1. Business cluster geographic areas

Policy 8.4E
Encourage a job mix that improves the City's economic strength and stability, prioritizes living wage jobs, and increases the tax base.
A healthy job mix provides opportunities for residents' economic success and maintains high-quality public services.

GOAL 8.5

Create an environment that spurs local food sector development to increase opportunities for economic self-sufficiency.

A food innovation cluster or district will create economic activity through new business development and job growth in the food economy. The cluster will also address access to healthy food, health disparities, and lack of resiliency in the local food system.

Policy 8.5A
Allow for a mixed-use district of food-related activities such as retail, processing, distribution, and urban agriculture.

Policy 8.5B
Support food-related workforce development, entrepreneurship training, and business incubator facilities.

Policy 8.5C
Coordinate with a broad range of partner organizations, businesses, and public sector agencies to promote food innovation district development and related programming and facilities.

Policy 8.5D
Forge public-private sector partnerships to develop a food-related workforce and business incubator training facility.

GOAL 8.6

Maintain and upgrade existing and strategically locate new public infrastructure to provide capacity for economic growth.

Also see the Utilities Element Goals 6.1, 6.2, and 6.4.

Also see the Capital Facilities Element Goals 5.2 and 5.3.

Policy 8.6A
Provide adequate public infrastructure to support the City's economic development program.

Policy 8.6B
Analyze the impacts of the City's capital investments on businesses, employment, and other economic development opportunities when making decisions about utilities, transportation, and other public facilities.

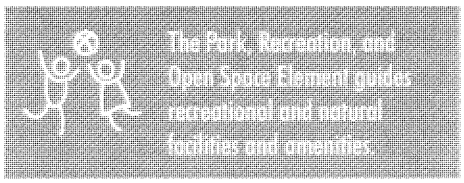
Policy 8.6C
Support the development of state-of-the-art telecommunications infrastructure systems.

GOAL 8.7

Enhance and utilize the City's natural and built environment to increase the desirability of locating in SeaTac.

Policy 8.7A
Beautify and enhance the commercial and residential areas of the City through the application of urban design standards and support for public facilities and amenities to attract commercial and residential growth.
Places that are well-designed and include important community facilities (e.g., sidewalks, street trees, bike lanes, parks, public trails) and amenities (e.g., public art) attract high-quality businesses and development, encourage residential growth, and improve the City's quality of life and long-term economic success.

Policy 8.7B
Identify and implement programs and strategies that enhance the livability of residential neighborhoods, such as neighborhood cleanups, street trees, signage, code compliance, and other available mechanisms.
Enhancing residential neighborhoods within the City increases livability and the probability that employers and employees may locate in SeaTac.



RECOMMENDED IMPLEMENTATION STRATEGIES

This section identifies the specific steps, or **implementation strategies**, that achieve this Element's policies. It also identifies the group(s) with **primary responsibility** for carrying out each strategy and the expected **time frame** within which the strategy should be addressed. Policy summaries are included in the table for reference.

As the Primary Responsibility column indicates, many of the implementation strategies will be initially undertaken by a specified board or commission. In most cases, the City Council will analyze the specific board/commission recommendation and make the final decision about how to proceed.

The time frame categories are defined as follows:

- Short-Term ..... one to five years
- Medium-Term .... six to 10 years
- Long-Term ..... 11 to 20 years
- Ongoing ..... the strategy will be implemented on a continual basis

The time frames are target dates set regularly when the City Council adopts amendments to the Comprehensive Plan.

The list of proposed implementation strategies is a minimum set of action steps and is not intended to limit the City from undertaking other strategies not included in this list.

PROPOSED POLICIES	IMPLEMENTATION STRATEGIES	PRIMARY RESPONSIBILITY	TIME FRAME
8.1 SUPPORT THE PRIVATE SECTOR			
8.1A Develop plans, establish measures, monitor performance, and make recommendations.	Continue to staff Soundside Alliance committees and forward recommendations for action to appropriate entities.	Staff	Ongoing
8.1B Retain and recruit businesses.	Develop a marketing plan that includes prioritization, private sector contact and recruitment, listing of available properties, and retention strategies.	Staff	Short-Term
8.1C Facilitate business – government – institution – resident communication.	Utilize the City's website to provide up-to-date, user-friendly information including: • Comprehensive Plan goals and policies • Regulatory policies • Adopted amendments • Current projects–Planned action process	Staff	Ongoing
	Provide a user-friendly process online and over-the-counter/ phone by which residents may ask questions, voice concerns, or issue complaints regarding the local business community.	Staff	Ongoing
	Provide a visible presence (e.g., staffing, information booths) at local business group meetings and business-related conferences.	Staff	Ongoing

PROPOSED POLICIES	IMPLEMENTATION STRATEGIES	PRIMARY RESPONSIBILITY	TIME FRAME
8.1D Facilitate intergovernmental coordination.	Periodically report Soundside Alliance and Port activities to the Council.	Staff	Ongoing
	Maintain contact with local jurisdictions to share business development expertise and information on current/potential projects that may have an impact on SeaTac's business climate.	Staff	Ongoing
	Analyze and comment on County and regional plans that affect growth in the region, including SeaTac.	Staff	Ongoing
8.1E Develop economic base information.	Annually review available economic information and determine information needs of key decisionmakers.	Staff	Ongoing
8.1F Provide an annual report.	Submit an annual report of City and Soundside Alliance actions and the state of the economic vitality of business.	CED	Ongoing
8.2 REVIEW AND REFORM REGULATIONS AND TAXING POLICIES			
8.2A Support regulatory reform.	Survey business community regarding current regulations; revise Zoning Code accordingly.	Staff, City Council, Planning Commission	Short-Term
	Recommend changes to City Administration for corrective legislation at the State and County governmental levels.	Staff, City Council, Planning Commission	Ongoing
8.2B Streamline land use permitting.	Evaluate development regulations and eliminate unnecessary layers of control and promote greater consistency and predictability in the regulatory process.	City Council	Ongoing

PROPOSED POLICIES	IMPLEMENTATION STRATEGIES	PRIMARY RESPONSIBILITY	TIME FRAME
8.2C Review and evaluate development review impacts.	Survey developers to understand regulatory impacts and ways to gain greater consistency and predictability.	Staff	Ongoing
	Review development at least every five years to identify unnecessary negative impacts on development.	Staff, City Council, Planning Commission	Ongoing
	Update development regulations based on above evaluation.	Staff, City Council, Planning Commission	Ongoing
8.2D Utilize the planned action process.	Increase awareness of the planned action process through the City's website to encourage business development in designated subareas using reduced permit processing time and increased project predictability.	Staff	Short-Term
	Identify and prioritize areas where planned actions could be applied. These areas include: • Station areas. • Areas identified in the Comprehensive Plan for transition to commercial use. • Other areas where redevelopment or revitalization would be desirable.	Staff, Planning Commission, City Council	Ongoing
	Research funding sources for planned actions in priority areas.	Staff	Short-Term
	Outline planned action proposals for consideration.	Staff, Planning Commission	Short-Term

PROPOSED POLICIES	IMPLEMENTATION STRATEGIES	PRIMARY RESPONSIBILITY	TIME FRAME
8.2E Manage tax policy impacts.	Review, evaluate, and summarize tax reporting and compliance processes, business and occupation tax structure, utility rate structures where they may apply, and the cumulative debt and tax burden of overlapping jurisdictions.	Staff, City Council, Planning Commission	Ongoing
	Update tax structure as needed to minimize impacts.	Staff, City Council, Planning Commission	Ongoing
8.2F Account for economic trends when amending land use designations.	Reassess plans and policies periodically when market conditions and trends appear to be out of sync with anticipated development in areas designated for redevelopment.	City Council, Planning Commission, Staff	Ongoing
8.3 ENCOURAGE JOB TRAINING AND EDUCATIONAL OPPORTUNITIES			
8.3A Encourage job training programs.	Periodically survey SeaTac's employers to identify specific job skill requirements for new employees or new skills needed to grow.	Staff	Short-Term
	Coordinate programs, when appropriate, with the Highline School District, Puget Sound Skills Center, Highline, South Seattle, and Green River Colleges, and Renton Technical College.	Staff	Ongoing
	Seek funding to support customized training programs aimed at the desired skill set identified by the periodic survey.	Staff	Short-Term

PROPOSED POLICIES	IMPLEMENTATION STRATEGIES	PRIMARY RESPONSIBILITY	TIME FRAME
8.3B Work with educational institutions to ensure basic education.	Coordinate with public and private schools to provide students the highest level of education possible.	City Council	Ongoing
	Endorse initiatives to improve local school district programs, including those emphasizing a STEM curriculum (science, technology, engineering, and math).	City Council, Staff	Ongoing
	Coordinate with Soundside Alliance and other partners to arrange for business leaders to visit schools to help students understand local employment opportunities.	Staff	Ongoing
8.3C Participate in coalitions of business, labor and educational institutions to develop competency-based education and training programs.	Coordinate with Soundside Alliance and other partners to work with Global Connections High School principal and teachers to discuss training program development.	Staff	Short-Term
8.4 ENCOURAGE ECONOMIC DIVERSITY			
8.4A Encourage the diversity necessary to achieve employment growth.	Use economic base information (see Strategy 8.1E) to prioritize desired business and industry sectors for recruitment and expansion.	Staff, City Council	Ongoing
	Develop a plan with steps to produce growth in targeted business or industry types.	Staff, Planning Commission, City Council	Ongoing
	Continue to fund the Small Business Development Center to enhance program delivery.	City Council	Ongoing

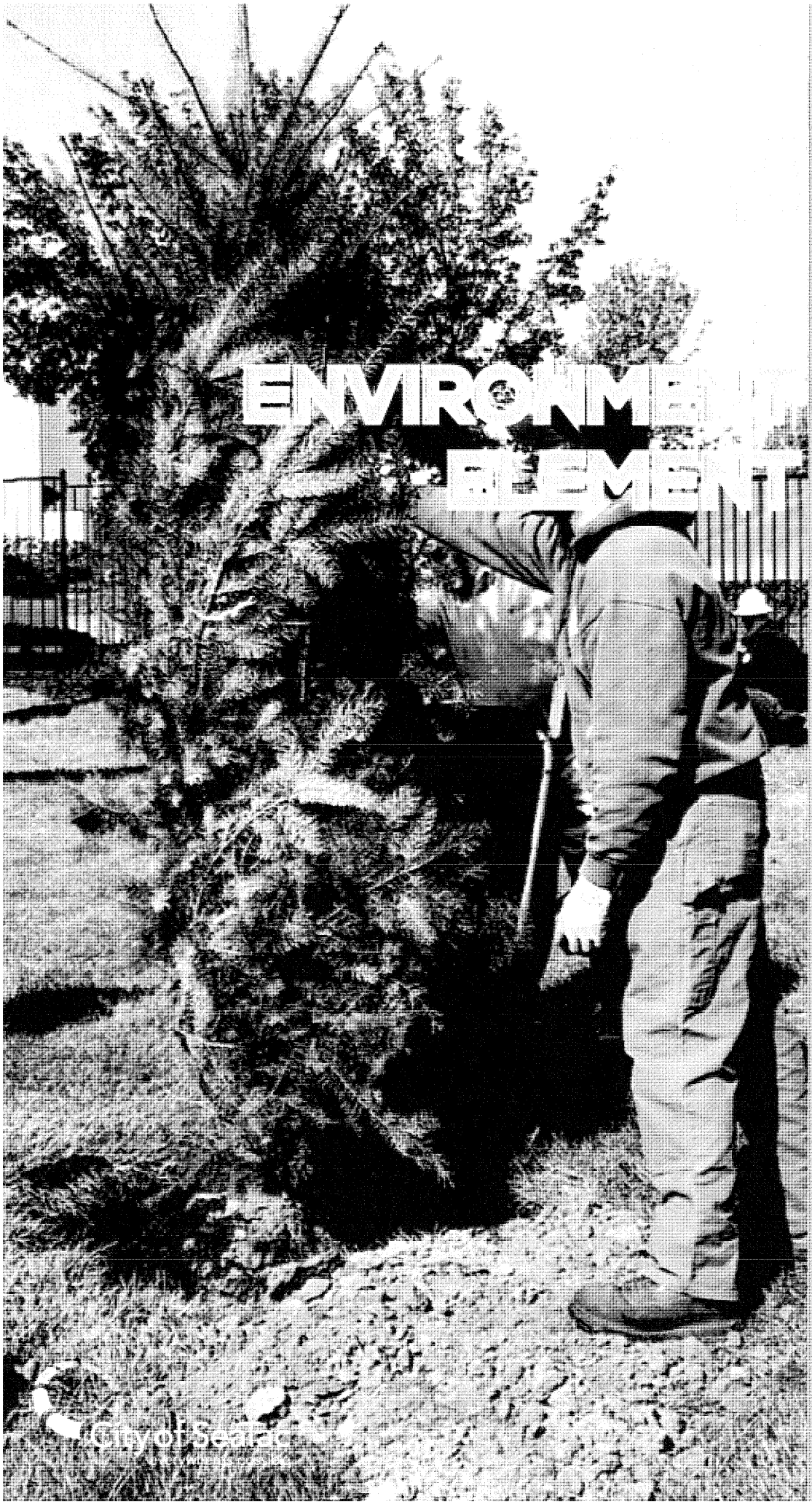
PROPOSED POLICIES	IMPLEMENTATION STRATEGIES	PRIMARY RESPONSIBILITY	TIME FRAME
8.4B Encourage and recruit economic activity that brings new capital into the SeaTac economy.	Invest in infrastructure and incentives for new—and incentivize the prioritized existing—businesses and industries.	City Council	Ongoing
	Update list of prioritized businesses and industries in this policy as needed to reflect economic trends.	Staff	Ongoing
	Develop specific marketing strategies that utilize identifying available state and local incentives.	Staff, Planning Commission, City Council	Short-Term
8.4C Encourage clustering of businesses.	Review and streamline regulatory processes affecting businesses located in SeaTac's geographic business cluster areas.	City Council, Staff	Ongoing
	Determine business clusters existing in each geographic area.	Staff	Short-Term
	Determine desired mix of clusters for each geographic area.	Staff	Short-Term
	Tailor recruitment/retention plan, including review and streamlining of regulatory processes to achieve the desired mix in each cluster.	Staff, City Council	Ongoing

