INTRODUCTION, CITY VISION, AND PLANNING FRAMEWORK

CHAPTER 1

CITY OF SEATAC

ENVISION SEATAC 2044

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INTRODUCTION

The City Council adopted the SeaTac Comprehensive Plan (Plan) in December of 1994, has amended it regularly, and completed this major update in 2024. This Plan provides a comprehensive and cohesive guide for the City of SeaTac through 2044.

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'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 subarea plans as elements of its Plan for the City's three urban villages:

1. The City Center Plan, originally adopted in December 1999, and currently, in 2024, undergoing the second phase of a two-phase update process, adds detail for the City Center urban village subarea;
2. The South 154th St. Station Area Action Plan (adopted in December 2006) applies to the part of SeaTac within approximately one quarter mile of the Tukwila International Boulevard light rail station and guides the development of the S 154th Station urban village; and

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.

See the Land Use Map 2.1 to view these subareas.

3. The Angle Lake District Station Area Plan (adopted in July 2015) applies to the area near the Angle Lake Link light rail station in the vicinity of S 200th Street and 28th Avenue S, and guides the development of the Angle Lake Station urban village.

Functional Plans

SeaTac has two functional plans that are also considered part of the Comprehensive Plan, the Transportation Master Plan (TMP) and Parks, Recreation, and Open Space (PROS) Plans. The TMP and PROS Plan serve as background reports for the Transportation Element and Parks, Recreation, and Open Space Element. They build on the policies set forth in the Elements they support while establishing more specific objectives and strategies for how SeaTac's transportation and parks, recreation and open space systems will be developed, managed, and maintained.

SeaTac Regional Vicinity

City of SeaTac

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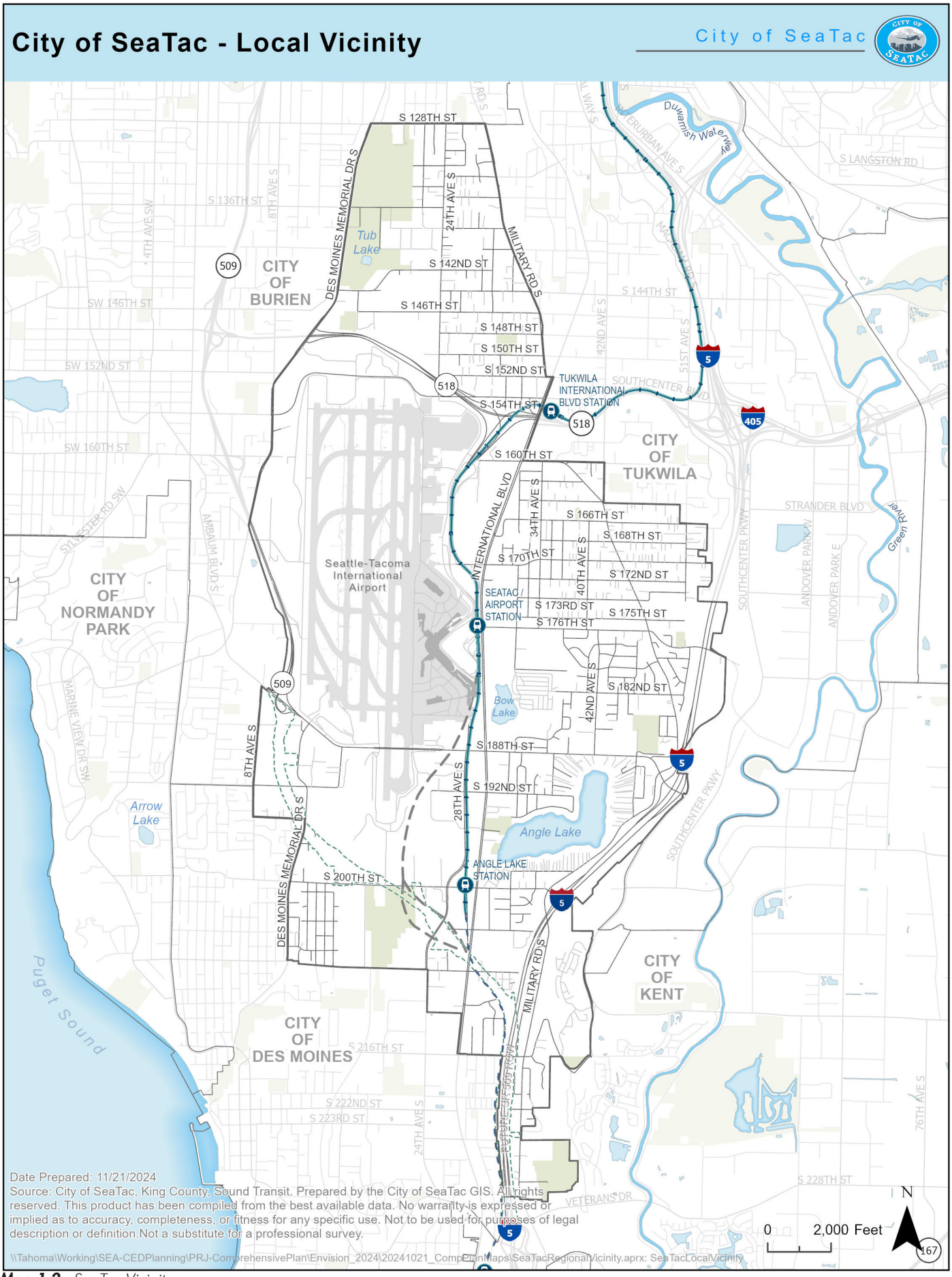
Map 1.1 *- Regional Vicinity*



