

APPENDIX H

Land Use

Land Use Technical Report

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Sustainable Airport Master Plan – Near-Term Projects

Land Use Technical Report

January 2024

PREPARED FOR
Port of Seattle

PREPARED BY
Landrum & Brown, Incorporated



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1. Introduction

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

1.1 Description of the Proposed Action

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

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

2. Regulatory Setting

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

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

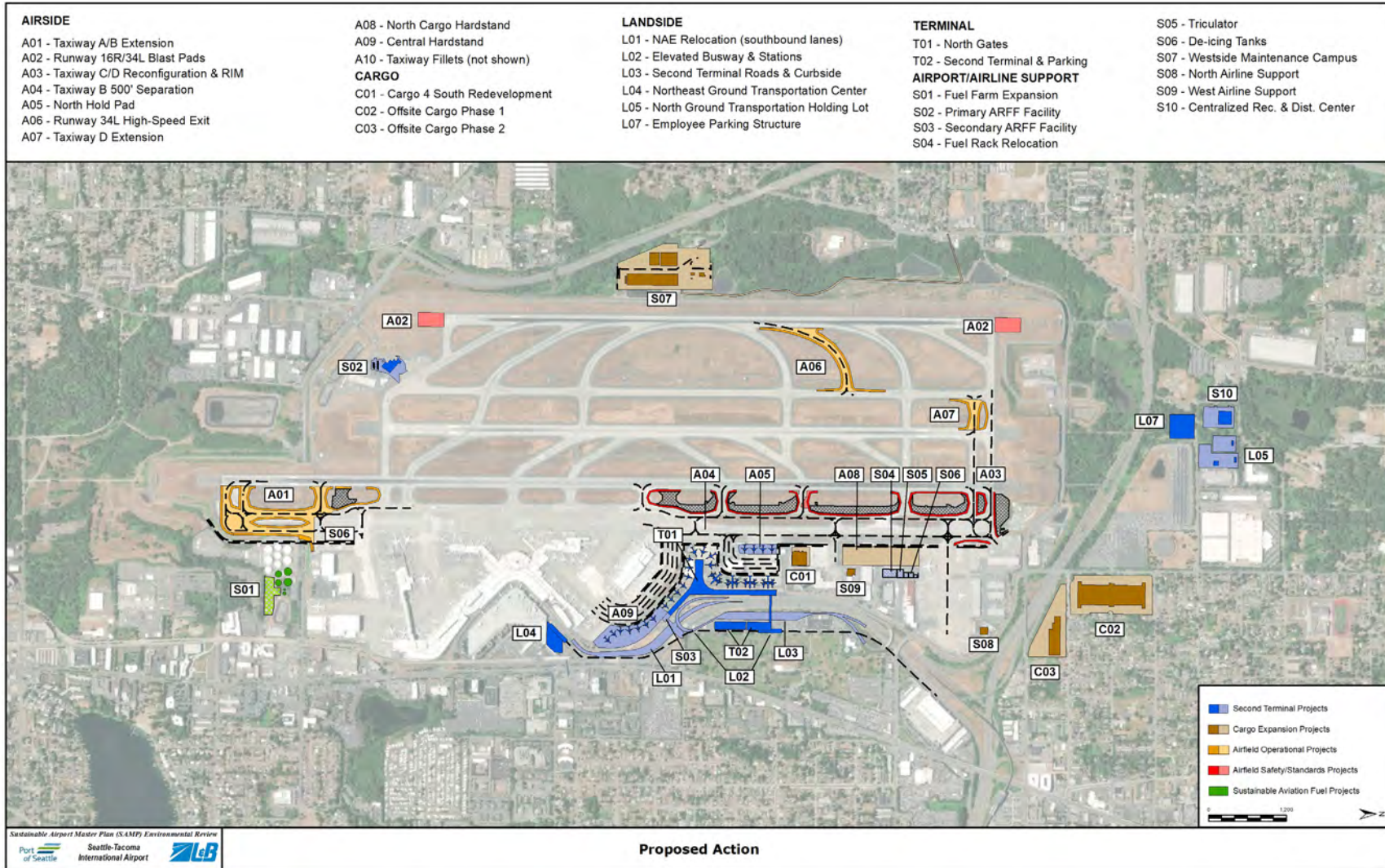
Statute	US Code Implementing Regulation	Oversight Agency	Summary
Airport and Airway Improvement Act of 1982, and subsequent amendments	49 U.S.C. § 47107(a)(10)	FAA	AIP funding for an airport development project may not be approved unless the Secretary of Transportation receives written assurance satisfactory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

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



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EXHIBIT 1, PROPOSED ACTION





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3. Existing Conditions

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

3.1 Existing Land Use

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

3.2 Planned and Future Land Use

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

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

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

- Port and City of SeaTac Interlocal Agreement (ILA) (2018)
- SeaTac Comprehensive Plan (last update: November 23, 2021)
- City of Des Moines Comprehensive Plan (June 25, 2015, amended: December 3, 2020)
- The Burien Plan (updated on November 7, 2022)
- Tukwila Comprehensive Plan (2015)
- Puget Sound Regional Council (PSRC) Vision 2050 (adopted in October 2020)

Each of these plans is described in the following sections.

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

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

¹ See Attachment 1: 2018 Interlocal Agreement



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

TABLE 2: RELEVANT ILA ALLOWABLE LAND USES

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

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

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

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

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

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

3.2.1.1 Projects located inside the AAA or Future AAA Boundary

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

3.2.1.2 Projects located outside the AAA

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

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

3.2.1.3 City of SeaTac Comprehensive Plan (updated in 2021)

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

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

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

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

The Angle Lake District Station Area Plan⁴ focuses on transit connectivity and community development near light rail stations. It also identifies key land use strategies for Port-owned property located within the Angle Lake District Station Area Plan to encourage "transit-oriented, people-intensive commercial land uses that help activate the District Center;" promote uses and design features that enhance and are compatible with the transit and people-oriented environment of the District Center; and affirm continued commitment to the ILA with the Port.

The November 2020 Parks, Recreation, and Open Space Element of the Plan has established two policies for the area surrounding Tub Lake: Objective 7B⁵ seeks to preserve the area surrounding Tub Lake as a natural wetland and increase opportunities for public enjoyment of the area; and Objective 7C⁶ calls for the development of environmentally sensitive public trails connecting the "Lakes to Sound Trail" to SeaTac Community Center and natural features such as Tub Lake and adjacent wetlands.

² See Attachment 2: Excerpt from the City of SeaTac Comprehensive Plan, Land Use Element

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

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

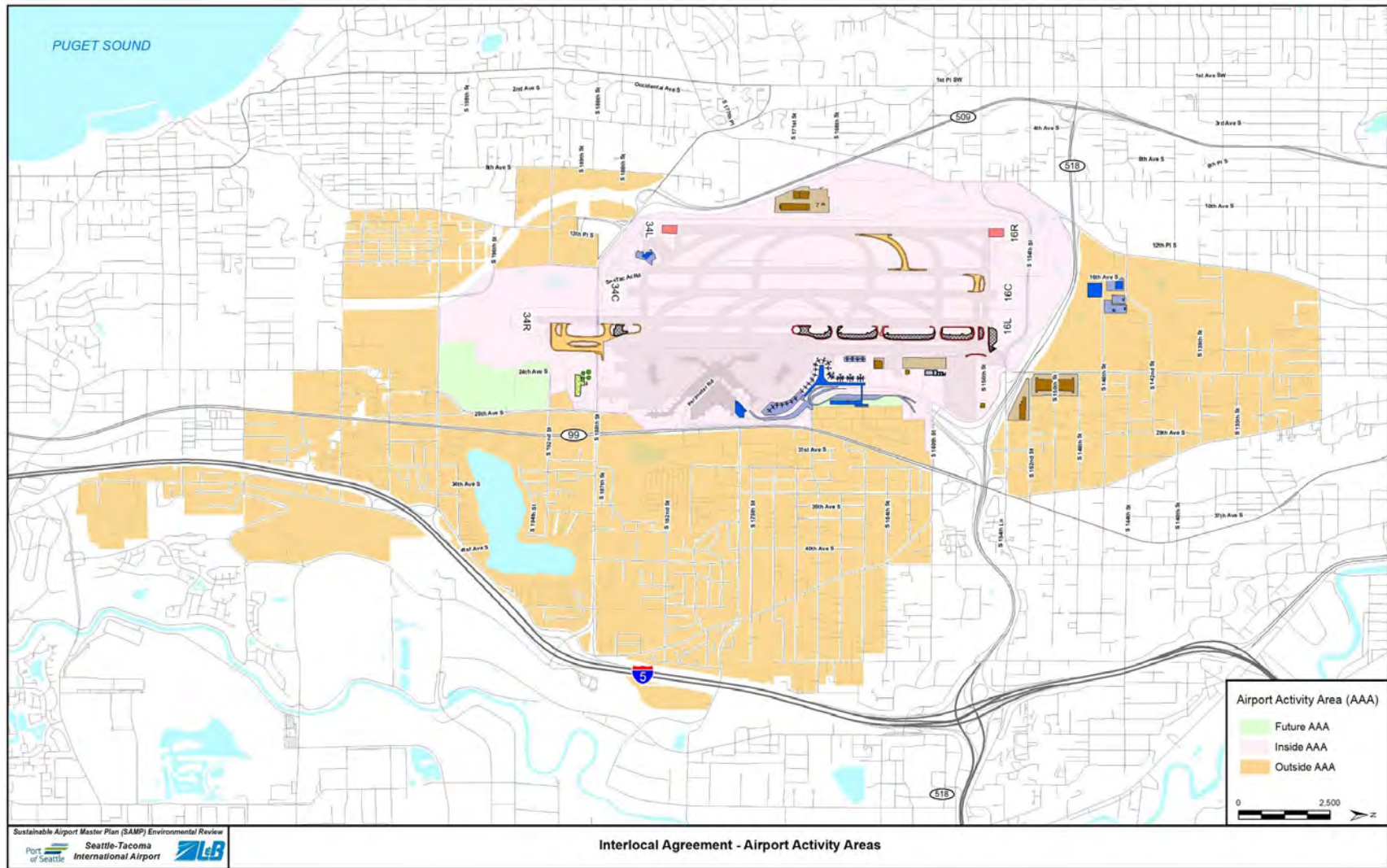
⁵ See Attachment 14: Excerpt from City of SeaTac Comprehensive Parks, Recreation, and Open Space Plan – Inventory and Management, Policy 7B