PROPOSED POLICIES	IMPLEMENTATION STRATEGIES	PRIMARY RESPONSIBILITY	TIME FRAME
8.4D Facilitate employment growth	Expedite applications for business creation and expansion where compatible with Plan goals and policies.	Staff	Ongoing
	Periodically update baseline employment data (in conjunction with Policy 8.1E strategy).	Staff	Ongoing
	Track growth (positive or negative) as it relates to the baseline.	City Council, Planning Commission	Ongoing
	Identify specific impediments to employment growth and implement remedial actions.	Staff	Short-Term
	Maintain involvement in regional planning to ensure appropriate employment targets.	Staff	Ongoing
8.4E Encourage a mix of job types.	See strategies in 8.4A and B and Goal 8.5.		
8.5 SUPPORT DEVELOPMENT OF A LOCAL FOOD SECTOR			
8.5A Allow for mixed-use food-related activities and businesses.	Identify gaps and barriers in land use designations and zoning and development regulations.	Staff, Planning Commission	Short Term
	Establish and/or amend regulations as necessary to facilitate developing a local food sector.	Staff, Planning Commission, City Council	Short Term
	Maintain development regulations that support a food-related district.	City Council	Ongoing

PROPOSED POLICIES	IMPLEMENTATION STRATEGIES	PRIMARY RESPONSIBILITY	TIME FRAME
8.5B Support food-related workforce development facilities.	Identify locations appropriate for mixed use food districts and a food hub to provide necessary facilities and ancillary services.	Staff	Short Term
	Provide infrastructure as necessary and appropriate.	Staff	Short Term
	Assist in researching and applying for funds to develop a food innovation district.	Staff	Short Term
	Forge public-private partnerships to develop the facility (Policy 8.5D).	Staff, City Council	Short Term
	Protect facility from displacement over time.	Staff, City Council	Ongoing
8.5C Coordinate with partner organizations to promote food sector development.	Continue participation in the Food Innovation Network and other partnerships to develop and implement a food-related economic development strategy.	Staff	Ongoing
8.5D Forge partnerships for food-related facility.	Work with other economic, community development, educational, business training, and food industry organizations to build food-related facilities.	Staff, City Council	Short Term
8.6 MAINTAIN AND UPGRADE PUBLIC INFRASTRUCTURE			
8.6A Provide adequate public infrastructure is in place.	Review infrastructure needs as part of the Capital Facilities Plan.	City Council, Planning Commission	Ongoing
	Catalog current infrastructure assets of the City of SeaTac to include road, rail, air, fiber optics, telecommunications, ecommerce, and bandwidth capacities. Compare these capacities to the needs of businesses the City would like to retain and recruit.	Staff	Ongoing

PROPOSED POLICIES	IMPLEMENTATION STRATEGIES	PRIMARY RESPONSIBILITY	TIME FRAME
	Develop a 10year infrastructure plan to provide the facilities identified above. Implement this plan by accomplishing one project per year from the 10year plan.	Staff, City Council, Planning Commission	Short-Term
8.6B Analyze impacts of capital investments on economic development opportunities.	Annually review infrastructure needs and support infrastructure investments which encourage economic development.	Planning Commission	Ongoing
8.6C Support development of state-of-the-art telecommunications systems.	Review and revise as needed the Zoning Code regarding telecommunications as needed.	City Council, Planning Commission	Ongoing
8.7 ENHANCE AND UTILIZE THE CITY'S ENVIRONMENT			
8.7A Enhance natural and built amenities.	Revise zoning standards and land use policies, as necessary, to enhance the natural and built environment and improve economic vitality.	City Council, Planning Commission	Ongoing
	Revise and apply design standards in Urban Center.	Staff, Planning Commission, Community Council	Short Term

PROPOSED POLICIES	IMPLEMENTATION STRATEGIES	PRIMARY RESPONSIBILITY	TIME FRAME
8.7B Enhance residential livability.	See Transportation Element strategies for improving pedestrian and bicycle infrastructure .	City Council, Planning Commission	Ongoing
	Update and evaluate code enforcement policies and implementation to address property conditions that negatively impact public safety, public health and reduce neighborhood livability.	City Council, Planning Commission	
	See associated strategies Housing and Human Services Element Goals 3.4-9.		
	See Parks, Recreation, and Open Space Element Strategies to increase access to parks facilities and programs.		



ENVIRONMENT

CHAPTER 9

SeaTac 2035

TABLE OF CONTENTS

INTRODUCTION E-3

MAJOR CONDITIONS E-4

GOALS AND POLICIES E-5

Overarching Environment Goals E-5

GOAL 9.1 BASE REGULATIONS ON CURRENT SCIENCE E-5

GOAL 9.2 ENHANCE WATER QUALITY E-6

GOAL 9.3 ENHANCE NATURAL DRAINAGE SYSTEMS E-7

GOAL 9.4 IMPROVE AIR QUALITY E-8

GOAL 9.5 REDUCE GREENHOUSE GAS EMISSIONS AND ADDRESS CLIMATE CHANGE E-9

Environmentally Sensitive Areas E-11

GOAL 9.6 PROTECT STREAMS AND LAKES E-11

GOAL 9.7 ENHANCE WETLANDS E-13

GOAL 9.8 PROTECT GROUNDWATER AQUIFERS E-14

GOAL 9.9 PROTECT STEEP SLOPE, LANDSLIDE, EROSION, AND SEISMIC HAZARD AREAS E-16

GOAL 9.10 PRESERVE FLOODPLAINS E-21

GOAL 9.11 ENHANCE WILDLIFE HABITAT E-22

Shorelines E-23

GOAL 9.12 ENSURE ECONOMIC ACTIVITY RESPECTS SHORELINE ENVIRONMENT E-23

GOAL 9.13 INCREASE PUBLIC ACCESS E-25

GOAL 9.14 ENCOURAGE WATER-ORIENTED RECREATION E-26

GOAL 9.15 MAINTAIN ROUTES TO SHORELINES E-27

GOAL 9.16 CONSERVE SHORELINE NATURAL RESOURCES E-28

GOAL 9.17 SYNCHRONIZE LAND USE AND ENVIRONMENT DESIGNATIONS E-29

GOAL 9.18 PROTECT ARCHEOLOGICAL, HISTORIC, AND CULTURAL SITES E-31

RECOMMENDED IMPLEMENTATION STRATEGIES E-32

Maps

Map 9.1. Wetland, Stream, and Shoreline Classifications E-12

Map 9.2. Wellhead Protection Areas E-15

Map 9.3. Erosion Hazard Areas E-17

Map 9.4. Landslide Hazard Areas E-18

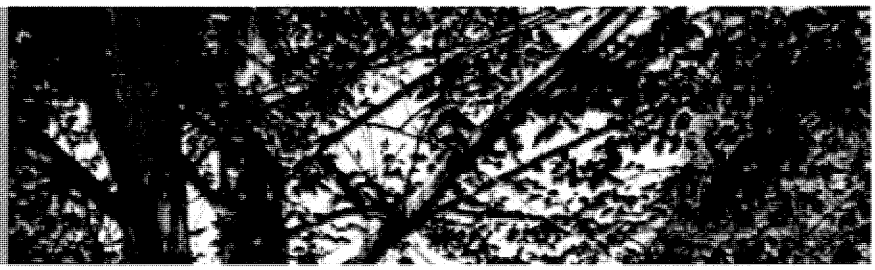
Map 9.5. Seismic Hazard Areas E-19

Map 9.6. Angle Lake Shoreline Management Area E-24

INTRODUCTION

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

MAJOR CONDITIONS



Major environmental conditions in SeaTac include:

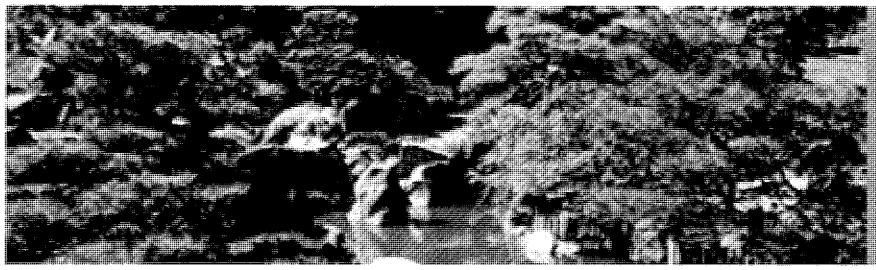
1. Curbing the growth of CO2 and other greenhouse gases is a global challenge. Former Governor Christine Gregoire issued Executive Order 07-02 which established a series of greenhouse gas reduction and clean energy economy goals for the state. The state can only meet these goals if local actions are taken to reduce greenhouse gas emissions and move toward more efficient energy use.

2. Due to the urbanized nature of the city, few wetlands remain in SeaTac. The City needs to preserve these dwindling resources.

3. SeaTac's location in an air quality non-attainment area for carbon monoxide emissions has been upgraded to a "maintenance" area. The City still needs to work with its residents, businesses, and the Port of Seattle to maintain or improve this level of air quality.

4. The Department of Ecology estimates that millions of pounds of pollutants flow into the Puget Sound each year. Stormwater carries pollutants left in yards, parks, streets, and parking lots into SeaTac's stormwater drainage system which flows into local waterways and the Puget Sound. Pollutants carried by stormwater include soaps, fertilizers, pesticides, automotive oil, and other toxins.

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



GOALS AND POLICIES

This section contains SeaTac's environment goals and policies. Goals represent the City's general objectives, while policies provide more detail about the steps needed to achieve each goal's intent.

Overarching Environment Goals

GOAL 9.1

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

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

Policy 9.1A
Wetlands, streams, shorelines of the state, fish and wildlife habitats, aquifers and aquifer recharge areas (including wellhead protection areas), landslide, erosion and seismic hazard areas, are all hereby designated as environmentally sensitive areas.

Policy 9.1B
Base regulations on the best available science to protect the functions and values of environmentally sensitive areas.

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

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

Policy 9.1C

Make Low Impact Development the preferred and commonly used approach to development.

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

LID techniques mimic natural stormwater drainage and infiltration to remove pollutants and reduce piped stormwater infrastructure.

GOAL 9.2

Preserve and enhance the quality of water resources.

See 9.2 for reasons to protect water quality and 9.3 for related LID policies.

Policy 9.2A

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

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

1. Provision of sewers for new development and redevelopment.
2. Adequate stormwater flow control and treatment for new development and redevelopment.
3. Public education about how to maintain and improve water quality within natural drainage basins.

Policy 9.2B

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

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

Policy 9.2C

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

Enhancing and protecting clean water throughout a stream watershed often requires that many jurisdictions work together to preserve water quality. Miller and Des Moines Creeks both cross City limits. Many entities have

interests in SeaTac's water quality issues, include fisheries industries for SeaTac's salmonid-bearing waterbodies, the Muckleshoot Indian Tribe, and Des Moines and Normandy Park as downstream cities. Affected jurisdictions and entities must coordinate to preserve water quality.

GOAL 9.3

Protect, preserve, and enhance natural drainage systems.

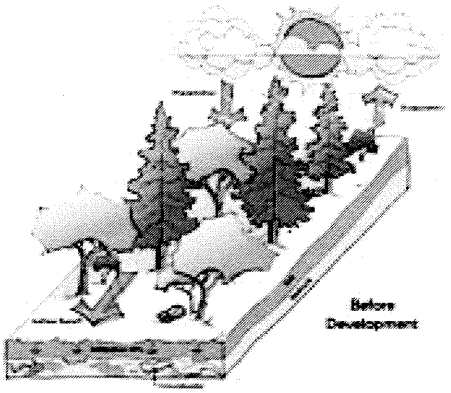
Under predevelopment conditions, rainwater infiltrates into the soil and then flows slowly into the stream or receiving water. Infiltration allows soil and plants to break down and remove many pollutants and regulates peak storm flows, summer low flows, and stream temperatures. When an area is developed,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

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

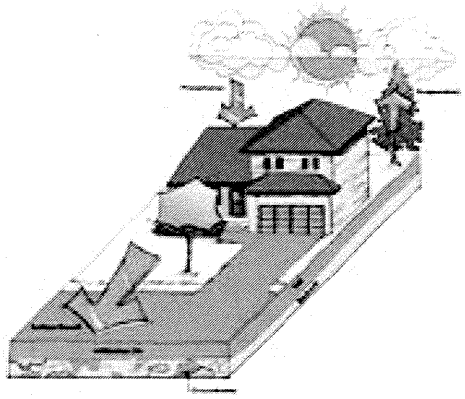
The use of green roofs, pervious pavement, and other LID techniques can mitigate the temperature impacts of roofs and paved areas by allowing rainwater to infiltrate into the cool soils. Providing tree canopy to shade parking lots can lower temperatures and mitigate impacts to streams and lakes. Infiltration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

Why care about natural drainage?

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

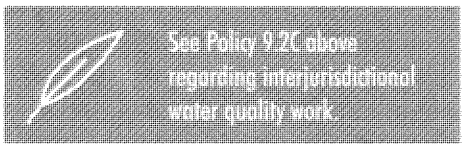


In predevelopment conditions 20-70% of rainwater infiltrates into groundwater.



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

Figure 9.1 *Pre- and post-development hydrologic conditions.*



Policy 9.3A

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

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

Policy 9.3B

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

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

Policy 9.3C

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

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

GOAL 9.4

Improve air quality.

Policy 9.4A

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

Regional air quality programs are already in place (Puget Sound Clean Air Agency). Local jurisdictions should continue to support these programs.

Policy 9.4B

Require vegetation retention and landscaping to provide filtering of suspended particulates.

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

Policy 9.4C

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

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

GOAL 9.5

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

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

Policy 9.5A
Support efforts to achieve State of Washington and King County greenhouse gas emissions reduction targets.

Washington established a series of greenhouse gas reduction and clean energy economy goals for the state. The state greenhouse gas reduction goal is to reach 50% below 1990 levels by 2050.