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.

Over the years, 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.

In addition to ensuring robust and inclusive engagement with the City's multiple communities throughout the Envision SeaTac 2044 periodic update project, a main focus was to incorporate the following themes within the Comprehensive Plan.

Key Comprehensive Plan Themes

- Wellbeing and Access to Opportunity: Increase access to opportunity and community wellbeing.
- Growing Urban Villages Near Light Rail: Focus growth in urban villages near light rail with a variety of options for living, working, and recreating.
- Healthy, Equitable, Connected, and Complete Neighborhoods: Strengthen all neighborhoods and ensure they are well-served by supportive infrastructure and amenities.
- Multimodal Transportation: Provide connected, efficient, multimodal transportation networks.
- Housing for All: Increase housing types and affordable options.
- Economic Vitality: Increase economic opportunities that empower residents and support the business community.
- Resilient Built and Natural Environments: Enhance the resiliency of SeaTac's built and natural environments.

The Envision SeaTac 2044 project also had goals related to addressing social equity within the planning process, including:

- Equitable Community Engagement: Ensuring representative, inclusive, equitable community engagement throughout the project.
- Equitable Policy Development: Incorporating an equity framework into the policy development process including a focus on:
  - Increasing access to opportunity and wellbeing, and
  - Creating healthy, equitable, connected, complete neighborhoods citywide.
- Creation of SeaTac Equity Index: Developing an equity analysis tool to better understand demographic and geographic relationships and opportunities related to equity throughout the city.

To help achieve these equity goals, the Puget Sound Regional Council's guidance was used to define the meaning of equity for the Envision SeaTac 2044 project and the Comprehensive Plan.

- SeaTac's vision for equity: All people have the means to attain the resources and opportunities that improve their quality of life and enable them to reach full potential. Differences in life outcomes cannot be predicted by race, class, or any other identity. Communities of color, historically marginalized communities, and those affected by poverty are engaged in decision-making processes, planning, and policy-making.

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 2050 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 that include goals, policies and implementation strategies related to the following:

- Land Use
- Urban Center
- Neighborhoods
- Housing and Human Services
- Economic Vitality
- Transportation
- Parks, Recreation, and Open Space
- Environment
- Utilities
- Capital Facilities

Volume 2 contains background information pertaining to each of the Plan elements, some of which refer to additional functional and/or strategic plans for more detailed background information for the element. The Introduction Background Report in Volume 2 contains a Community Profile of SeaTac, providing a summary of the demographics of the City today.

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 will be a people-oriented, multicultural place with well-connected, complete neighborhoods. Economically vibrant, environmentally sensitive, visually pleasing, socially diverse, SeaTac will convey a positive identity and strong sense of place, as a livable, equitable, and sustainable city of the future.

There will be expanded access to opportunities for all people living, working, and doing business in the community, as well as those who come to visit. The strength of SeaTac's collective spirit will be found in those who call SeaTac home and within the entrepreneurs working hard to support thriving businesses and start new ones.