⁶ See Attachment 14: Excerpt from City of SeaTac Comprehensive Parks, Recreation, and Open Space Plan – Inventory and Management, Policy 7C



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EXHIBIT 2, INTERLOCAL AGREEMENT – AIRPORT ACTIVITY AREAS





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3.2.2 Des Moines Comprehensive Plan (2015, amended in 2020)

Des Moines' Comprehensive Plan serves as the city's official policy guide that defines, through goals, policies and implementation strategies, how Des Moines should best accommodate forecast household and job growth; manage traffic; and provide open space, recreational opportunities, and other vital services. The land use element of this plan⁷ outlines a goal to seek a harmonious blend of living, working, shopping, recreational, and cultural land uses. It is noted that part of the goal is to regulate the siting of incompatible land uses adjacent to SEA. The Transportation Element⁸ also references a future south connection to SEA (28th/24th Avenue South) that would accommodate vehicles, pedestrians, and bicycles, and connect to the Sound Transit light rail station at South 200th Street. The housing element of the plan⁹ references aircraft related noise, with the area between 16th Avenue South and 24th Avenue South being heavily affected. The area north of South 216th Street was so severely affected that the Port purchased and removed homes in the 1990s. The area south of South 216th Street remains in private and city ownership.

3.2.3 The Burien Plan (updated in 2022)

The Burien Plan outlines the city's plans for sustainable development, including the growing costs of capital facilities, services, and construction; the shifting needs of population and workplaces; and people's need for identity, community and sense of place. The land use component of the plan¹⁰ focuses on establishing a pattern of development that maintains and enhances the character of Burien's well-established neighborhoods; protects critical areas from the impacts of development; enhances the attractiveness and vitality of downtown; and preserves the city's small-town character.

Chapter 2 of the plan outlines several policies to encourage reduction of airport noise impacts and discourage actions that would introduce noise impacts to sensitive land uses.¹¹ It provides a specific "Professional Residential" designation that allows single-family homes and small businesses in areas that are near SEA, but not directly under the flight path for the third runway. An "Airport Industrial" designation was also established to allow flex-tech, professional, warehousing, and other similar uses, while ensuring that the scale and design of such uses are compatible with surrounding neighborhoods. The plan also established the Northeast Redevelopment Area (NERA), which is an overlay designation for economic development in the eastern part of the city, in areas affected by airport noise. The NERA reflects a collaboration between the city and the Port that led to a specific redevelopment plan that allows airport-oriented uses such as business parks, warehousing, and manufacturing in the NERA.

3.2.4 Tukwila Comprehensive Plan (2015)

Tukwila's Comprehensive Plan notes the convenient access to SEA, and the challenge to preserve this access while buffering the neighborhoods from SEA and connecting roads. Goal 7.8¹² of the plan relates to protecting neighborhoods from "undue noise impacts," and outlines policies to discourage noise levels incompatible with planned uses, and encourage reduction of noise from SEA by "promoting the development of new or the retrofit and modification of existing aircraft engines which are quieter,

⁷ See Attachment 5: Des Moines Comprehensive Plan, Chapter 2: Land Use Element

⁸ See Attachment 6: Excerpt from Des Moines Comprehensive Plan, Chapter 3: Transportation Element

⁹ See Attachment 7: Des Moines Comprehensive Plan, Chapter 7: Housing Element

¹⁰ See Attachment 8: Excerpt from the Burien Plan, Chapter 1: Executive Summary

¹¹ See Attachment 9: Excerpt from the Burien Plan, Chapter 2: Plan Policies

¹² See Attachment 10: Tukwila Comprehensive Plan, Goal 7.8

and operational procedures that help reduce aircraft noise emission levels.” Goal 13.8.1¹³ of the plan calls for the city to participate with the Port in the updating of the Airport Master Plan to enhance Tukwila goals and policies, incorporate Tukwila land use plans and regulations, minimize adverse impacts to Tukwila residents, and prevent the encroachment of incompatible land uses.

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

VISION 2050’s multicounty planning policies, actions, and regional growth strategy were intended to guide how and where the region grows through 2050. Among many important regional goals, VISION 2050 calls for cities and counties to continue preserving industrial lands and limit the encroachment of incompatible land uses around airports, particularly in the critical approach and departure paths. Within this Vision, Economic Policy MPP-EC-4¹⁴ calls for the region to leverage its position as an international gateway by supporting businesses, airports, seaports, and agencies involved in trade-related activities. Economic Policy MPP-EC-5¹⁵ recognizes the region’s airports as critical economic assets that support the region’s businesses, commercial aviation activities, aerospace manufacturing, general aviation, and military missions.

4. Potential Impacts

4.1 Alternative 1: No Action

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

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

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

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

¹³ See Attachment 11: Tukwila Comprehensive Plan, Goal 13.8.1

¹⁴ See Attachment 12: Vision 2050, Economic Policy MPP-EC-4

¹⁵ See Attachment 12: Vision 2050, Economic Policy MPP-EC-5

4.2.1 Consistency with Local Plans

The Proposed Action and Hybrid Terminal Option were evaluated for conformance with the following local land use plans: the City of SeaTac Interlocal Agreement (ILA), City of SeaTac Comprehensive Plan (updated in 2021), Des Moines Comprehensive Plan (2015, amended in 2020), the Burien Plan (updated in 2022), Tukwila Comprehensive Plan (2015), and Puget Sound Regional Council - Vision 2050 (adopted in 2020). This analysis is on land use consistency only and does not include surface transportation impacts for which a separate analysis was completed.

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

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

4.2.1.2 City of SeaTac Comprehensive Plan (updated in 2021)

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

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

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

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

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

Space Element Objectives 7B or 7C.¹⁶ Therefore, the Action Alternatives would be consistent with the City of SeaTac Comprehensive Plan.

4.2.1.3 Des Moines Comprehensive Plan (2015, amended in 2020)

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

4.2.1.4 The Burien Plan (updated in 2022)

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

4.2.1.5 Tukwila Comprehensive Plan (2015)

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

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

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

¹⁶ See Attachment 14: Excerpt from City of SeaTac Comprehensive Parks, Recreation, and Open Space Plan – Inventory and Management, Policies 7B and 7C



Attachment 1:

2018 Interlocal Agreement



2018 INTERLOCAL AGREEMENT

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INTERLOCAL AGREEMENT

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

CHAPTER I: PREAMBLE

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

GENERAL PROVISIONS

CHAPTER II: GENERAL PROVISIONS

2.1. Good Faith.

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

2.2. No Surprises.

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

2.3. Term.

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

2.4. Dispute Resolution.

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

2.4.1. Matters Not Subject to Dispute Resolution.

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

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

2.5. Payments.

A. Surface Water Management Fees.

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

B. Fees for Service – Quality Assurance.

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

C. Community Relief Contribution.

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

D. Late Invoices.

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

2.6. Binding Agreement; Authority.

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

2.7. Amendment Process.

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

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

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

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

2.8. Joint Advisory Committee.

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

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

2.9. Governing Law.

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

2.10. Interpretation; Severability; Changes in Law.

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

2.11. Indemnity and Hold Harmless

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

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

2.12. Coordination; Notice.

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

2.13. Time of Essence.

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

2.14. Headings.

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

2.15. Authorities Concerning this Agreement.

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

2.16. Shared Legislative Strategies.

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

2.17. Federal, State and Local Laws.

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

2.18. Effective Date and Termination of Prior Agreements.

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

LAND USE AND DEVELOPMENT STANDARDS

CHAPTER III: Land Use and Development Standards

3.1. Purpose.

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

3.2. Chapter Review.

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

3.3. Comprehensive Planning, Zoning, and Land Uses.

A. Comprehensive Plan and Zoning Designations.

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

B. Comprehensive Plan Designation.

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

C. Zoning Designations.

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

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

D. Airport Land Use Chart.

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

3.4. Airport Activity Area (AAA).

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

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

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

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

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

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

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

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

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

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

A. Dimensional Standards Chart.

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

B. Signage.

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

1. General Sign Standards.

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

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

2. Business Signage Standards.

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

3. Wall or Building Mounted Signs.

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

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

C. Landscaping.

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

D. Parking.

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

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

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

Parking Space Dimensions			
Angle	Stall Width	Stall Depth	Aisle Width

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

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

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

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

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

2. Parking Standards Outside the AAA – Primary Use.

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

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

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

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

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

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

E. Departure(s).

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

1. Departure Criteria.

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

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

2. Departure Process.

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

3.6. Aviation Hazards.

A. Federal Airspace Regulations.

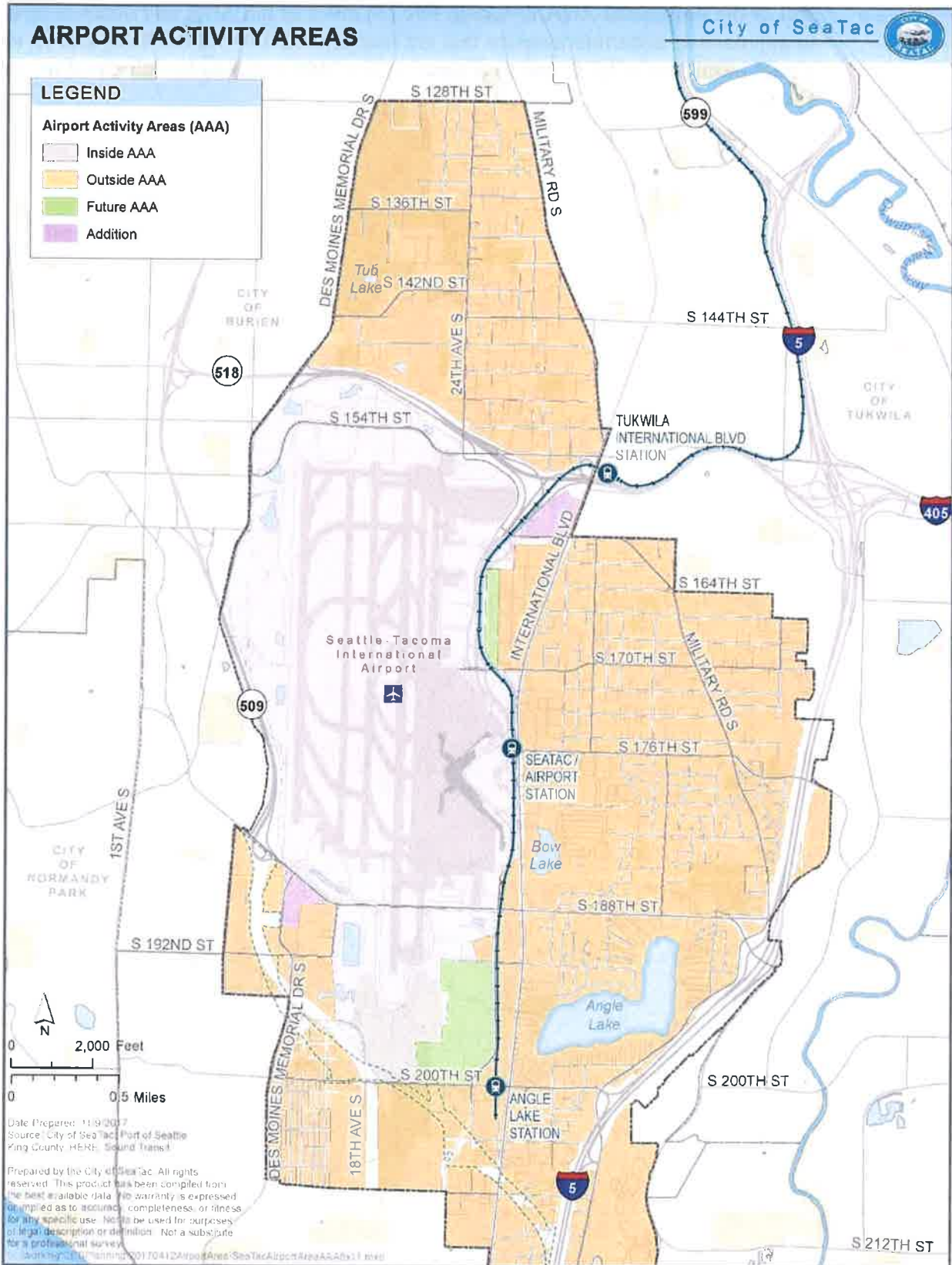
Federal airspace regulations, administered by the Federal Aviation Administration (FAA), may limit development within the City since it is in close proximity to the airport. Federal Regulation 49 CFR Part 77 established standards and notification requirements for objects affecting navigable airspace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

B. Hazardous Wildlife Attractants.

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

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

Appendix 3A: Airport Activity Area Map



Appendix 3B: AVO and AVC Allowed Land Uses Chart

Allowable Land Uses:

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

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

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

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

Land Use Table Notes:

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

TRANSPORTATION

CHAPTER IV: Transportation

4.1. Purpose.

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

4.2. General.

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

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

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

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

4.3 Transportation Impacts/Concurrency.

A. Transportation Impacts.

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

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

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

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

B. Transportation Concurrency.

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

4.4. Coordination and Cooperation.

A. Transportation Planning.

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

1. Transportation Modeling.

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

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

2. Information Sharing and Data Collection.

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

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

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

B. Transportation Projects.

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

1. Project Coordination.

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

2. Funding and Planning for Projects of Joint Interest.

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

C. Roadway Standards.

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

D. Local Public Access.

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

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

E. Right-of-Way Access Management.

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

4.5. Operational Planning.

A. Construction Traffic.

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

B. Holiday/Special Events.

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

C. Emergency Management.

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

Appendix 4A: Transportation Task Schedule and Assignees

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

PERMITTING AND INSPECTIONS

CHAPTER V: Permitting and Inspections

5.1. Purpose.

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

5.2. General.

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

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

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

Chapter for all other Port-owned properties.

5.3. Permitting Roles and Responsibilities.

A. Port.

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

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

B. City.

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

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

5.4. Applicable Permitting Codes and Requirements.

A. Adopted Building and Fire Codes.

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

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

B. Surface Water Design Manual.

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

C. Certifications.

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

D. City Permitting Requirements.

1. Permitting Services Provided by the Port.

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

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

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

2. Permit Tracking System.

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

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

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

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

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

4. Quality Assurance.

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

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

E. Fire Code Coordination.

1. Fire Code Review and Approvals.

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

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

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

2. Operational Permits – Fire Codes.

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

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

5.5. Permit Process.

A. City Process.

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

B. Port Process.

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

C. Permit Fees.

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

1. Project Valuation.

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

D. Fees for Service – Quality Assurance.

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

The City shall perform the following minimum quality assurance activities:

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

5.6. Verification of Permitting and Development Requirements.

A. Pre-Application Checklist.

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

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

B. City Review of Pre-Application Checklist.

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

C. Pre-Application Meeting.

If a Pre-Application meeting is requested:

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

5.7. Business Licensing.

A. Authority.

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

B. Notification.

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

C. Requirement.

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

D. Initial Inspections.

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

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

E. Renewal.

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

F. Audit.

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

5.8. Records Management.

A. Record Ownership.

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

B. Records Custodian.

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

1. Retention of Records.

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

2. Destruction of Records.

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

3. Requests for Records.

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

C. Audit.

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

Appendix 5A: Pre-Application Checklist

Project Information:

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

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

Port Contact Information:

Enter Port PM name	<input type="text"/> Enter email address	<input type="text"/> Enter phone #
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Environmental Review Information:

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

General Permit Information:

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

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

Other Permit Information:

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

Completed by: Enter Port PM name here

Date: Date

City Review:

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

Is a Pre-SEPA Checklist meeting requested? No Yes

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

Comments:

-
-
-

Completed by: Enter City Staff name here

Date: Date

ENVIRONMENTAL REGULATIONS

CHAPTER VI: Environmental Regulations

6.1. SEPA.

A. Lead Agency Status.

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

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

B. Consultative Process.

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

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

to expiration of this two-week time period.