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

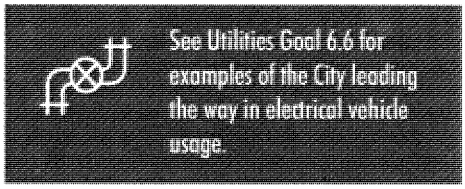
- 25% below 2007 levels by 2020
- 50% below 2007 levels by 2030
- 80% below 2007 levels by 2050

Policy 9.5B
Reduce vehicle greenhouse gas emissions by increasing use of electric vehicles and developing more robust bicycle and pedestrian infrastructure.

Policy 9.5C
Reduce energy use in existing buildings, and limit emissions growth in new buildings.

Policy 9.5D
Foster community-wide renewable energy use.

Policy 9.5E
Increase natural carbon storage by increasing tree canopy on city streets and properties and protecting green belts.



Policy 9.5F

Develop and implement actions to reduce greenhouse gas emissions in City operations.

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

Policy 9.5G

Increase the recycling rate citywide.

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

Policy 9.5H

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

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

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

Environmentally Sensitive Areas

GOAL 9.6

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

Policy 9.6A

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

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

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

Policy 9.6B

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

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

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

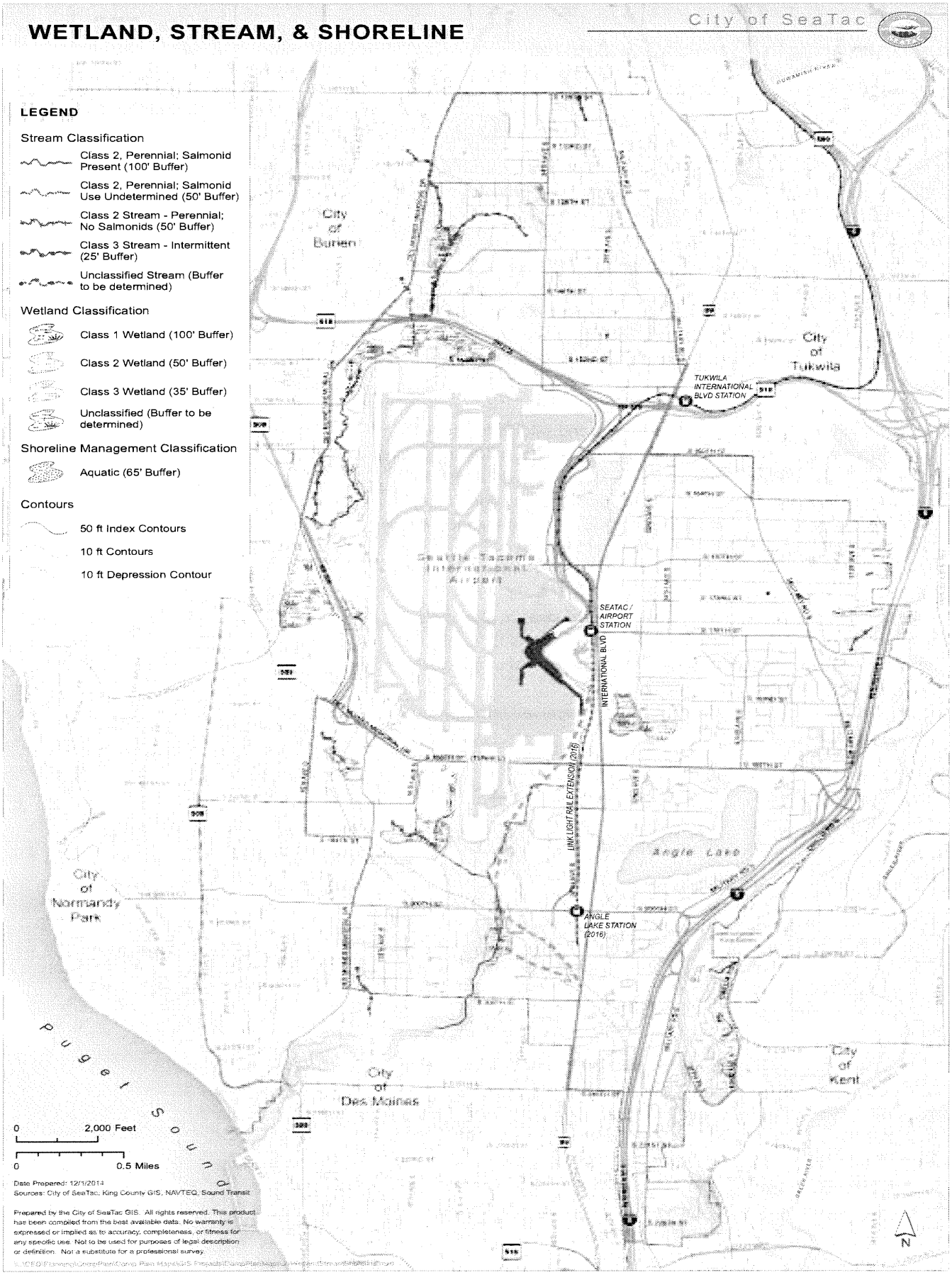
See LID (i.e., natural drainage) policies above in Goal 9.3.

Policy 9.6C

Use State standards and guidance for the selection of best management practices and techniques for in-channel and in-water construction to protect and restore fish passage and wildlife habitat in natural waterways.

Washington State Department of Fish and Wildlife is the state agency responsible for setting standards and guidelines in stream channels. Their standards and guidance for instream construction are designed to preserve wildlife habitat and protect and restore fish passage.

See Goal 9.11 for additional policies regarding wildlife habitat.



Map 9.1. Wetland, Stream, and Shoreline Classifications

Policy 9.6D

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

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

Policy 9.6E

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

GOAL 9.7

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

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

Policy 9.7A

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

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

Policy 9.7B

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

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

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

Policy 9.7C
Allow reasonable use of property containing existing wetlands to avoid a "regulatory taking" when the following criteria can be met:

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

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

Wetlands are difficult building foundations

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

Policy 9.7D
Prohibit altering of wetlands for speculative purposes.
Where a wetland is altered or filled in relation to a development proposal, the development proposal can address mitigating measures to decrease impacts to the wetland. If wetlands are filled speculatively, the site's value is entirely lost until development mitigates the fill.

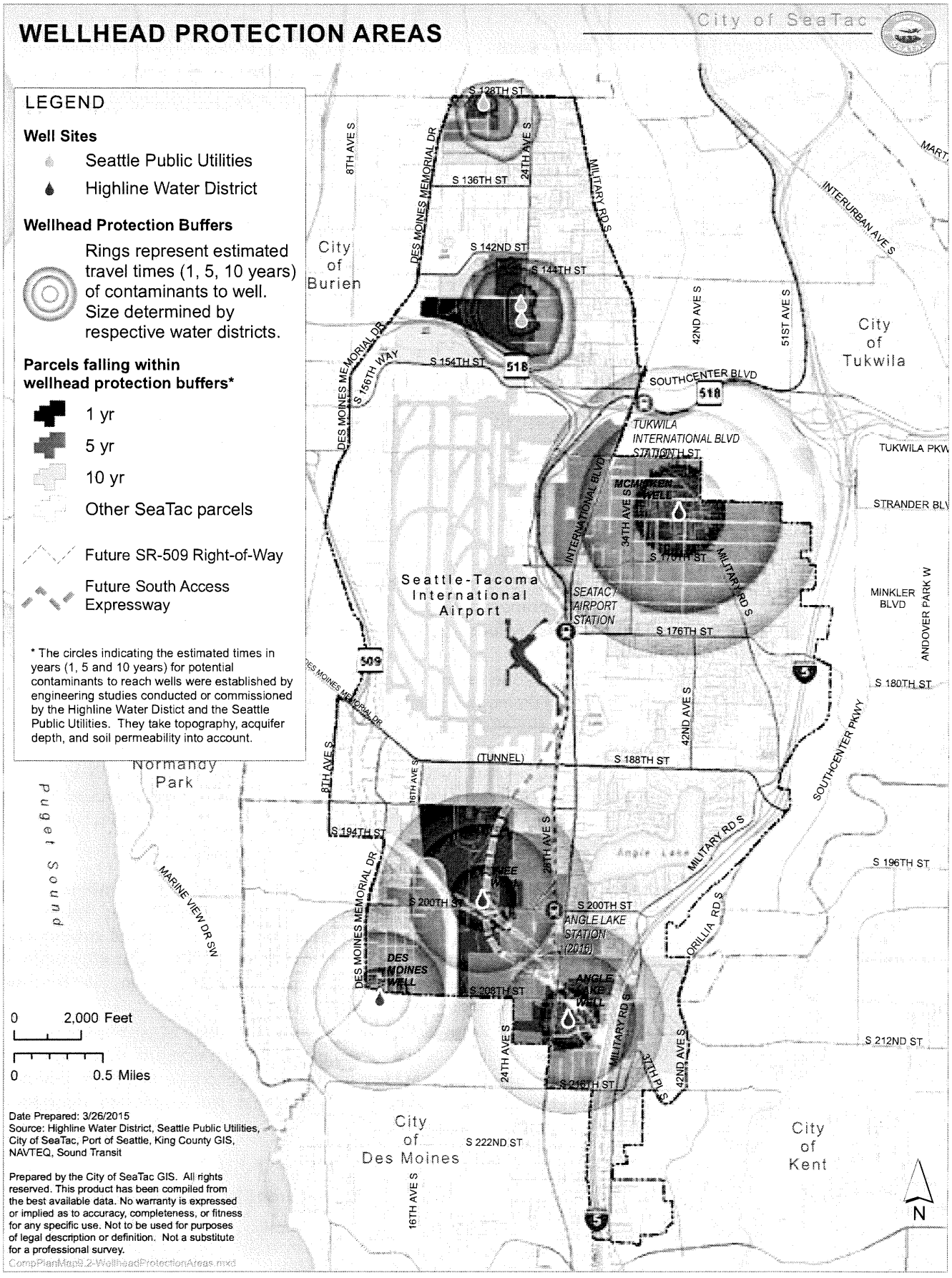
Policy 9.7E
In wetlands used as stormwater detention sites, maintain water level fluctuations similar to natural conditions, unless plants and animals in the wetland can adapt to new levels as documented by a wetland biologist.
Wetland vegetation and species are adapted to the localized drainage conditions. Changing water levels upsets the balance between the different plants and animals within the wetland, degrading the wetland's value.

GOAL 9.8

Aquifers supply domestic water.

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

Policy 9.8A
Protect aquifers, aquifer recharge areas, and wellhead protection areas used for domestic water supply from contamination.
The City of Seattle and the Highline Water District draw water from aquifers within the City to supplement their domestic water supply. Aquifers also provide a valuable function in helping to maintain stream flows and water levels in lakes and wetlands in the summer months.



Map 9.2. Wellhead Protection Areas

Policy 9.8B

Protect streams, wetlands, and lakes that serve to recharge aquifers from contamination.

Contamination of aquifers can have serious consequences for humans and wildlife. For example, high concentrations of nitrates in the water supply from fertilizers could cause health problems in infants and children. Toxic compounds in the water deny its ability to be used as domestic water. Contaminated groundwater from aquifers could reach wetlands, streams, and lakes, which could cause health problems for wildlife and the public. Identifying and protecting aquifers, aquifer recharge areas, and wellhead protection areas helps minimize contamination risks.

GOAL 9.9

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

Policy 9.9A

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

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

Policy 9.9B

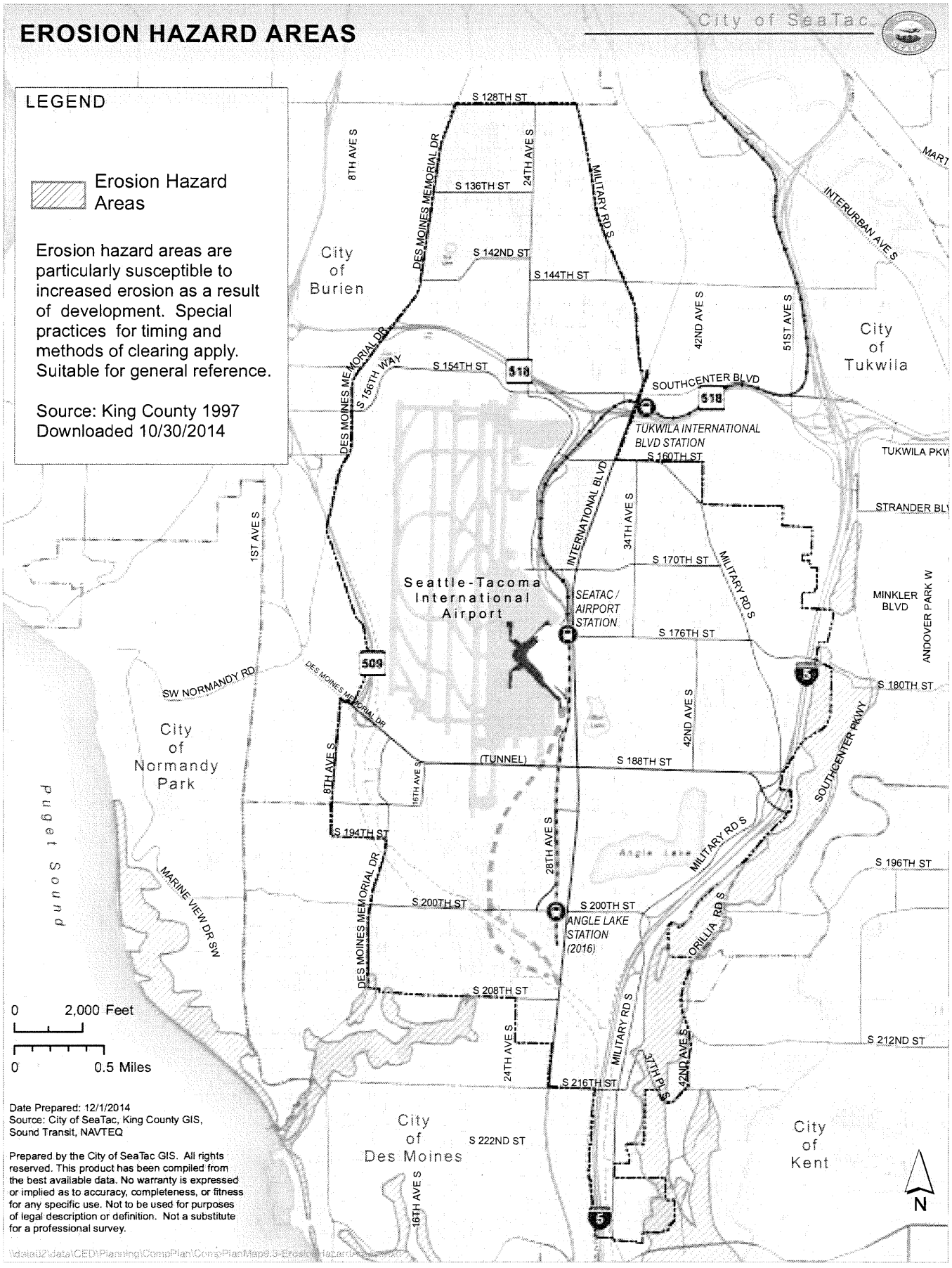
Decrease development intensity as slopes increase to mitigate problems of drainage, erosion, siltation, and landslides. Retain slopes of 40 percent or more in a natural state, free of structures and roads. Ensure that developments that create slopes of 40 percent or more provide appropriate drainage,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