As an international hub of hospitality, visitors traveling through Sea-Tac International Airport will enjoy premier destination opportunities. Residents and visitors alike will enjoy great parks and recreation activities.

SeaTac's transportation network, park and recreation facilities, utility systems, and other public and private facilities, as well as the natural environmental setting—will be designed and maintained to enhance the quality of life and enrich the human spirit of this strong community.

By 2044:

- ***Urban villages*** *along the International Boulevard corridor will anchor SeaTac's Urban Center and provide vibrant, higher density business and residential districts adjacent to the light rail stations, where most job and housing growth will be concentrated, and where there are a variety of amenities and activities for residents, workers, and visitors to enjoy.*
- ***Neighborhood villages*** *will emerge and expand at central locations outside of the Urban Center as important community hubs where people can easily walk to access healthy foods, shops, work, parks, and daily services.*
- ***Corner stores*** *will provide new opportunities for entrepreneurship and local businesses, while providing access to daily goods and services in walking distance of people's homes.*
- ***Flexible, warehouse, industrial districts*** *will provide new jobs and economic opportunities that support the international airport and other regional commerce activities.*

The City of SeaTac will be known as a place where all are welcome to grow and thrive.

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 inclusive and 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.

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 ten year periodic updates to the Plan.

Policy 1.1B

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

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 and the highest standard of service possible to the public.

While endeavoring to achieve the highest standard of services to the public, 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 ten-year periodic updates to the Plan.

See the Introduction, City Vision, and Planning Framework Background Report for more information on GMA and regional consistency.

Consistency and Coordination

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 Puget Sound Regional Council's (PSRC) Vision 2050 Regional Growth Strategy.

Policy 1.2B

Ensure that the Comprehensive Plan's policies remain consistent with Multicounty Planning Policies (Vision 2050 and Transportation 2050) and King County's Countywide Planning Policies.

Policy 1.2C

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

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 2050 envisions regional growth centers as major focal points of higher density population and employment and transit-oriented development, 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.

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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 Actively promote inclusive and 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.	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 digital communication 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 and partnership among community members, agencies, organizations, officials, and City departments.	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.	Staff	Ongoing

POLICIES	IMPLEMENTATION STRATEGIES	PRIMARY RESPONSIBILITY	TIME FRAME
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, and the highest standard of services possible to the public.	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
	Continue efforts to provide the highest standard of services to SeaTac community members including residents, businesses, developers, workers, and visitors.	Staff, City Council	Ongoing
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.	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 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.	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

POLICIES	IMPLEMENTATION STRATEGIES	PRIMARY RESPONSIBILITY	TIME FRAME
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
	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 Puget Sound Regional Council's (PSRC) Multicounty Planning Policies (Vision 2050 and Transportation 2050) 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 Comprehensive 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 Neighborhoods. Complete neighborhoods 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.

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 originally reached in1997, and updated since, 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, including native and drought tolerant vegetation and vegetated LID BMPs (Low Impact Development Best Management Practices).

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 (LID). A stormwater and/or land use management strategy that strives to mimic pre-disturbance hydrologic processes of infiltration, filtration, storage, evaporation and transpiration by emphasizing conservation, use of on-site natural features, site planning, and distributed stormwater management practices that are integrated into a project design, while also minimizing the potential for off-site flooding and soil instability.

Low Impact Development Best Management Practices (LID BMP). Distributed stormwater management practices, integrated into a project design, that emphasize natural hydrologic processes of infiltration, filtration, storage, evaporation and transpiration, while protecting against off-site flooding and soil instability. LID BMPs include, but are not limited to, bioretention, permeable pavement, cast in place pavers, limited infiltration systems, roof downspout controls, dispersion, soil amendments, and minimal excavation foundations.

Low Impact Development Principles. Land use management strategies that emphasize conservation, use of on-site natural features, and site planning to utilize infiltration and native vegetation to minimize stormwater runoff, while protecting against remote area flooding and soil instability.

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.

Surface Water Design Manual. The King County Surface Water Design Manual (KCSWDM), as amended by the City of SeaTac Addendum to the KCSWDM adopted in SMC 12.10.010.

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.

Vegetated LID BMPs. LID BMPs (Low Impact Development Best Management Practices) that utilize landscaping.

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.