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

6.2. Critical Areas.

A. Applicable Standards.

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

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

B. Port Proposals Located Within the AAA.

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

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

1. Exemptions.

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

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

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

D. For all proposals, regardless of location.

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

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

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

6.3. Surface Water Management.

A. Introduction.

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

B. Storm Water Utility Fee.

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

1. Airport Storm Water Utility Boundary Area.

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

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

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

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

2. All Other Port-Owned Properties.

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

C. Surface Water Design Standards.

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

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

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

D. Regional Detention Facilities.

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

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

E. Surface Water Coordination.

1. Joint Participation in Basin Initiatives.

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

2. Credit for Joint Funding.

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

3. Data and Reports.

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

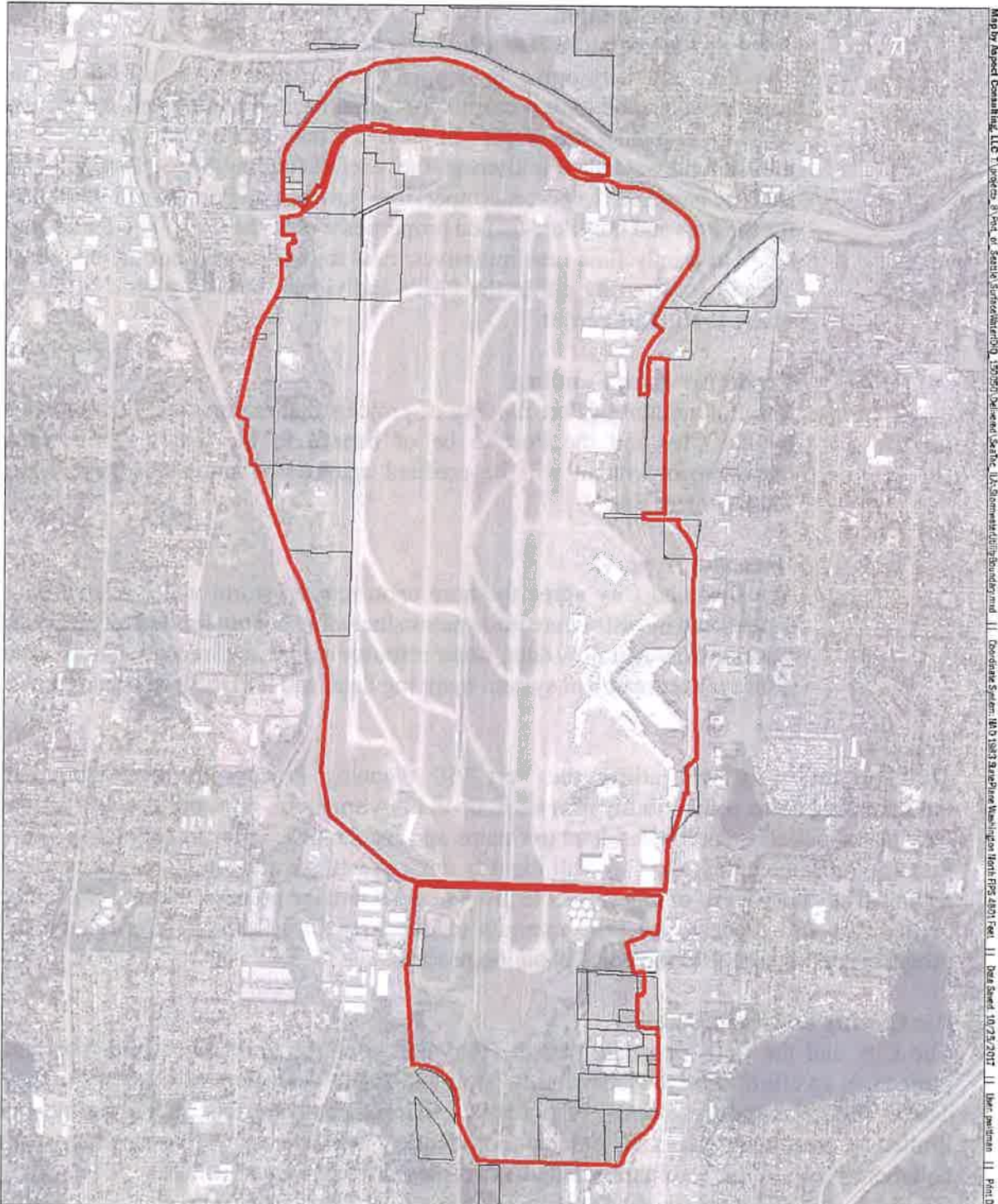
6.4. Noise.

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



6.5. Air Quality and Sustainability.

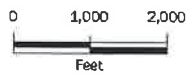
The City and the Port recognize that the Port will continue to advance initiatives and projects in an effort to meet sustainability goals and objectives voluntarily set by the Port. These initiatives reduce a range of potential environmental impacts, including but not limited to, greenhouse gases and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

Appendix 6A: Airport Storm Water Boundary Map



Map by Aspect Consulting, LLC. Tyndall Ave. of Seattle, Washington 98107. 1202070. Delivered Seattle, WA. StormwaterUtilityBoundary.mxd | Coordinate System: NAD 83 StatePlane Washington North FIPS 4901 Feet | Data Source: 10/23/2017 | User: macthoma | Print Date: 10/25/2017

-  Port of Seattle Parcels
-  Utility Boundary



Airport Stormwater Utility Boundary

Port of Seattle/City of SeaTac Interlocal Agreement



PUBLIC SAFETY & GENERAL SERVICES

CHAPTER VII: Public Safety & General Services

7.1. Police Jurisdiction and Authority.

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

7.2. Police Emergency Planning and Operations.

- A. The Parties agree there is mutual benefit to frequent communications about crime, civil disorder, Homeland Security and public safety issues which may have shared impact. Therefore, the Parties will establish and maintain working relationships that support such communication.
- B. The Parties shall strive to visit each other's worksites annually, for guided familiarization tours consistent with local security needs and to conduct joint, pre-emergency planning and training drills as feasible.
- C. When planned events are foreseen to impact both jurisdictions (such as dignitary visits, Seahawks, and protests) the Parties agree to work together to develop/implement strategies for successful resolution. If the City issues permits for such events is permitted through the City's special event permit process, the City may assist the Port in recovering associated costs.
- D. The Parties agree to develop agency specific event plans that will not negatively impact the resources of the other party. If it becomes obvious that an agency specific event or event plan will negatively impact the other party, the Party that will be impacted will notify the other Party of the potential impacts. In such cases, the Parties agree to work together to mitigate the impacts. All reciprocal services performed to mitigate the impacts shall be rendered without reimbursement unless the Parties agree to reimburse each other.
- E. The Parties agree to review the contents of this Chapter every five (5) years or as requested by either party during the term of the ILA.

7.3. 911 Calls for Police Service.

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

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

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

7.4. Fire Emergency Planning and Operations.

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

7.5. Permit Parking Program.

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

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

7.6. Community Relief.

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

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

7.7. Economic Opportunity and Workforce Development.

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

DEFINITIONS

DEFINITIONS

Acronyms and Abbreviations:

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

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

Definitions:

Accessory Use

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

Airport

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

Airport Revenues

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

Aircraft Fueling Facility

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

Aircraft Maintenance Facilities

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

Air Operations Area (AOA)

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

Aircraft Storage Area

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

Airport Airfield Facilities

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

Airport Cargo Facilities

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

Airport Landside Facilities

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

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

Airport Support Facilities

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

Airport Terminal Complex

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

Apiary

A place where bees or beehives are kept.

Automotive Service Center

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

Batch Plant

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

Biomedical Product Facility

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

Communications Facility

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

Conference/Convention Center

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

Consolidated Rental Car Facility

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

Construction/Landscaping Yard

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

Departure

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

Distribution Center/Warehouse

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

Dry Cleaner

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

Equipment Repair, Large

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

Equipment Repair, Small

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

Electric Vehicle Infrastructure

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

Financial Institution

Establishments such as banks and credit unions.

Fire Facility

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

Food Processing

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

FDA processes and standards.

Fueling/Service Station

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

Health Club

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

Helipad/Heliport

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

High Capacity Transit (HCT)

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

Inter/Intra Terminal Transfer Facilities

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

Kennel/Cattery

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

Laboratories, Research, Development and Testing

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

Manufacturing, Light

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

Manufacturing, Medium

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

Mobile Refueling Operation

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

Nonprofit Organization

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

Off-Site Hazardous Waste Treatment and Storage

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

Police Facility

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

Professional/Business Office

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

Public Agency

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

Public Agency Office

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

Public Agency Yard

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

Public/Private Parking

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

Recreational Center

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

Recycling Processing

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

Restaurant

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

Restaurant, Fast Food

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

Retail, Big Box

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

Retail, General

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

Sports Club

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

related to the instructional activities.

Stadium/Arena

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

Truck Terminal

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

Utility Substation

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

Utility Use

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

Vehicle Repair, Large

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

Vehicle Repair, Small

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

Veterinary Clinic

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

Winery/Brewery/Distillery

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

Wireless Communications Facility

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

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

SIGNATURE PAGE

SIGNATURE PAGE

DATE effective on the last signature below.

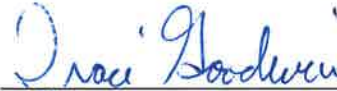
DATED: 12-20-17

PORT OF SEATTLE, a Washington
municipal corporation



By: David Soike
Its: Interim Executive Director

APPROVED AS TO FORM:



Traci Goodwin
Traci Goodwin
Port of Seattle Counsel

DATED: 12-20-17

CITY OF SEATAC, a Washington
municipal corporation



By: Joseph Scorcio, AICP
Its: City Manager

APPROVED AS TO FORM:



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

RESOLUTION NO. 17-021

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

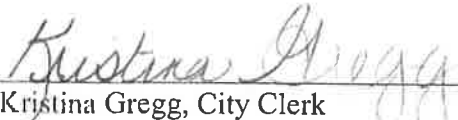
PASSED this 12th day of December, 2017 and signed in authentication thereof on this 12th day of December, 2017.

CITY OF SEATAC



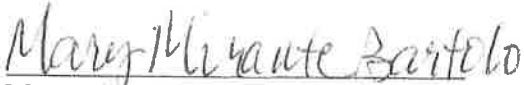
Michael J. Siefkes, Mayor

ATTEST:



Kristina Gregg, City Clerk

APPROVED AS TO FORM:



Mary Mirante Bartolo, City Attorney

RESOLUTION NO. 3741

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

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

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

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

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

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

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

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

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

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

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

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

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



JOHN CREIGHTON

STEPHANIE BOWMAN

FRED FELLEMAN

Port Commissioners

EXHIBIT "A" to RESOLUTION NO. 3741

2018 Interlocal Agreement (ILA 3)



Attachment 2:

Excerpt from the City of SeaTac Comprehensive Plan, Land Use Element

LAND USE ELEMENT

CHAPTER 2



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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.



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.

Policy 2.1A-1

Review and potentially amend the City Center Plan in the near future.

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.

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.

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.

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.

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.



See related policies in the Transportation Element regarding multi-modal transportation options.



See the Parks, Recreation, and Open Space Policy 10.2 regarding geographically equitable distribution of recreation facilities.



See the Housing and Human Services Element for related policies.

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.

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.

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

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.

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.



See the Urban Center Land Uses section for related policies.

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 dwelling units in single family designations to provide additional housing opportunities and income sources for homeowners, and compatible non-residential uses including schools, parks and religious use facilities.

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 provides a transition between Residential Low Density areas and 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.

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

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. Some compatible non-residential uses including schools, parks and religious use facilities may be allowed.