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

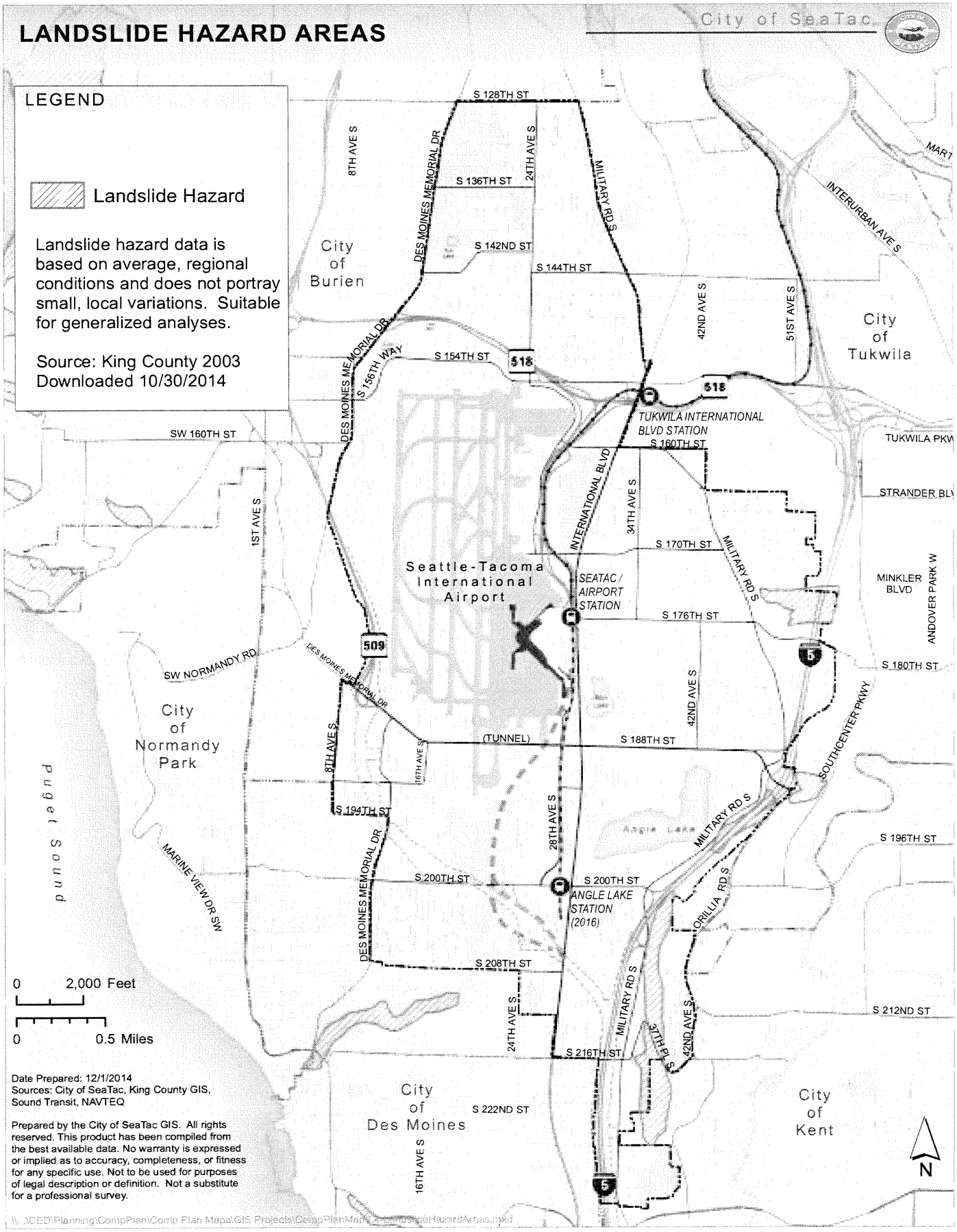
Policy 9.9C

Preserve severe landslide hazard areas from development.

EROSION HAZARD AREAS



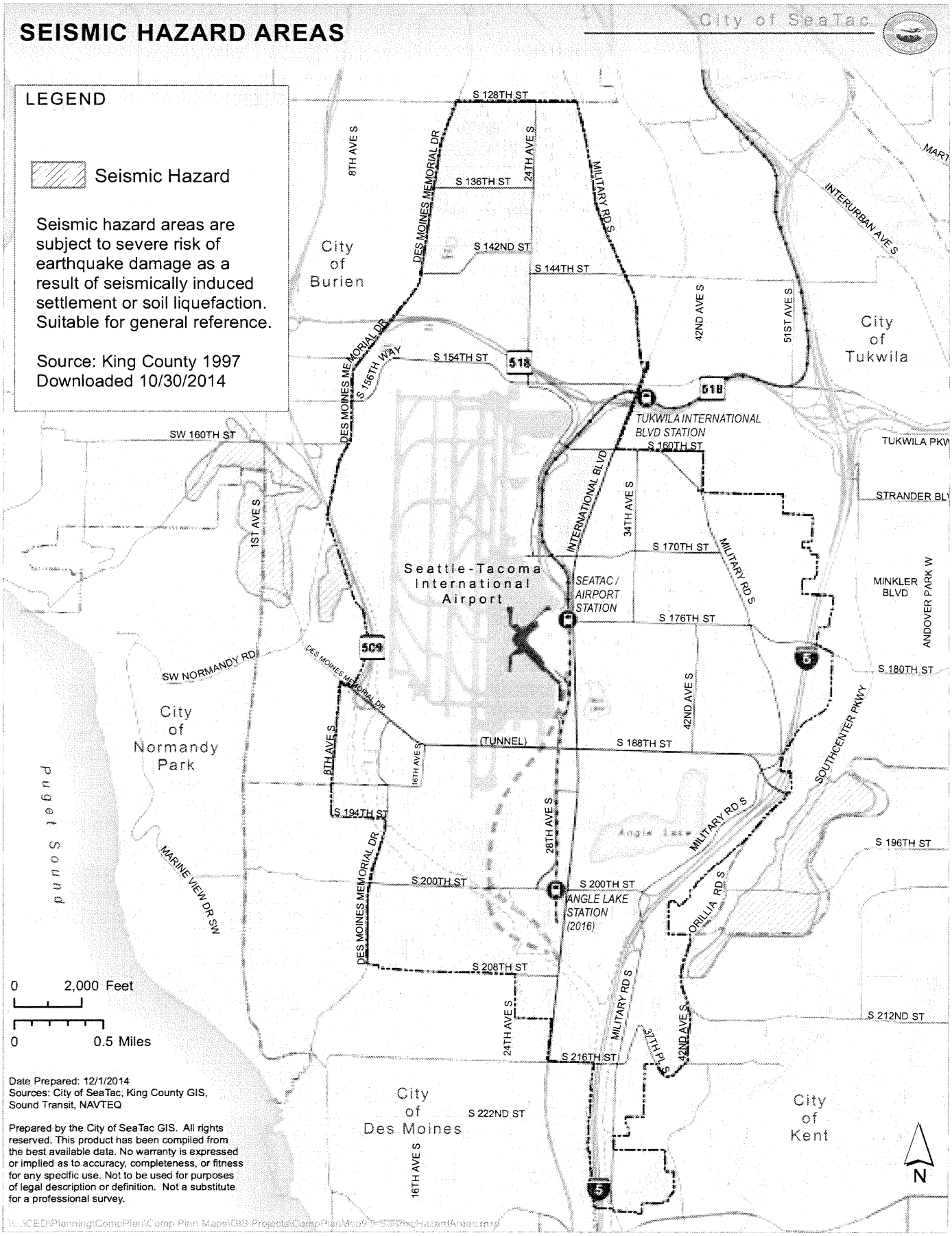
Map 9.3. Erosion Hazard Areas



Map 9.4. Landslide Hazard Areas

SEISMIC HAZARD AREAS

City of SeaTac



Map 9.5. Seismic Hazard Areas

Policy 9.9D

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

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

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

Policy 9.9E

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

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

Policy 9.9F

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

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

Policy 9.9G

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

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

GOAL 9.10

Preserve and protect the natural flood storage function of floodplains.

Policy 9.10A

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

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

Policy 9.10B

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

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

Policy 9.10C

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

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

Policy 9.10D

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

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

Why care about structures in floodplains?

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

GOAL 9.11

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

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

Policy 9.11A

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

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

Policy 9.11B

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

1. **Density Bonuses.**
2. **Lot Clustering.**

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

Policy 9.11C

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

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

Shorelines

In 2010, the City's updated Shoreline Master Program (SMP) was approved by the State. Only one water body in the City is subject to the Shoreline Management Act: Angle Lake. The City's SMP is a stand-alone document with an adoption by reference to applicable portions of the City's Environmentally Sensitive Areas Ordinance. Pursuant to RCW 36.70A.480, the goals and policies of the City's Shoreline Master Program are considered an element of the City's Comprehensive Plan. The major goals and policies are contained in this sub-element for topic areas in the Shoreline Master Program that are overarching and comprehensive in nature. For specific policies refer to Chapters 4, 6, and 7 of the Master Program.

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

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

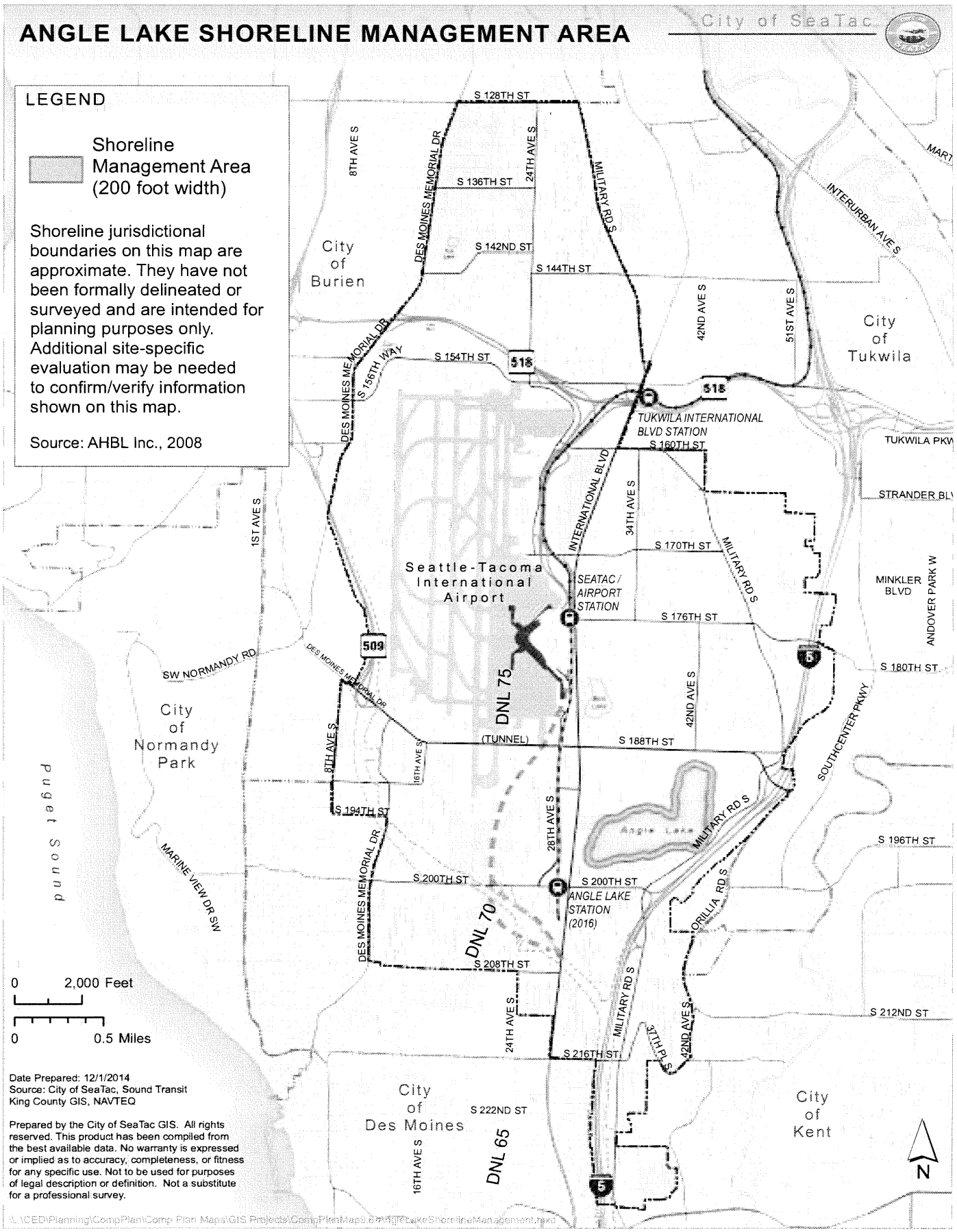
GOAL 9.12

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

Policy 9.12A

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

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



Map 9.6. Angle Lake Shoreline Management Area

GOAL 9.13

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

Policy 9.13A

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

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

Policy 9.13B

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

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

Policy 9.13C

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

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

Policy 9.13D

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

Angle Lake Park accommodates a wide range of users and passive and active recreational opportunities. Future improvements to the park and

potential public access from the Hughes Property should be designed to continue to accommodate a wide range of users and activities.

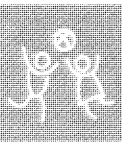
Policy 9.13E

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

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

GOAL 9.14

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



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

Policy 9.14A

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

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

What is active and passive recreation?

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

Policy 9.14B

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

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

Policy 9.14C

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

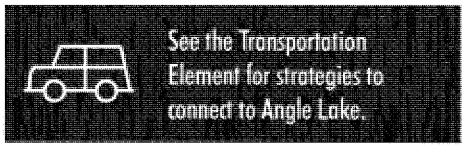
Recreational areas on shorelines should provide the maximum benefit to the greatest number of users. Use of these areas should be accessible to all people and be compatible with each other and not conflict with other uses of the shoreline.

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

Policy 9.14D
Consider active and passive recreational needs in development of public shoreline access areas.

GOAL 9.15

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



Policy 9.15A
Locate land circulation systems as far from the land-water interface as feasible to reduce interference with either natural shoreline resources or other appropriate shoreline uses, except when necessary to provide for appropriate public access to the shoreline. Where possible avoid creating barriers between adjacent uplands and the shoreline.

Policy 9.15B
Improve access to Angle Lake through expanded non-motorized connections and transit service.

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

GOAL 9.16

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

Policy 9.16A

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

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

Policy 9.16B

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

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

Policy 9.16C

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

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

Policy 9.16D

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

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

Policy 9.16E

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

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

GOAL 9.17

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

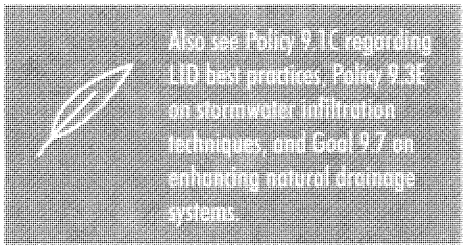
Like or compatible shoreline uses should be clustered or distributed in a rational manner to promote the best possible pattern of land and water use consistent with the Shoreline Master Program.

Policy 9.17A

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

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

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



Policy 9.17B

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

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

Policy 9.17C

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

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

Policy 9.17D

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

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

Policy 9.17E

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

Policy 9.17F

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

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

Policy 9.17G

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

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

GOAL 9.18

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

Policy 9.18A

Prevent the destruction of or damage to any site having historic, cultural, scientific, or educational value.

Although there are no known archeological or historical sites within the shoreline management area, should development activity unearth important material, it should be preserved and documented according to State law.

Policy 9.18B

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

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

RECOMMENDED IMPLEMENTATION STRATEGIES

This section identifies the specific steps, or **implementation strategies**, that achieve this Element's policies. It also identifies the group(s) with **primary responsibility** for carrying out each strategy and the expected **time frame** within which the strategy should be addressed. Policy summaries are included in the table for reference.

Not all policies require an implementation strategy. In those cases those policies are not reflected in the tables that follow.

As the Primary Responsibility column indicates, many of the implementation strategies will be initially undertaken by a specified board or commission. In most cases, the City Council will analyze the specific board/commission recommendation and make the final decision about how to proceed.

The time frame categories are defined as follows:

- Short-Term ..... one to five years
- Medium-Term .... six to 10 years
- Long-Term ..... 11 to 20 years
- Ongoing ..... the strategy will be implemented on a continual basis

The time frames are target dates set annually when the City Council adopts amendments to the Comprehensive Plan. Strategies that have been implemented are noted in brackets, along with the relevant completion date.

The list of proposed implementation strategies is a minimum set of action steps and is not intended to limit the City from undertaking other strategies not included in this list.

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

PROPOSED POLICIES	IMPLEMENTATION STRATEGIES	PRIMARY RESPONSIBILITY	TIME LINE
	Enforce regulations that protect water resources while allowing recreational use of those resources.	Staff	Ongoing
9.2B Manage water resources to preserve ecosystem services.	Revisit and update the June 2000 Bow Lake Joint-Use Facilities Study before proceding with implementations actions: • Develop and carry out a public input process • Conduct an agency outreach process • Further characterize economic impacts and benefits • Identify a preferred alternative • Prioritize development of publicly owned properties • Environmental review	Planning Commission, City Council	Long-Term
	Monitor storm drain outfalls and adjust water quality maintenance as necessary.	Staff	Ongoing
9.2C Work with adjacent entities to enhance water quality.	Coordinate implementation strategies (such as regulations) with adjacent jurisdictions. See 9.3A below.	Staff	Ongoing
9.3 ENHANCE NATURAL DRAINAGE SYSTEMS			
9.3A Consider entire watersheds and plan interjurisdictionally.	Work with Burien, Des Moines, Tukwila, and King County to ensure that regulations regarding surface water management are consistent between the cities and County for consistent surface water management.	City Council, Planning Commission	Ongoing

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

PROPOSED POLICIES	IMPLEMENTATION STRATEGIES	PRIMARY RESPONSIBILITY	TIME LINE
9.4C Support programs that reduce Vehicle Miles Traveled (VMT) and locally generated air emissions.	Work with local business to adopt "Transportation Demand Management Programs" (TDM) to encourage their employees to use alternative forms of transportation to reduce vehicle trips and emissions.	City Council, Planning Commission	Ongoing
	Enforce regulations that require new development to adopt TDM programs.	City Council, Planning Commission	Ongoing
9.5 REDUCE GREENHOUSE GAS EMISSIONS AND ADDRESS CLIMATE CHANGE			
9.5A Commit to meeting State and County greenhouse gas emissions reduction targets.	Advocate for a comprehensive approach that requires responsible, science-based limits on climate pollution and market-based prices for emissions.	City Council	Ongoing
9.5B Reduce vehicle greenhouse gas emissions.	Support statewide clean fuel standards and participate in regional efforts to expand the use of low emission and zero emission vehicles. Partner on catalytic pilot projects such as: • Expansion of electric vehicle charging stations available at public facilities, • Incentives that encourage building owners to have EV-ready building systems, and • Construction of bicycle infrastructure such as cycle tracks, dedicated lanes, and greenways.	City Council	Ongoing

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

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

PROPOSED POLICIES	IMPLEMENTATION STRATEGIES	PRIMARY RESPONSIBILITY	TIME LINE
9.6C Use State standards and guidance for in-channel and in-water construction.	Update regulations to reference State standards and guidance for in-channel and/or in-water construction, or incorporate state regulations into SMC Chapter 15.30.	Staff	Short-Term
9.6D Rehabilitate degraded stream channels and banks.	Work with the school district, nonprofit organizations, and other public agencies to implement programs to rehabilitate streams and creeks. Such programs could be implemented separately or combined and may include: • Establishing a school curriculum from K-12 that would adopt and rehabilitate a creek. • Working with public agencies or a nonprofit agency, such as the Adopt-A-Stream Foundation, in coordination with school programs.	Staff	Ongoing
9.6E Require stormwater infiltration techniques to maintain natural flows streams.	Update development codes to encourage use of LID techniques.	City Council, Staff	Short Term
	Retain existing wetlands and creeks on the site of new development and require the maintenance of natural features.	City Council, Planning Commission	Ongoing
9.7 ENHANCE WETLANDS			
9.7A Preserve and enhance wetlands with buffers from adjacent new development.	Enforce development regulations at significant wetlands.	City Council, Planning Commission	Ongoing

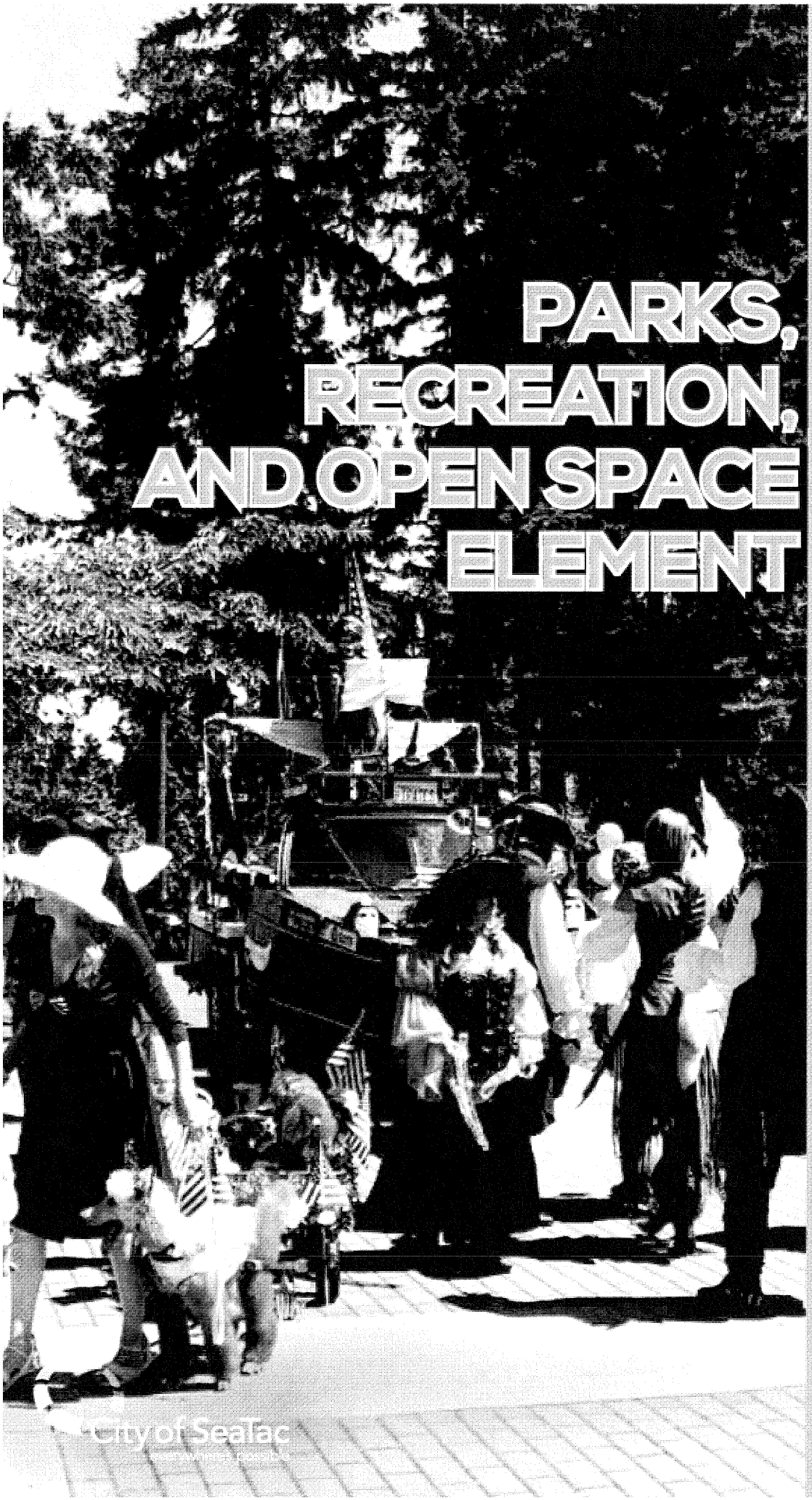
PROPOSED POLICIES	IMPLEMENTATION STRATEGIES	PRIMARY RESPONSIBILITY	TIME LINE
9.7B Develop public access to wetlands for scientific and recreational use.	Develop regulations that would allow public access to sensitive areas habitat; provided, that such access does not impact such habitat areas.	City Council,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

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

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

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

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



PARKS, RECREATION, AND OPEN SPACE ELEMENT

CHAPTER 10

SeaTac 2035

TABLE OF CONTENTS

INTRODUCTION PROS-3

Relationship to the Parks, Recreation, and Open Space Plan PROS-3

MAJOR CONDITIONS PROS-4

GOALS AND POLICIES PROS-6

GOAL 10.1 PROVIDE RECREATIONAL OPPORTUNITIES PROS-6

GOAL 10.2 PRESERVE AND ACQUIRE RECREATIONAL LAND PROS-7

GOAL 10.3 DEVELOP PARKS AND RECREATION FACILITIES PROS-11

GOAL 10.4 MAINTAIN AND REDEVELOP FACILITIES PROS-13

GOAL 10.5 ENSURE SAFE AND CONVENIENT ACCESS PROS-14

GOAL 10.6 PROMOTE INTERGOVERNMENTAL COORDINATION PROS-14

GOAL 10.7 DEVELOP COMMUNITY-WIDE RESOURCES PROS-15

North SeaTac Park PROS-15

Des Moines Creek PROS-16

Bow Lake PROS-16

Historical and Archaeological Resources PROS-18

RECOMMENDED IMPLEMENTATION STRATEGIES ... PROS-19

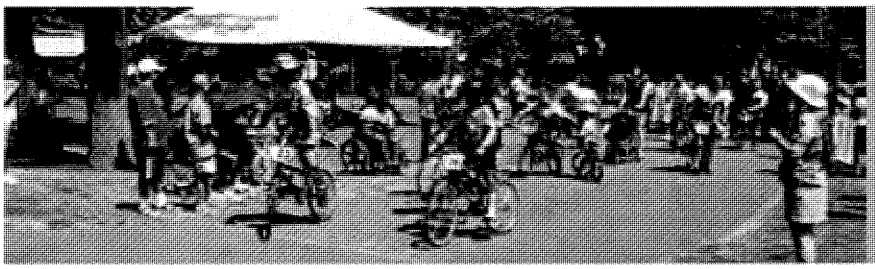
Maps

Map 10.1. Parks and Recreational Facilities PROS-5

Map 10.2. Community Parks and Playfields PROS-9

Map 10.3. Neighborhood Parks and Playfields PROS-10

Map 10.4. Regional Parks PROS-17



INTRODUCTION

This Element addresses the present and future park, recreation, and open space needs of those living and working in SeaTac. It is closely coordinated with the Land Use, Housing and Human Services, Transportation, Capital Facilities, and Environment Elements.