This designation provides a transition between lower density and higher density areas. Examples of medium density uses include two- to three-story apartments and townhouses.

Residential High Density

Policy 2.3E

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

This designation provides a transition between lower density residential areas and commercial areas and is intended to be primarily residential in character. Examples of high density residential development include apartments with three or more stories.

Residential High Mixed Use

Policy 2.3F

Promote high density residential uses and opportunities for mixed use development that complements bordering high density commercial areas 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

Policy 2.4A

Enhance low to medium density residential neighborhoods by locating primarily residential-oriented goods and services in designated Commercial Low areas.

Commercial Low 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 medium intensity development in the designated Office/Commercial/Mixed Use areas.

This designation is intended to be more residential in character than the Commercial Medium designation and is different from the Residential Mixed Use designation by allowing office as a primary use.

Policy 2.4C

Encourage 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

Policy 2.4D

Allow medium intensity development to accommodate office buildings, small hotels, restaurants, dense retail, apartments, or mixed residential/commercial developments in designated Commercial Medium areas.

Policy 2.4E

Encourage a mix of land uses in the Commercial Medium designation.

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

Commercial High

Policy 2.4F

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



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

Regional Business Mix

Policy 2.4G

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

Policy 2.4H

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



Other Commercial Uses

Policy 2.4I

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 Warehouse/ Distribution Land Uses

GOAL 2.5

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

Policy 2.5A

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

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

Policy 2.5B

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

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



See the Environment
Element for related policies.

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

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.”

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. Also included are private open space facilities such as cemeteries.



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

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, design and construction of the extension of light rail service south of S. 200th Street to the southern city limits and beyond.

Sound Transit is currently planning to extend light rail service south to the vicinity of Highline College by 2023, and will be proceeding to Federal Way as funds become available. Work with Sound Transit to define an exit route through the city that minimizes disruptions to private and public property owners, businesses and residents, and that causes minimal adverse aesthetic, economic and environmental impacts.

Policy 2.7C

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

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

Policy 2.7D

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

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

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.



Attachment 3:

SeaTac City Center Plan Update Phase I, Vision Report



CITY CENTER PLAN UPDATE PHASE 1 VISION REPORT

February 2020



ACKNOWLEDGEMENTS

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

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Hotel/Motel Tax Advisory Committee
Planning Commission

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PLAN ON A PAGE

PURPOSE

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

VISION

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

PRINCIPLES

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

NEXT STEPS

- Completion of Phase 2 sub-area Plan

NEAR TERM PROJECTS

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



SeaTac City Center Boundary

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

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

PROCESS

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

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

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

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



Tye HS Students' Walking Audit



Airport Workers Focus Group



Windsor Height Focus Group



A community Open House was held at McMicken Heights Elementary School on October 23, 2019. Participants were asked to provide their values, fears, priorities, and a one-word description of the City Center. They were also able to provide feedback through the interactive mapping exercise, and mapping stations focused on vehicular and pedestrian constraints and opportunities.

Participants' most valued aspects regarding the district converged among four themes 1) Access to transit/light rail; 2) An inviting environment for residents and visitors; 3) A variety of shopping opportunities; and 4) a focus on community and local residents.



October 3 Open House



QUESTIONS:

- Where would you like to be able to shop?
- Where would you like to be able to eat?
- Where would you like to be able to play/recreate?
- Where could sidewalks be added or improved to make walking easier?

LEGEND:

- Seatac City Center Boundary

Consolidated responses from all community engagement activities



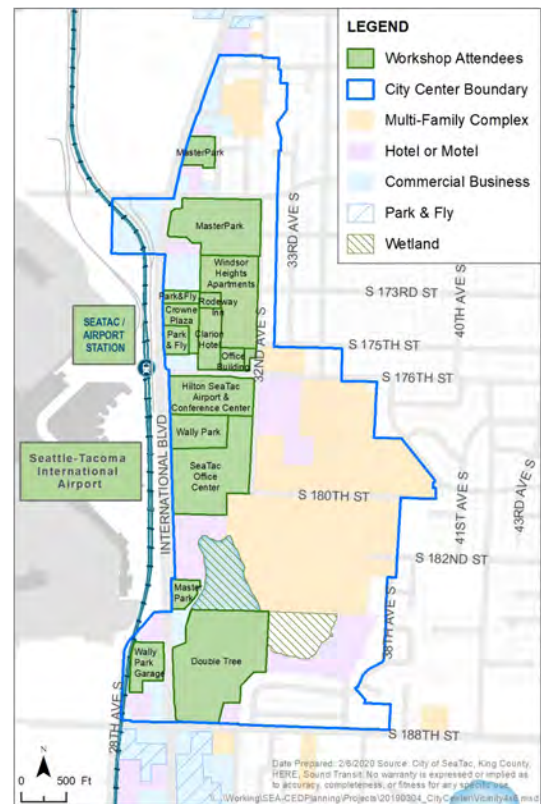
Armed with this detailed input from the focus groups and community open house, the consulting team convened a stakeholder workshop comprised of property owners and public partners who have a vested interest in the vitality of the district. During the workshop on November 26th, 2019, attendees received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



November 26 Stakeholder Workshop

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

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



Map of Workshop Attendees



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

PRINCIPLES

1

Economic Prosperity

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

2

Attractive Public Realm

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

3

Mix of Complementary Uses

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

4

Efficient Circulation

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



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

DISTRICT URBAN DESIGN CONCEPT

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

Airport Business District

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

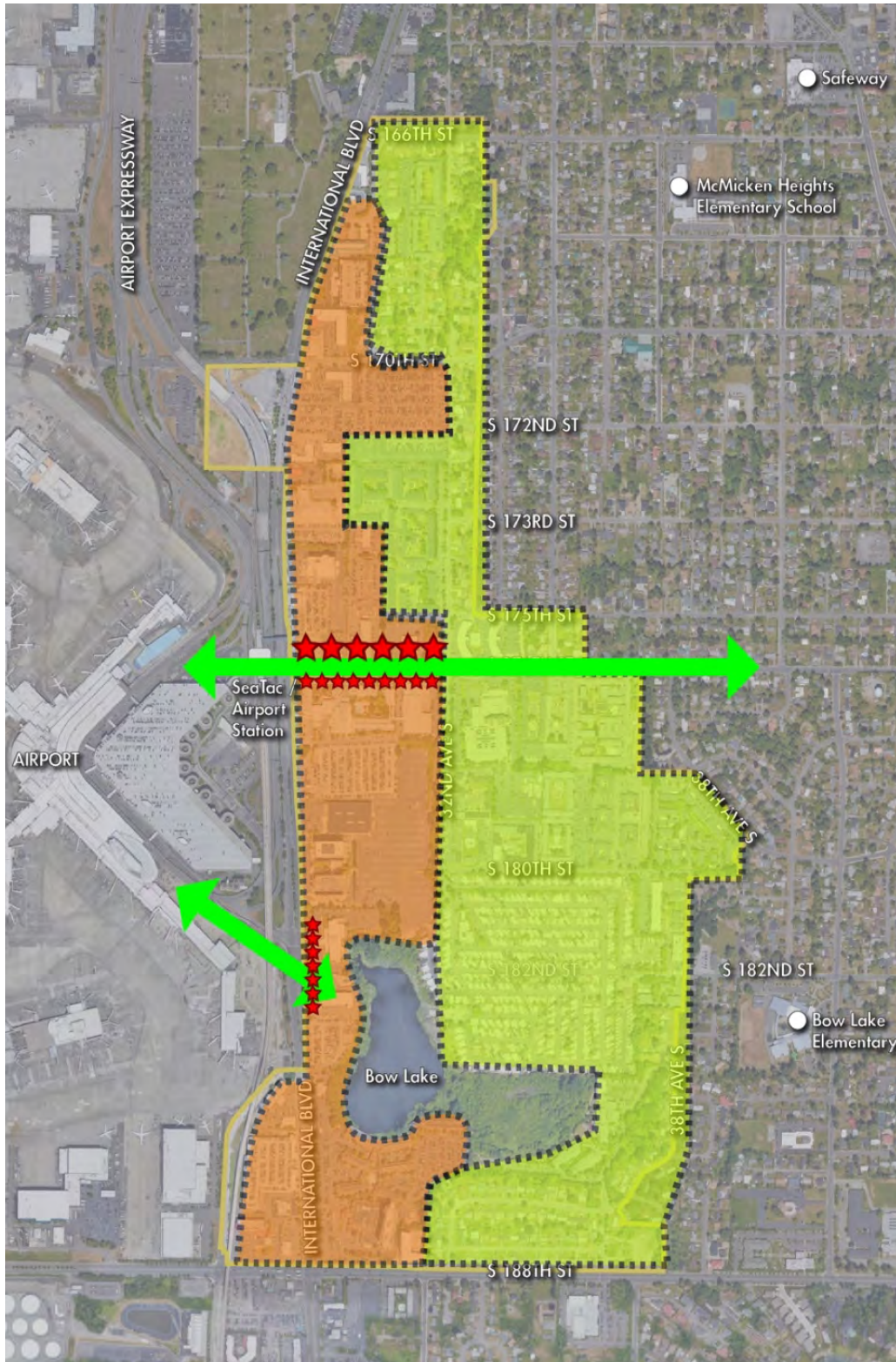
- Improved linkages with the airport to better connect airport visitors and workers with the district’s airport services – specifically including lodging, extended stay, convenience retail/dining and park & fly.
- Expanded office employment for businesses with global footprint and as an emerging southside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

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

Residential Multi-family

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





Legend	
■	Airport Business District
■	Residential District
★	Retail service hub locations