Relationship to the Parks, Recreation, and Open Space Plan

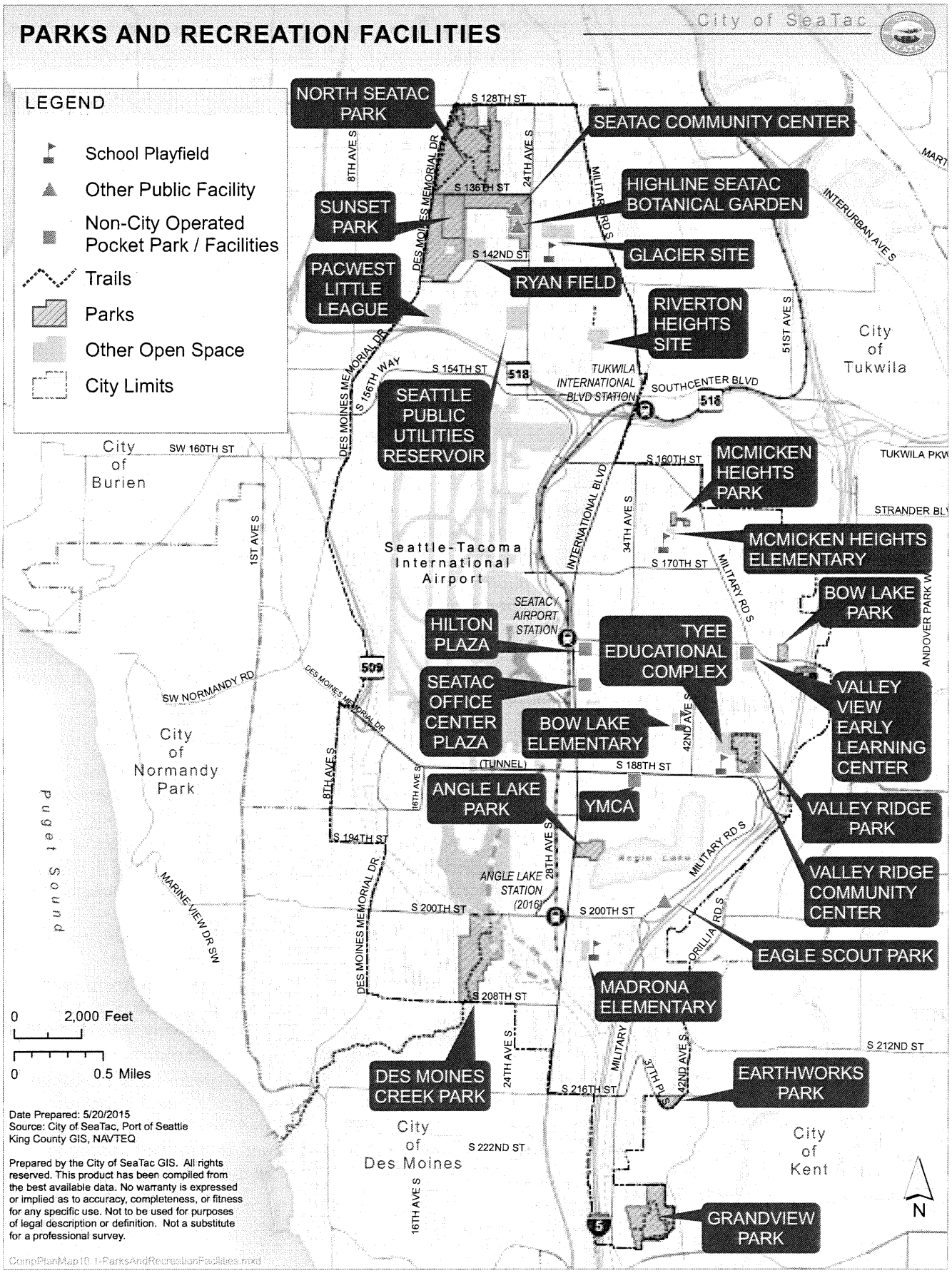
The 2008 Parks, Recreation, and Open Space Plan (PROS Plan) is the primary guiding document for this Element. The PROS Plan consists of:

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

MAJOR CONDITIONS

Major parks, recreation, and open space issues or conditions include:

- The City has limited capital funds with which to continue improving its parks.
- The City contains unique natural features such as the Tub Lake wetlands, Bow Lake, Angle Lake, and two major creek corridors (Des Moines Creek and Miller Creek). Expanding the use of these features is of interest to the City.
- SeaTac does not have an adequate pedestrian/bicycle system to connect commercial areas, residential areas, and parks and public facilities.
- Completion of the Lakes to Sound Trail is currently envisioned to be constructed with the SR 509 Extension.
- The City holds two large, partially undeveloped regional parks, North SeaTac Park and Des Moines Creek Park.
- The Seattle-Tacoma International Airport, located within the City boundaries, is a major owner of undeveloped land.
- The City would like to expand cultural services with little or no cost to the general fund.



Map 10.1. Parks and Recreational Facilities

GOALS AND POLICIES

This section contains SeaTac's parks, recreation, and open space goals and policies. Goals represent the City's general objectives, while policies provide more detail about the steps needed to achieve each goal's intent.

GOAL 10.1

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

Policy 10.1A

Continue the City's existing process to evaluate recreational needs through a variety of methods including input from community members; incorporate findings into the Parks, Recreation, and Open Space Element and PROS Plan.

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

Policy 10.1B

Use the Parks, Recreation, and Open Space Plan's Capital Improvement Program as the primary source for identifying park projects.

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

Policy 10.1C

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

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

Policy 10.1D

Develop and expand community-oriented enrichment programs that are responsive to expressed demands and promote community support.

Quality, accessible, affordable recreational programming is important, particularly for the growing population of senior citizens and youth. Programming has the potential to foster community identity and support. Access to all programs and an adequate range of activities that appeal to different segments of the community is a paramount consideration.

Policy 10.1E

Expand existing Community Center facilities or add new facilities as community needs increase.

The SeaTac Community Center was expanded to provide additional Senior Center facilities in 2005. The City also added 1,000+ square feet to Valley Ridge Community Center in 2015.

Policy 10.1F

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

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

GOAL 10.2

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

Policy 10.2A

Identify lands appropriate for park and open space purposes including:

1. Natural areas and features with outstanding scenic or recreational value;
2. Lands that may provide public access to creeks and lakes;
3. Lands that visually or physically connect natural areas or provide important linkages for recreation, plant communities, and wildlife habitat;
4. Lands valuable for active and passive recreation, such as athletic fields, trails, fishing, swimming, or picnic activities on a regional or community-sized scale;

5. Lands that provide an appropriate setting and location for community center facilities or park land, if the needs evaluation reflects a deficiency; and

6. Park land that enhances the surrounding land uses.

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

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

Policy 10.2B

Preserve and/or acquire parcels identified for parks, open spaces, and trails.

A variety of methods are available for preserving and acquiring parcels identified as valuable for parks, open spaces, and trails. Regulations may require new developments to dedicate park land or contribute monetarily to the park system in proportion to their impacts. The City may encourage developments to share in creating parks or open space through incentives (e.g., development bonuses). With a strong citywide vision, businesses may contribute voluntarily to gain recognition and amenities that attract residents, employees, and shoppers.

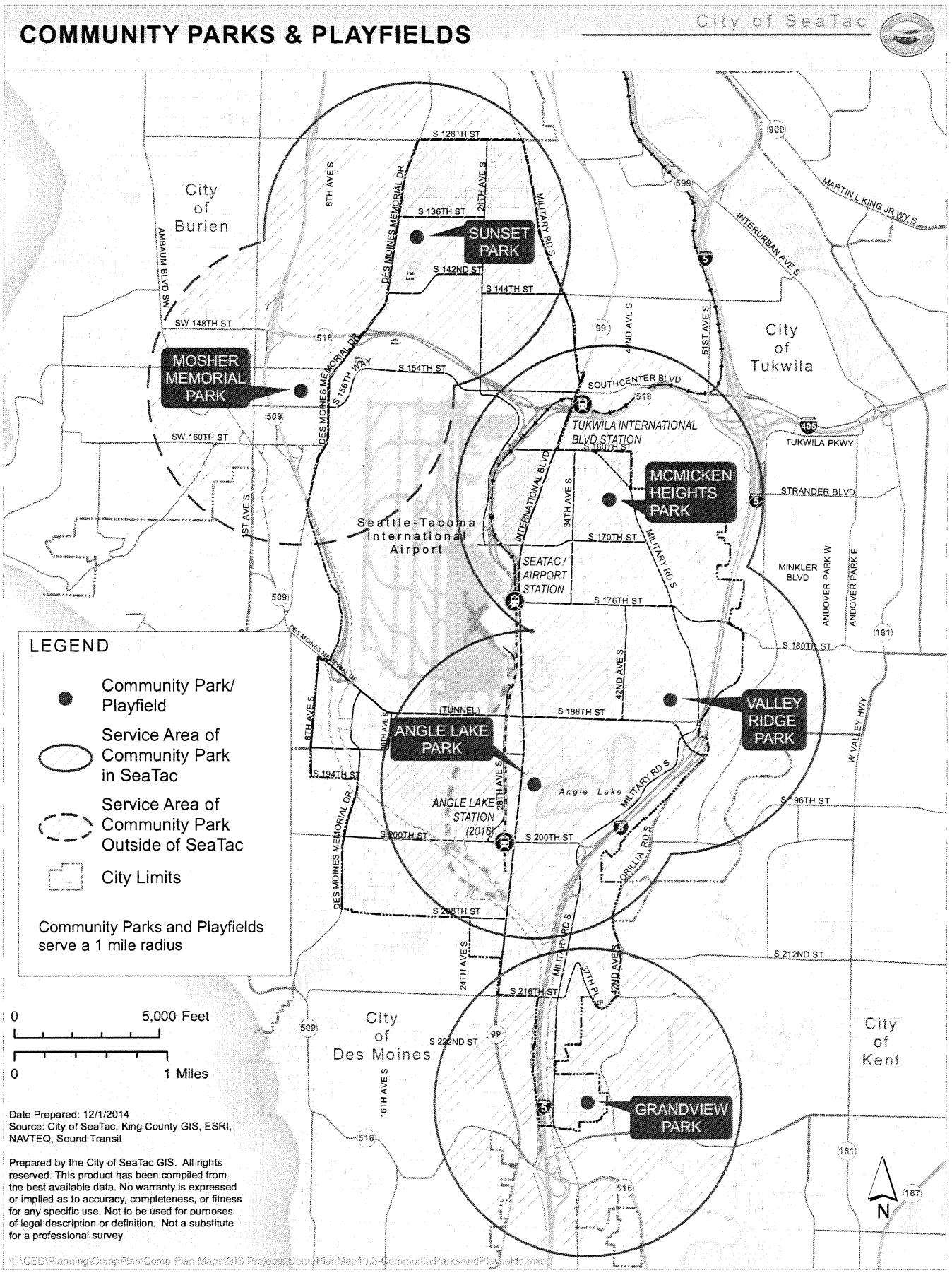
Private or public land ownership can preserve parks and open space. A private residential development may benefit from preserving a sensitive area as open space accessible to residents of their development, and a business development may benefit from creating a plaza accessible to the general public. Easements – public use of land for a certain purpose – can be useful in creating an interlinking system of trails when the land cannot be purchased. The City should be open to using all possible implementation opportunities available for the preservation of significant park and open space land.

See the Land Use Element's Healthy, Equitable, and Connected Communities Goal 2.2.

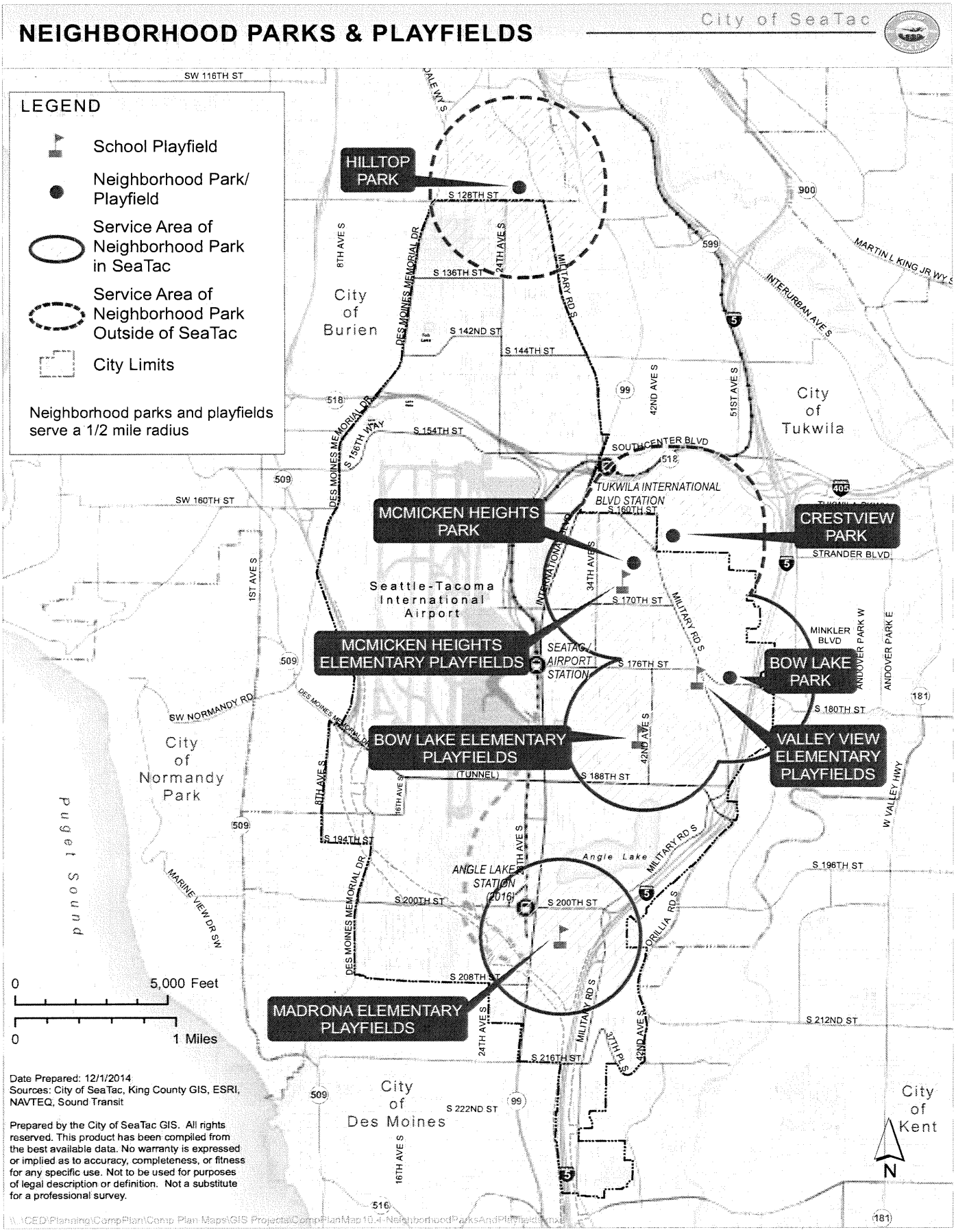
Policy 10.2C

Achieve at least one City park facility within one-half mile of each resident and consider geographic equity and accessibility when acquiring park land or establishing parks to ensure a fair distribution of parks, playgrounds, and related recreation opportunities.