SeaTac Landing Sub-Districts

OBJECTIVES & ACTIONS

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

Urban Design

1. Enhance image and aesthetics of district

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

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

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

3. Activate public and private spaces with programming

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

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

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



Transportation

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

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

2. Enhance comfort and experience of walking

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

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

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

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

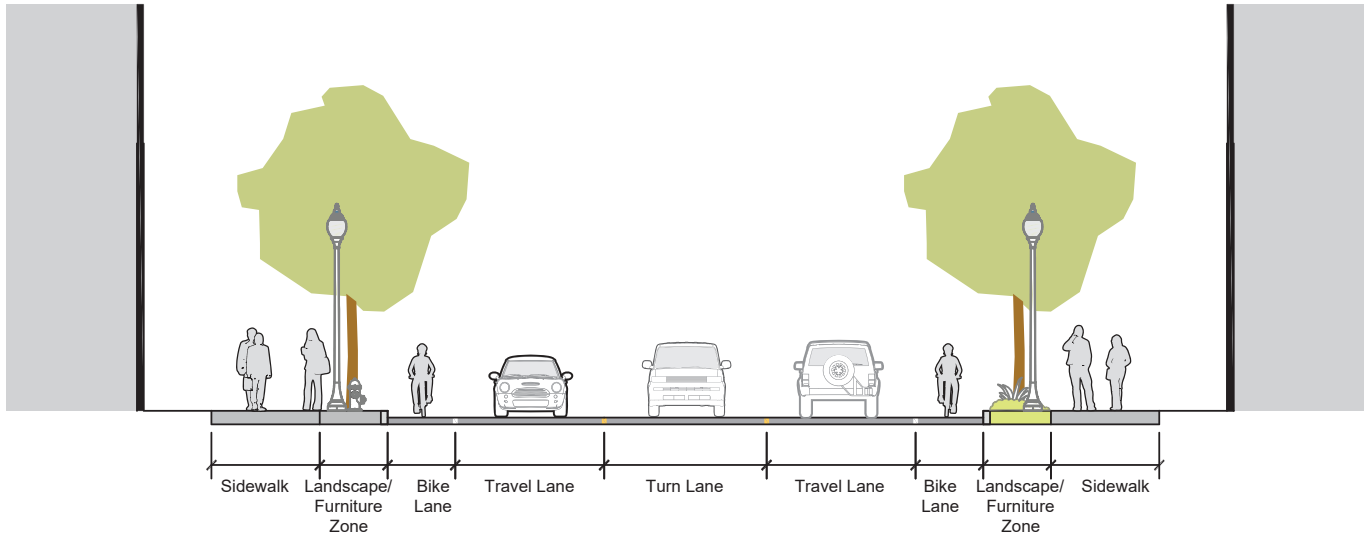
- Identify strategies to incentivize improvements to access through and between parcels as properties are redeveloped

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

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

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

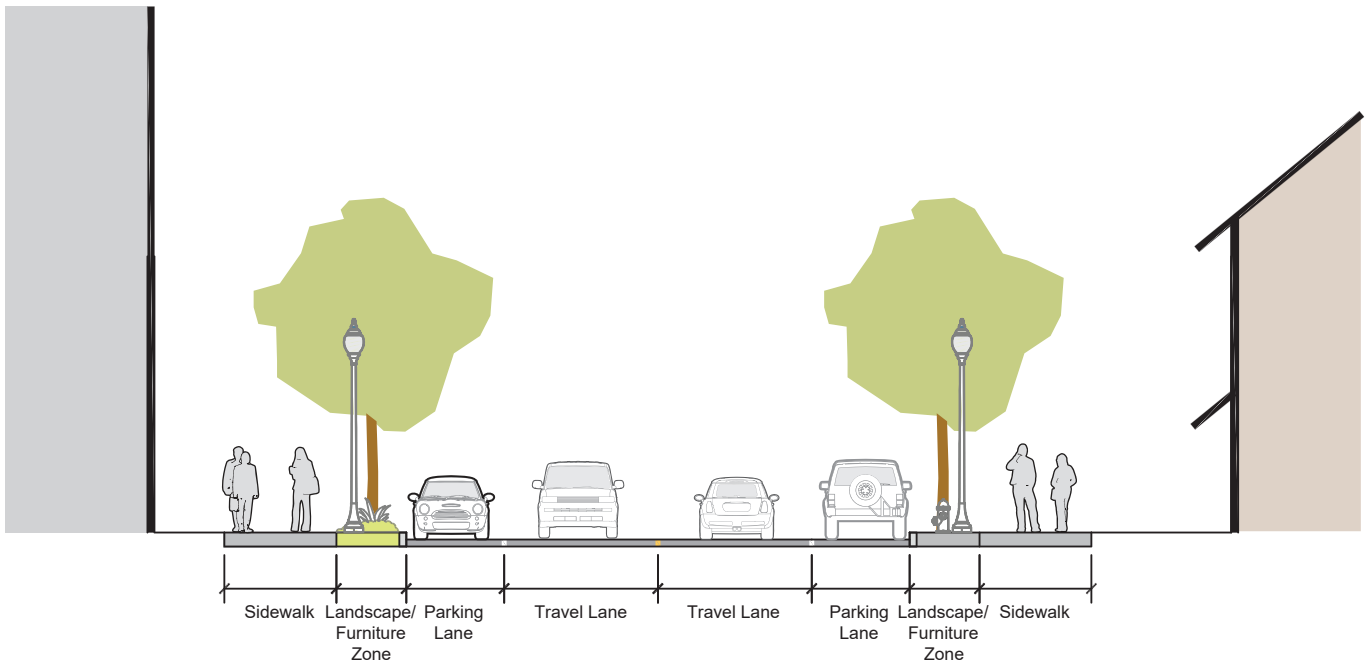
- Continue inter-departmental coordination of projects to ensure alignment of transportation infrastructure projects with vision for the district
- Ensure funding for pedestrian light standards allocated as part of currently funded projects



Elements on Arterial Street

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

Toole Design, 2020



Elements on Local Street

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

Toole Design, 2020

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



Economic Development

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

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

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

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

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

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

4. Identify redevelopment opportunity sites

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

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

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

6. Explore branding/marketing options for district

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



Planning/ Implementation

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

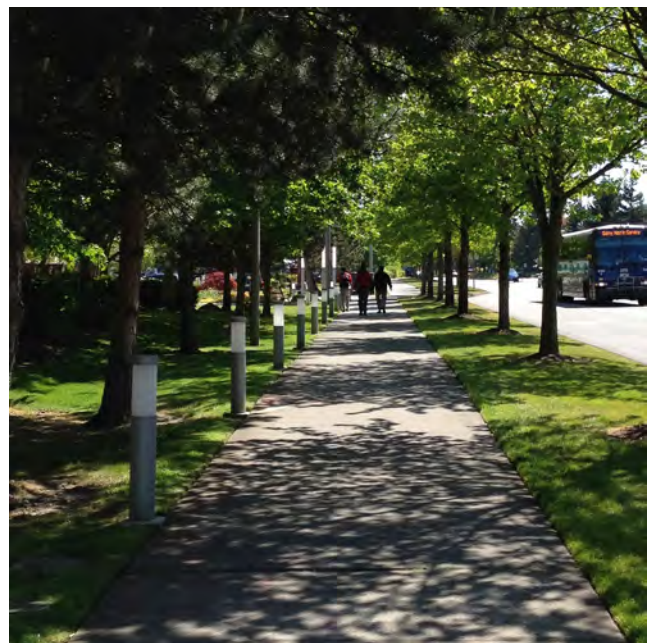
The community-stakeholder supported vision for the district is implemented

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

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

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

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



Pedestrians along International Boulevard in front of Airport Hilton

APPENDICES

List of appendices for Phase 1:

Appendix A:

Market Opportunities Assessment

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

Appendix B:

Infrastructure Opportunities Assessment

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

Appendix C:

Community Engagement

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



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



ink 153

SOUNDTRANSIT

Link

153A

To 5
Terminal



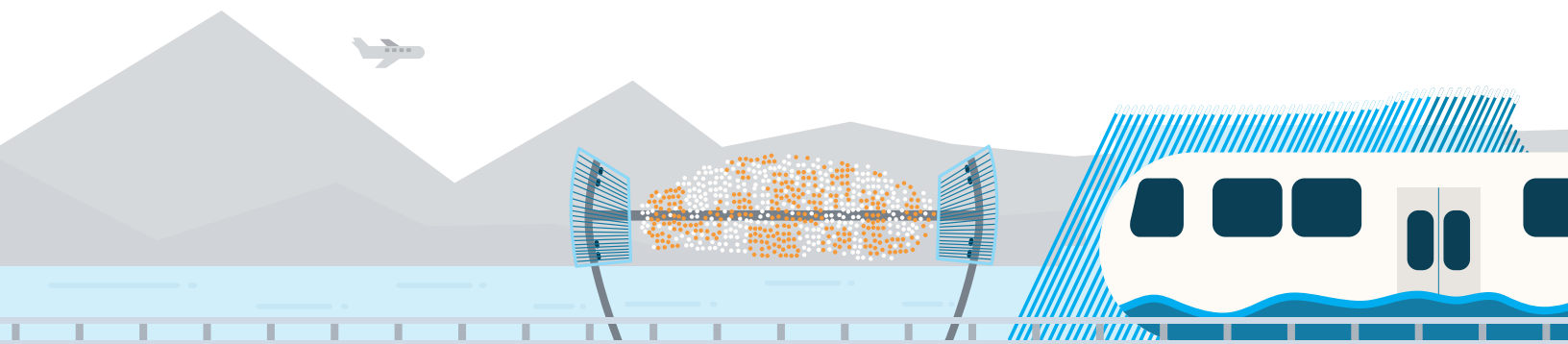
Attachment 4:

Excerpt from the Angle Lake District Station Area Plan



ANGLE LAKE DISTRICT STATION AREA PLAN

ADOPTED JULY 2015



URBAN DESIGN FRAMEWORK

Sub-District 3: Commercial / Flex

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

KEY LAND USE STRATEGIES:

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

Sub-District 4: Port of Seattle Properties

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

KEY LAND USE STRATEGIES:

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



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



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



Attachment 5:

Des Moines Comprehensive Plan, Chapter 2: Land Use Element

Chapter 2: Land Use Element

BACKGROUND AND CONTEXT

The Land Use Element (LUE) addresses the general location and distribution of land uses within the City of Des Moines (City), the design and quality of the built environment, and provides the framework for other Plan Elements that guide aspects of land use such as Transportation, Conservation, Capital Facilities, Utilities, Public Services, Parks, Recreation, Open Space, Housing, Economic Development, and neighborhood subareas. The goals, policies and strategies listed in this element are meant to promote land use decisions and zoning to create future development opportunities in suitable locations for the next 20 years.



Des Moines needs to plan for an additional 3,480 housing units and 5,800 new jobs by 2035. As we plan for our future, we need to consider how we can grow in ways that promote economic development and jobs; create strong neighborhoods with a range of housing, commercial, and transportation options; and achieve healthy communities that provide families with a clean environment.

Des Moines is a highly developed community with established patterns of land use. Primarily developed as a suburban residential community, the City is poised to evolve into a vibrant urban center. Diversifying our local economy and attracting new development will enable Des Moines to sustain itself in the future by providing a range of jobs, housing, business and lifestyle choices within our community as well as the broader Puget

Sound Region. This will help to strengthen the financial health of our community and reduce the tax burden on single family property owners.

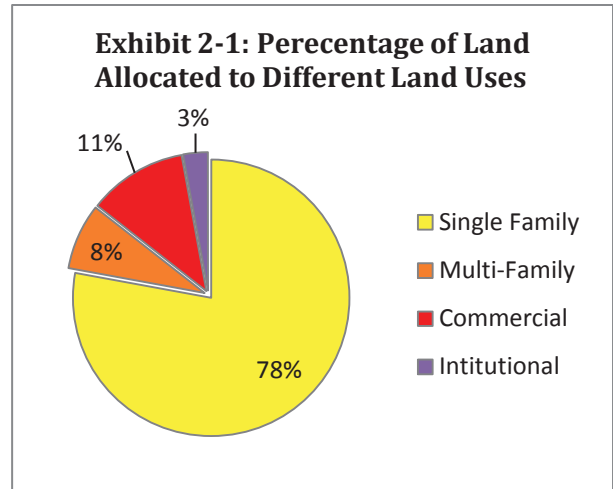
Residential neighborhoods provide a range of housing type, size, style, and affordability. The Marina District and Pacific Ridge Neighborhoods serve as the City’s primary mixed-use commercial centers while the North Central Neighborhood and the Pacific Highway South Corridor provide opportunities for larger scale commercial and light industrial development.

The Comprehensive Plan Preferred Land Use Map (Figure 2-1), identifies the preferred land uses and densities recommended for each area of the City. These designations help to achieve the City’s vision by providing for sustainable growth that provides housing choices; locates population centers adjacent to transit and services; provides areas within the City to grow businesses, services, jobs and entertainment; respects existing residential neighborhoods; includes appropriate transitions between uses with differing intensities; safeguards the natural environment; and maintains Des Moines’ sense of community.

Exhibit 2-1 shows the percentage of the City’s land area allocated to these use designations. Land use assumptions were developed utilizing the Puget Sound Regional Council growth targets and Des Moines Buildable Lands data provided in Appendix A. As indicated by the Buildable Lands analysis, Des Moines has adequate capacity to accommodate the City’s 2035 housing and job targets with a remaining surplus capacity.

The City of Des Moines Zoning Map and Zoning Code establish the zoning and associated development regulations.

Land use arrangements and mixes that promote complete communities with access to employment, shopping and leisure activities in a safe, inviting, and walkable environment, have been shown to influence the health of our local economy as well as the health of our citizens. Targeting the type and location of new growth also allows us to enhance areas of the City that need improvement, such as the Marina District, Business Park, Pacific Ridge and Pacific Highway South Corridor, and add needed jobs and housing while minimizing increases in traffic and protecting neighborhood quality of life. Similarly, parks and open space should be planned for and targeted to those areas where the need is greatest and where there will be increased housing densities. With this growth, the City expects the quality of development to celebrate and enhance the City’s history and identity.



King County Metro Rapid Ride A Line along with Sound Transit’s extension of light rail line to Des Moines by 2023, provide opportunities to target new development to those areas accessible by high capacity transit. Portions of the Pacific Ridge, South Des Moines and Woodmont Neighborhoods that are located along transit lines or near the light rail station will provide opportunities for transit oriented development and the creation of jobs and housing that will benefit the immediate neighborhoods and the City as a whole.

GOALS

- Goal LU 1** *Actively guide and manage growth in a way that:*
- *Preserves and enhances the quality of life and the diverse residential neighborhoods of the community, and serves them with vibrant business districts, open space, recreational facilities, affordable housing, and other supportive land uses;*
 - *Protects environmentally critical areas and shorelines; and*
 - *Promotes economic development.*
- Goal LU 2** *Promote a land use mix that helps to diversify the local economy, reduce poverty, and enhance the community by attracting new businesses, family wage jobs, new city revenues, and housing choices.*
- Goal LU 3** *Establish a land use pattern, scale, and density that supports walking, biking and using transit to access goods, services, education, employment, and recreation as well as provides convenient and safe automobile usage.*
- Goal LU 4** *Remove physical and regulatory barriers to healthy food access in support of improved nutritional eating, reduced incidence of hunger and increased opportunities for physical activity.*

Goal LU 5 *Maintain regulations and procedures that allow for siting of essential public facilities.*

Goal LU 6 *Identify areas for consideration as a Regional Growth Center as defined by the Puget Sound Regional Council.*

POLICIES AND IMPLEMENTATION STRATEGIES

- LU 1.1 Utilize the Comprehensive Plan as the policy basis for preparing neighborhood plans, establishing development regulations, prioritizing capital improvement construction, reviewing individual development proposals and making other decisions affecting the growth and development of Des Moines and the surrounding area.
 - LU 1.1.1 Plan for and regulate development to enhance the quality and maintain the unique character of Des Moines' neighborhoods and business districts.
 - LU 1.1.2 Update the Zoning Code, Subdivision Code and other development regulations to be consistent with the policies of the Comprehensive Plan and ensure development standards are clear and predictable, that simplify the review process and adapt to varied site or neighborhood conditions.
 - LU 1.1.3 Establish and equitably enforce development standards that are clear, predictable and allow for flexibility to account for unique circumstances. If such enforcement is not possible, re-evaluate the standards and amend them to be more precisely defined.
 - LU 1.1.4 Coordinate planning activities and development review with state, regional, and local governments, tribes, and institutions to ensure compliance with established plans and regulations affecting Des Moines.
 - LU 1.1.5 Monitor and seek to influence planning activities and development decisions of neighboring jurisdictions affecting Des Moines neighborhoods, and seek to influence those decisions consistent with the City of Des Moines Comprehensive Plan.
- LU 1.2 Manage community growth to ensure that overall public benefits exceed public cost and that adequate public facilities and services are available or can be provided concurrently with new development.
 - LU 1.2.1 Evaluate all capital improvement proposals for consistency with the Comprehensive Plan.
 - LU 1.2.2 Establish standards for new development to provide on- and off-site roadways, utilities and other public facilities as necessary to serve the additional demand generated by the development.
- LU 1.3 Monitor, review and update the Comprehensive Plan annually to reflect current community values, economic conditions, and technologies.
 - LU1.3.1 The plan should be amended at least once every eight years but no more frequently than once each year, except in emergency situations when the City Council determines it is necessary and in the public interest.

- LU 1.4 Promote citizen involvement in updating the Comprehensive Plan, preparing development regulations, and reviewing major development proposals.
 - LU 1.4.1 Involve citizens in the process of preparing and amending the Comprehensive Plan and development regulations by using such techniques as social media, mailings, surveys, public opinion polls, advisory committees, newspaper articles, public hearings, and public workshops.
 - LU 1.4.2 Encourage and solicit the input of stakeholders, including residents; property and business owners; non-motorized transportation advocates; environmental preservation organizations; and transit, affordable housing, and public health agencies.
 - LU 1.4.3 Ensure that community outreach efforts engage different ethnic and minority populations and a diversity of age groups and utilize culturally responsive practices and policies that meet the needs of traditionally underrepresented ethno-racial groups.
 - LU 1.4.4 Conduct public hearings on all development proposals that seek changes from existing development regulations (e.g., rezones, variances and planned unit developments) or which are potentially incompatible with neighboring development (e.g., conditional and unclassified uses) prior to city approval of those proposals. Provide an opportunity for public comment on all development proposals subject to SEPA review.
 - LU 1.4.5 Notify the public of all development proposals involving SEPA review or public hearings by using the most efficient methods available.
- LU 1.5 Seek a harmonious blend of living, working, shopping, recreational and cultural land uses.
 - LU 1.5.1 Recognize the need for public and quasi-public facilities (parks, schools, churches, day care facilities) that play an important role in maintaining viable neighborhoods and provide standards to ensure these uses are compatible with and minimize impacts to neighborhoods.
 - LU 1.5.2 Require that new development maintain and enhance on-site open spaces, and provide on-site recreation facilities in new subdivisions and multifamily developments or pay appropriate in-lieu fees as required by the DMMC.
 - LU 1.5.3 Apply development standards and strategies that address land use transitions in order to manage impacts on residents and businesses, including but not limited to the following: site access and circulation; structure height, bulk, and scale; separation of buildings; landscaping; density; and noise buffering.
 - LU 1.5.4 Regulate the siting of incompatible uses adjacent to the Sea-Tac Airport, as defined in Federal Regulation 49 CFR Part 77 that establishes standards and notification requirements for objects affecting navigable airspace RCW 36.70.547; the Washington State Department of Transportation's *Airports and Compatible Land Use Guidebook, M 3074.00* (January 2011); and Puget Sound Regional Council's *Airport Compatible Land Use Program* (December 2011).