Evaluate existing and proposed park and open space facility locations and types to ensure equitable distribution and address identified needs.



Map 10.2. Community Parks and Playfields



Map 10.3. Neighborhood Parks and Playfields

GOAL 10.3

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

When developing the park and recreation system, making a range of activities and functions available is critical for serving the wide diversity of interests. Consideration also needs to be given to development and the type of activities appropriate for the community. As much as is practical, all ages, ethnic backgrounds, income levels, physical capabilities, and participation levels should be accommodated through the park and recreation system. To accomplish this goal, park development should incorporate both active and passive recreational opportunities.

Policy 10.3A

Encourage park and open space development, expansion, and/or redevelopment of vacant or underutilized park, school, and other publicly-owned sites.

Several parks within the City, such as North SeaTac Park, can accommodate additional development. Such development should be encouraged to address the recreational needs of the community. All existing parks, publicly owned land, and vacant school sites should be considered for park development opportunities.

Policy 10.3B

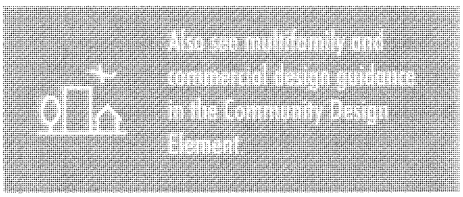
Develop recreation facilities that accommodate a range of ages and activities.

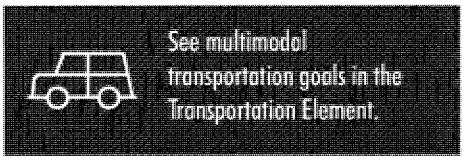
As community demographics change, the City should provide adequate facilities for community members of a range of ages. Facilities targeted to specific age groups include jungle gyms, swings, or slides for young children; basketball courts, baseball fields, or skate parks for teens; trails or wildlife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

Policy 10.3C

Develop active recreation opportunities as a top priority.

The Parks, Recreation, and Open Space Plan identifies a deficiency of active recreation opportunities, including bicycle and jogging trails and playgrounds. The City should prioritize funding projects that address these deficiencies.





Policy 10.3D

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

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

Policy 10.3E

Develop a system of distinctively designed recreational trails (pedestrian/jogging/bicycle/horse) throughout SeaTac that can connect to regional trail systems.

Recreational trails and pedestrian linkages between existing parks enhance public enjoyment of natural features within the City and benefit transportation mobility and circulation. Examples of these types of recreational pedestrian facilities include the proposed trail system along Des Moines Creek and a potential walkway around a portion of Bow Lake.

Policy 10.3F

Provide multiple open space benefits simultaneously on lands preserved for public parks or open space whenever possible. Multiple benefits include, but are not limited to, publicly accessible active or passive recreation opportunities; scenic vistas; fish or wildlife habitat; and natural surface water drainage systems, including wetlands.

To maximize use of the park system, a layering of multiple open space benefits and uses should be encouraged.

Policy 10.3G

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

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

Policy 10.3H

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

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

GOAL 10.4

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

Policy 10.4A

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

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

Policy 10.4B

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

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

Policy 10.4C

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

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

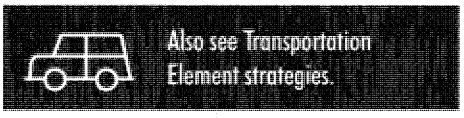
Policy 10.4D

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

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

GOAL 10.5

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



Policy 10.5A

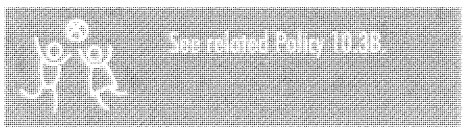
Locate major recreational facilities that generate large amounts of traffic (e.g., ballfields) on sites with public transit and direct arterial street access.

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

Policy 10.5B

Provide safe motor vehicle and bicycle parking at parks and recreational facilities.

Parks should have adequate, safe parking facilities to encourage park use.



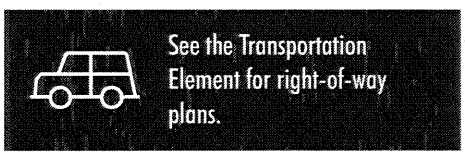
Policy 10.5C

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

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

GOAL 10.6

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



Policy 10.6A

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

Intergovernmental coordination is important to extend the reach of recreational facilities across boundaries and increase potential funding sources. SeaTac's partners include the Port of Seattle, adjacent Cities, King County, the Highline School District, and multiple utility districts. The Port of Seattle has, through its noise acquisition program, acquired large areas of property within the City of SeaTac that could be used for community trails and open space. In addition, shared use of transportation rights-of-way can provide trail and open space linkages, such as the SR 509 extension or the 28th/24th arterial corridors.

Policy 10.6B

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

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

Policy 10.6C

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

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

GOAL 10.7

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

North SeaTac Park

Policy 10.7A

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

North SeaTac Park, which is still partially undeveloped, is a community-wide resource with great potential for addressing park and recreational needs. The North SeaTac Park Master Plan details proposed development for the North SeaTac Park. As a park just north of the Airport's runways, the Master Plan takes into account Airport land use and safety guidelines.

Policy 10.7B

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

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

Policy 10.7C

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

See the Transportation Element's Pedestrian Facilities map.

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

Des Moines Creek

Policy 10.7D

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

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

Policy 10.7E

Work with the Port of Seattle to dedicate portions of Port-acquired 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.

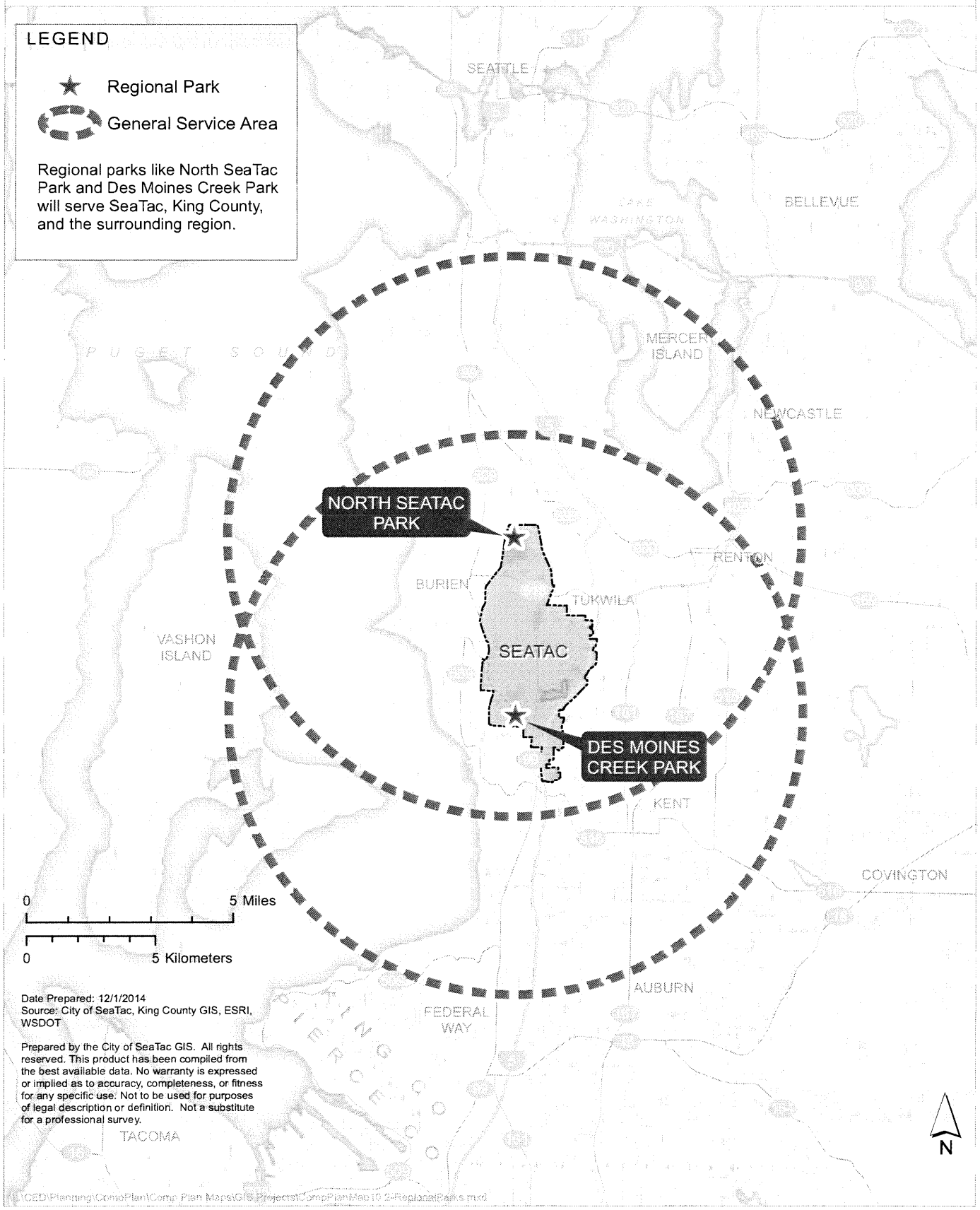
Bow Lake

Policy 10.7F

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

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

REGIONAL PARKS



Date Prepared: 12/1/2014
Source: City of SeaTac, King County GIS, ESRI, WSDOT

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Map 10.4. Regional Parks

Historical and Archaeological Resources

Policy 10.7G

Retain significant historical and archaeological resources.

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

RECOMMENDED IMPLEMENTATION STRATEGIES

This section identifies the specific steps, or **implementation strategies**, that achieve this element's policies. It also identifies the group(s) with **primary responsibility** for carrying out each strategy and the expected **time frame** within which the strategy should be addressed. Policy summaries are included in the table for reference.

Not all policies require an implementation strategy. In those cases those policies are not reflected in the tables that follow.

As the Primary Responsibility column indicates, many of the implementation strategies will be initially undertaken by a specified board or commission. In most cases, the City Council will analyze the specific board/commission recommendation and make the final decision about how to proceed.

The time frame categories are defined as follows:

- Short-Term ..... one to five years
- Medium-Term .... six to 10 years
- Long-Term ..... 11 to 20 years
- Ongoing ..... the strategy will be implemented on a continual basis

The time frames are target dates set regularly when the City Council adopts amendments to the Comprehensive Plan.

The list of proposed implementation strategies is a minimum set of action steps and is not intended to limit the City from undertaking other strategies not included in this list.

PROPOSED POLICIES	IMPLEMENTATION STRATEGIES	PRIMARY RESPONSIBILITY	TIME FRAME
10.1 PROVIDE RECREATIONAL OPPORTUNITIES			
10.1A Evaluate parks and recreation needs.	Revise the Parks, Recreation, and Open Space Plan every 10 years.	Staff	Ongoing
	Continue to incorporate parks, recreation, and open space-related questions into the recurring citywide resident survey.	Staff	Ongoing
	Meaningfully engage community members (e.g., conduct public meetings) for major park renovation projects.	Staff	Ongoing
10.1B Use the PROS Plan's Capital Improvement Program to identify potential park projects.	Update the Capital Improvement Program (CIP) for parks and recreation facilities on a biennial basis to reflect current needs and community interests.	Staff, City Council	Ongoing
	Include the Parks CIP in the City's capital facility planning and budget process.	City Council	Ongoing
10.1C Pursue a variety of funding and assistance mechanisms.	Apply for grants.	Staff	Ongoing
	Coordinate with transportation entities to encourage multiple uses of public rights-of-way.	Staff	Ongoing
	Maintain grant and volunteer records of prior investment and potential funding sources to aid the City budgeting process.	Staff	Short-Term
	Encourage volunteer programs and events.	Staff	Ongoing
	Prioritize grant applications to sources that require minimal local matching funds or maximize value while meeting the local identified need.	Staff	Ongoing

PROPOSED POLICIES	IMPLEMENTATION STRATEGIES	PRIMARY RESPONSIBILITY	TIME FRAME
	Review and consider increasing public open space incentives and/or requirements for urban development.	Planning Commission, City Council	Short-Term
	See 10.2B for implementation strategies related to private development contributions.		
10.1D Develop community-oriented enrichment programs that respond to needs.	Continue to revise recreation programs to reflect the community's comments and changing demographics.	Staff	Ongoing
	Partner with Highline schools to expand recreation opportunities for youth.	Staff	Ongoing
	Continue to offer low cost community-wide events such as dances and carnivals.	Staff, City Council	Ongoing
	Continue working with community groups to develop and improve citywide special events such as parades, festivals, holiday banners, juried art exhibits, and festive displays.	City Council, Staff	Ongoing
10.1E Expand existing or increase number of facilities if community center needs increase.	Expand the SeaTac Community Center when needed.	Staff, City Council	Medium-Term
	Expand the Valley Ridge Community Center when needed.	Staff	Short-Term
	Coordinate use of the YMCA facility.	Staff, City Council	Ongoing

PROPOSED POLICIES	IMPLEMENTATION STRATEGIES	PRIMARY RESPONSIBILITY	TIME FRAME
10.1F Involve private businesses, service organizations, and neighborhood groups.	Identify opportunities for contributions by contacting potential donors and discussing specific needs and services.	Staff, City Council	Short-Term
	Work with the Rotary Club, the Chamber of Commerce, Angle Lake Shore Club, and other organizations on the International Festival and the July 4th celebration.	Staff	Ongoing
	Work with the YMCA to offer joint recreation opportunities for SeaTac residents.	Staff	Ongoing
10.2 PRESERVE AND ACQUIRE RECREATIONAL LAND			
10.2A Identify appropriate land for park and open space preservation and acquisition.	Develop a long-range plan that identifies desirable areas for future park and trail location.	Staff, Planning Commission, City Council	Short-Term
	Identify important urban open spaces in conjunction with new transportation development.	Planning Commission, City Council, Staff	Ongoing
	Discuss noise remedy land with the Port of Seattle regarding its appropriateness for use as parks or trails.	Staff	Ongoing

PROPOSED POLICIES	IMPLEMENTATION STRATEGIES	PRIMARY RESPONSIBILITY	TIME FRAME
10.2B Preserve and/or acquire parcels identified as appropriate for parks and open space.	Update development regulations and review/ approval processes to include mitigation options such as: • Land dedication • Monetary contribution • On-site facilities development • Contract to construct needed facilities in an existing park • Any combination of the above	Staff, Planning Commission, City Council	Short-Term
	Negotiate land dedication, acquisition, or shared use of the desirable park and trail locations in 10.2A's long-range plan during development review/approval processes.	Planning Commission, City Council	Short-Term
	In conjunction with the Safe and Complete Streets Plan (see the Transportation Element), acquire or seek dedication of open spaces that have bicycle/ pedestrian connections to businesses, neighborhoods, and new developments.	Staff	Short-Term
	Implement the Safe and Complete Streets' shared use trails plans. (Also see Transportation Strategies)	Staff	Short-Term
	Prioritize acquiring and developing the proposed Lakes to Sound Trail.	Staff, City Council	Ongoing
	Protect sensitive areas and classify as open space, where appropriate, including heavily forested scenic areas.	Staff, City Council	Ongoing
	See "Section 10.7 – Community-Wide Resources" for specific implementation strategies related to Tub Lake, Bow Lake, and Miller Creek Corridor preservation.		
	Review and consider increasing incentives for public open space dedication in SeaTac's Urban Center.	Planning Commission, City Council	Short-Term

PROPOSED POLICIES	IMPLEMENTATION STRATEGIES	PRIMARY RESPONSIBILITY	TIME FRAME
10.2C Achieve geographic equity by providing a park facility within one half mile of each resident.	Achieve geographic distribution by: • Mapping deficiencies in achieving the goal of a park facility within one-half mile of every resident. • Incorporating this information into the annual level of service analysis/ report and making it available to the Planning Commission and City Council.	Staff	Short-Term
10.3 DEVELOP PARKS AND RECREATION FACILITIES			
10.3A Develop or redevelop school sites, parks, or other publicly owned sites.	Improve neglected facilities, and make them safe for public use; for example, "level ballfields."	City Council	Ongoing
	Master plan future parks to accommodate appropriate potential usage and provide an equitable geographic distribution of recreational opportunities.	Staff	Ongoing
	Consider selling Bow Lake Park to fund acquisition of other more usable land or park improvements.	Staff, City Council	Short-Term
10.3B Develop age-appropriate facilities.	Inventory existing facilities and major user groups and identify deficiencies.	Staff	Short-Term
	Engage community organizations and school groups to help identify recreational demands and community needs.	Staff, City Council	Ongoing
	Continue to pursue partnerships that expand recreational opportunities through increased funding or shared facilities or programs (e.g., Highline School District).	Staff, City Council	Ongoing

PROPOSED POLICIES	IMPLEMENTATION STRATEGIES	PRIMARY RESPONSIBILITY	TIME FRAME
10.3C Develop active recreation opportunities.	Continue to supply and increase the number of active recreation programs.	Staff	Ongoing
	Complete the fourth field at Valley Ridge Park.	Staff	Short-Term
10.3D Require open space in new development.	Review and revise, as necessary, development regulations requiring open space or recreation space for new development as part of the required periodic Comprehensive Plan review and update.	Planning Commission, City Council	Ongoing
10.3E Develop a recreational trails system.	Enable incentives to encourage major new developments greater than a certain size to incorporate an open space/ pedestrian pathway element into their site plan based on the pedestrian facilities plan (see Transportation Element). It should be designed to link together existing or future open space/pedestrian paths from adjacent properties to the greatest extent possible (for example, a boardwalk along a portion of Bow Lake), or provide "in lieu of" fees.	Planning Commission, City Council	Short-Term
	Identify internal and external funding sources for open space/pedestrian pathways when appropriate and possible.	Staff, City Council	Ongoing
	Coordinate with adjacent cities and other relevant agencies to develop or expand connections to designated regional open space/pedestrian trails.	Staff, City Council	Ongoing

PROPOSED POLICIES	IMPLEMENTATION STRATEGIES	PRIMARY RESPONSIBILITY	TIME FRAME
10.3F Layer multiple functions on public open space.	Develop the trail corridor around Tub Lake in North SeaTac Park, which will provide natural open space, wildlife habitat, and recreation/ transportation linkages.	Staff	Short-Term
	Seek public access to Bow Lake for multiple uses.	Staff, City Council	Long-Term
	Complete a Master Plan for large open spaces in North SeaTac and Des Moines Creek Parks.	Staff, City Council	Short-Term
10.3G Minimize impacts to adjacent neighborhoods.	Close parks at a reasonable hour to discourage misuse and excessive evening noise.	City Council	Ongoing
10.3H Coordinate park development with unique local natural and historic features.	Overlay the long-range park plan, including trails, with a map showing the area's unique features such as wetlands, creeks, and other environmentally sensitive or historic sites. Evaluate access to these resources, and document for future park plan revisions.	Staff	Short-Term
	Work with WSDOT regarding use of the SR 509 right-of-way for the Lakes to Sound Trail.	Staff	Ongoing
10.4 REDEVELOP AND MAINTAIN FACILITIES			
10.4A Review facilities periodically and make changes in response to public needs and efficiency.	Conduct a facility review at least once a year with park maintenance, programming, and planning personnel; document findings for project planning purposes.	Staff	Ongoing
	Utilize the Repair and Replacement Fund to maintain parks and facilities.	Staff	Ongoing

PROPOSED POLICIES	IMPLEMENTATION STRATEGIES	PRIMARY RESPONSIBILITY	TIME FRAME
10.4B Design, maintain and modify parks to enhance safety, accessibility and versatility, and lower maintenance costs.	Conduct periodic meetings to coordinate and exchange information with various City departments and personnel (planning, programming, and maintenance).	Staff	Ongoing
	Follow established safety standards when designing new children's play areas in local parks.	Staff	Ongoing
	Evaluate low maintenance techniques and use where appropriate.	Staff	Ongoing
	Review past safety records of parks prior to new development or renovation planning.	Staff	Ongoing
	Pursue smoking ban in all City parks	Staff City Council	Short-Term
10.4C Maintain parks commensurate with intensity of use and character of park.	Develop and publish a maintenance plan that prevents degradation of park facilities while allowing for normal usage.	Staff	Short-Term
	Continue to use the Repair and Replacement Fund to keep parks and facilities in top condition.	Staff	Ongoing
10.4D Encourage volunteer participation in maintenance and improvement projects.	Staff periodic volunteer work days.	Staff	Ongoing
	Develop an Adopt-A-Park program.	Staff, City Council	Short-Term
	Continue to work with groups (e.g., Highline SeaTac Botanical Garden and BMX groups) to maintain their areas.	Staff	Ongoing
10.5 ENSURE SAFE AND CONVENIENT ACCESS			
10.5A Locate traffic-generating facilities on sites with direct access.	Coordinate the location of planned facilities with bicycle and pedestrian routes, transit stops, and vehicle access.	City Council	Ongoing

PROPOSED POLICIES	IMPLEMENTATION STRATEGIES	PRIMARY RESPONSIBILITY	TIME FRAME
10.5B Provide safe parking at parks and recreational facilities.	Construct bicycle parking areas at Community Centers and other parks.	City Council	Ongoing
10.5C Provide nondiscriminatory recreational opportunities and eliminate barriers to special populations.	Improve access to all local parks per Americans with Disabilities Act (ADA) requirements.	City Council	Ongoing
	Design all new parks to barrier-free standards.	Staff	Ongoing
	Supply transportation to senior citizen activities whenever possible.	City Council	Ongoing
	Provide free or low cost programs; make programs requiring fees accessible to low income people through scholarships.	Staff	Ongoing
	Continue to request funding for human services needs through the Human Services Advisory Committee.	Staff	Ongoing
10.6 PROMOTE INTERGOVERNMENTAL COORDINATION			
10.6A Promote collaboration with agencies, organizations, and businesses in recreational and cultural development.	Seek private and public sponsorship for special parks, recreation, and cultural programs.	Staff	Short-Term
	Participate in regional planning efforts that might affect local residents, even if projects are outside the City.	Staff, City Council	Ongoing
	Seek partnerships with community groups for tree planting programs and other park and open space improvements.	Staff	Ongoing
	Encourage easements on public or private lands for recreation.	Staff, City Council	Ongoing
	Purchase programs annually from the YMCA.	Staff, City Council	Ongoing

PROPOSED POLICIES	IMPLEMENTATION STRATEGIES	PRIMARY RESPONSIBILITY	TIME FRAME
10.6B Work with the school district to provide recreational opportunities.	Continue to use school sites for recreation and after-school programs.	Staff	Ongoing
	Develop an interlocal agreement that allows the City to use school facilities at no cost in exchange for school use of City facilities at no cost.	City Council, Staff	Short-Term
	Encourage the school district to improve and maintain athletic fields for Little League and other uses.	City Council	Ongoing
10.6C Encourage cooperative planning and use of recreational facilities with private businesses, nonprofit organizations, and other groups in the City.	Build relationships with partner organizations and explore possibilities for shared recreational facilities. Where possible, provide joint spaces and/or programs.	Staff	Ongoing
10.7 DEVELOP COMMUNITY-WIDE RESOURCES			
10.7A Develop North SeaTac Park in accordance with North SeaTac Park Master Plan and Airport safety regulations.	Prohibit facilities in North SeaTac Park that attract large numbers of people.	City Council	Ongoing
	Confine active recreational facilities, specifically new athletic fields, to the area north of South 136th Street.	City Council	Ongoing
10.7B Preserve Tub Lake as a natural wetland; increase opportunities for public enjoyment of the area.	Seek funding to implement the North SeaTac Park Master Plan.	Staff, City Council	Short-Term
	Implement the North SeaTac Park Master Plan by installing boardwalks and interpretive information at Tub Lake.	City Council	Short-Term

PROPOSED POLICIES	IMPLEMENTATION STRATEGIES	PRIMARY RESPONSIBILITY	TIME FRAME
10.7C Develop trails connecting Lakes to Sound Trail, North SeaTac Park Community Center, and natural features.	Work with the Port of Seattle to establish an access plan to connect the Lakes to Sound Trail to the SeaTac Community Center with access through the Tub Lake natural area.	Staff	Short-Term
10.7D Preserve the Des Moines Creek area for open space and recreation.	Complete a Master Plan for Des Moines Creek Park. The Master Plan should, at a minimum, address preserving the character and wildlife habitat, and allow for interpretive opportunities and linkage to regional trails.	Staff, City Council	Short-Term
	Coordinate with SR 509 and 24th/28th Avenue transportation planning to integrate parks needs.	Staff	Ongoing
10.7E Work with the Port to provide open space.	Discuss opportunities with the Port to provide open space.	City Council	Ongoing
	Work with the Port to dedicate Port-owned land for open space and recreational uses, including trails identified on the Pedestrian Facilities map.	City Council	Medium-Term
	Negotiate an agreement with the Port for shared parking serving recreational and Port needs.	City Council	Medium-Term
	Work with the Port to prohibit vehicular traffic in the open space areas.	City Council, Port	Medium-Term

PROPOSED POLICIES	IMPLEMENTATION STRATEGIES	PRIMARY RESPONSIBILITY	TIME FRAME
10.7F Seek public access to waterfront area(s) of Bow Lake.	Initiate discussions with private property owners about the purchase of adjacent lands and negotiate conservation easements as possible.	Staff, City Council	Long-Term
	Update development regulations to enable incentives to provide public access with Urban Center redevelopment.	Planning Commission, Staff, City Council	Long-Term
	Revisit and update the June 2000 Bow Lake Joint Use Facilities Study before proceeding with implementation of a boardwalk, viewing areas or pedestrian trails. Prioritize development of publicly owned properties.	Planning Commission, Staff, City Council	Medium-Term
10.7G Encourage retention of significant historical and archaeological resources.	Inventory historical and archaeological structures and sites.	Staff	Short-Term
	Revise the Zoning Code to include standards for the retention of historical and archaeological resources identified by the City's inventory cited above.	Planning Commission, Staff, City Council	Short-Term

City of SeaTac Comprehensive Plan Update

ERRATA SHEET
(Noted changes to be incorporated into final Plan document)

June 22, 2015

Spelling corrections and changes that were approved by the Planning Commission, but did not make it into the final Draft of the Plan:

- Implementation Strategy for Policy 3.9A:
  Work with the County to find alternative sites for ~~a publicly owned and/or cooperatively owned mobile home park~~ for tenants forced to move.

- LOS for Off Leash Dog Park under Policy 5.1B:
  ~~0.03~~ 0.4 ~~parks~~ acres per 1,000 population.

- Implementation Strategy for Policy 3.4B:
  Develop criteria for microhousing within ~~eolse~~ close proximity to a ~~hign~~ high capacity transit station.