- LU 1.6 Preserve open spaces where appropriate to:
1. Protect environmentally critical areas and shorelines;
 2. Protect endangered and threatened species;
 3. Provide visual separation between different land uses, neighborhoods and city boundaries; and
 4. Moderate the environmental and visual impacts of new development.
- LU 1.6.1 Integrate responses to the listings under the Endangered Species Act into future planning and economic development efforts and resource management programs to achieve a balance between environmental, social and economic goals and objectives.
- LU 1.7 Preserve the integrity of existing single family neighborhoods.
- LU 1.7.1 Maintain a balance between single and multifamily dwellings and preserve neighborhood character.
1. Future multifamily development should be limited to areas where the pattern of existing multifamily development and zoning is predominant.
 2. Multifamily dwellings should also be permitted in conjunction with commercial developments within the Marina District, provided that such dwellings are designed to provide a quality residential environment while enhancing the appearance and commercial function of the business district.
- LU 1.8 Recognize the Comprehensive Plan Figure 2-1: Preferred Land Use, as the official land use map of the City of Des Moines, providing a geographic representation of the Land Use Element. Recognize the City of Des Moines Zoning Map as the official zoning map. Undertake all planning activities to implement and support the designated land use pattern.
- LU 1.8.1 Prepare specific land use plans for the neighborhoods shown on the Neighborhood Planning Areas Map (Figure 1-1).
- LU 1.8.2 Create consistency between the uses designated in the City of Des Moines Comprehensive Plan with those designated on the City of Des Moines Zoning Map. The zoning map shall officially designate land use and density in the City. Single family residential designated by the Zoning Map must reflect and maintain the existing neighborhood character by providing a variety of densities.
- LU 1.8.3 Land designated by the Land Use Map for public facility should be used for public and quasi-public capital improvements such as government administrative offices, utility distribution, storage, processing, and maintenance facilities, marinas, schools, public safety and fire protection facilities, and libraries.
- LU 1.8.4 Zoning should be brought into conformance with the City of Des Moines Comprehensive Plan Preferred Land Use Map.
- LU 1.8.5 Require all zoning changes to conform to the land use pattern designated on the City of Des Moines Comprehensive Plan Land Use Map. Require that all rezones consider, among other relevant considerations, the following:

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

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

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

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

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

LU 2.1.4 Encourage improvement of the Marina District and Pacific Ridge Neighborhood by working with the business community and other representative organizations to achieve the goals of the City of Des Moines Comprehensive Plan.

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

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

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

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

LU 2.2.3 Facilitate implementation of the *Marina and Beach Park Development Plan* objectives to develop the City's waterfront properties in a manner that:

1. Revitalizes the City's waterfront;
2. Attracts both local citizens and tourists;
3. Generates economic activity in an underused area;
4. Enriches surrounding area with an attractive and vibrant district; and
5. Enhances City revenues.

LU 2.2.4 Recognize that the existence of associated agreements, contract rezones, development agreements and similar restrictions may limit the degree to which properties may be

developed. Such restrictions established by the City shall be given substantial weight during consideration of requested amendments.

- LU 3.1 Support the efforts of Sound Transit and King County Metro to develop a transit system that connects all areas of the city to existing and future high capacity transit using a multi-modal approach.
 - LU 3.1.1 Negotiate with Sound Transit, the Cities of Kent, SeaTac and Federal Way, and Highline College on the extension of light rail through Des Moines.
- LU 3.2 Establish Light Rail Station Area Planning framework goals and strategies for transit supportive development to occur within a one-half mile radius of future light rail stations.
 - LU 3.2.1 Prepare a subarea plan/s, prepare zoning amendments and prepare design guidelines for the light rail station areas to be located within the South Des Moines and Woodmont Neighborhoods, considering the joint planning with the City of Kent on the Midway area.
- LU 4.1 Champion the Healthy Des Moines Movement through policy, systems, and environmental changes that result in increased access to healthy foods and beverages and opportunities for physical activity, with an emphasis on school-age children:
 1. Support fresh food distribution through farmers markets, urban farm stands, urban agriculture, community gardens and Community Supported Agriculture programs.
 2. Encourage mixed-use, pedestrian, and transit-oriented development along major transit corridors and near transit nodes to enable residents to be physically active through daily activity, such as walking to school, work, and shopping.
 3. Support concentrations of neighborhood, community, and retail amenities and services in close proximity to residential neighborhoods.
 - LU 4.1.1 Consider development regulations that allow farmers markets, urban farm stands, Community Supported Agriculture distribution locations and community gardens as permitted uses and provide for the on-site sale and delivery of healthy food and beverages.
 - LU 4.1.2 Support joint-use agreements for potential sites, such as publicly-owned, school or church properties, to allow community gardens and operation of mini farmers markets, farm stands or Community Supported Agriculture distribution to increase access to fresh produce.
 - LU 4.1.3 Continue to implement established nutritional standards, physical activity standards and the K-FIT program at City-sponsored programs and events.
- LU 5.1 Ensure land use decisions on essential public facilities meet the following criteria to be made consistent with the process and criteria set forth in the DMMC:
 1. The facility meets the Growth Management Act definition of an essential public facility, as defined in RCW 36.70A.200(1) and as amended; or
 2. The facility is on the statewide list maintained by the Office of Financial Management, ref. RCW 36.70A.200(4) or on the countywide list of essential public facilities; and

3. The facility is not otherwise regulated by the Des Moines Municipal Code (DMMC).

LU5.1.1 Recognize and use the Conditional Use Permit process and criteria to site essential public facilities as regulated by the DMMC.

LU 5.1.2 Consider social equity and health issues when siting essential public facilities, to provide protection from exposure to harmful substances and environments.

LU 6.1 Identify areas in the City that meet the Puget Sound Regional Council criteria for an Urban Center Designation.

LU 6.1.1 Complete the appropriate research, documentation and application process for nominating the City of Des Moines as a Regional Growth Center.



City of Des Moines

Comprehensive Plan

Preferred Land Use

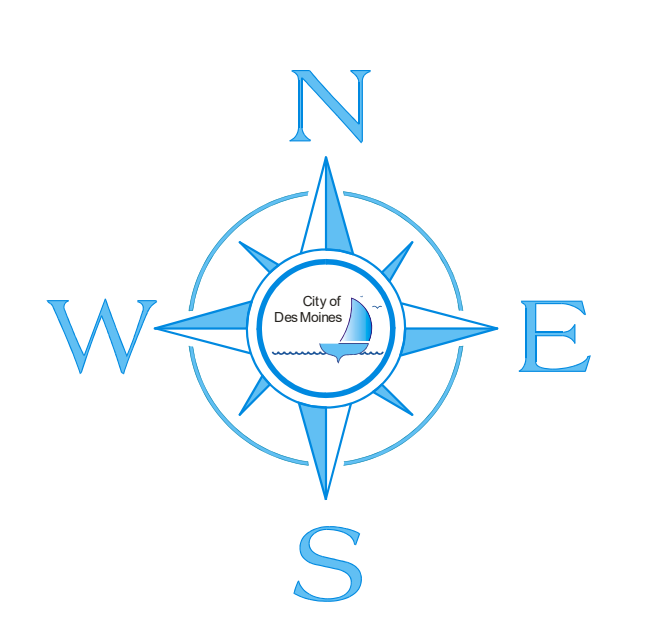
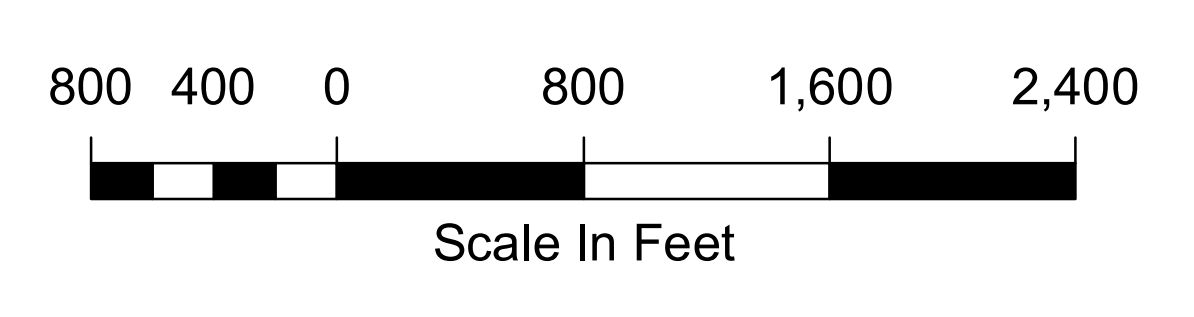
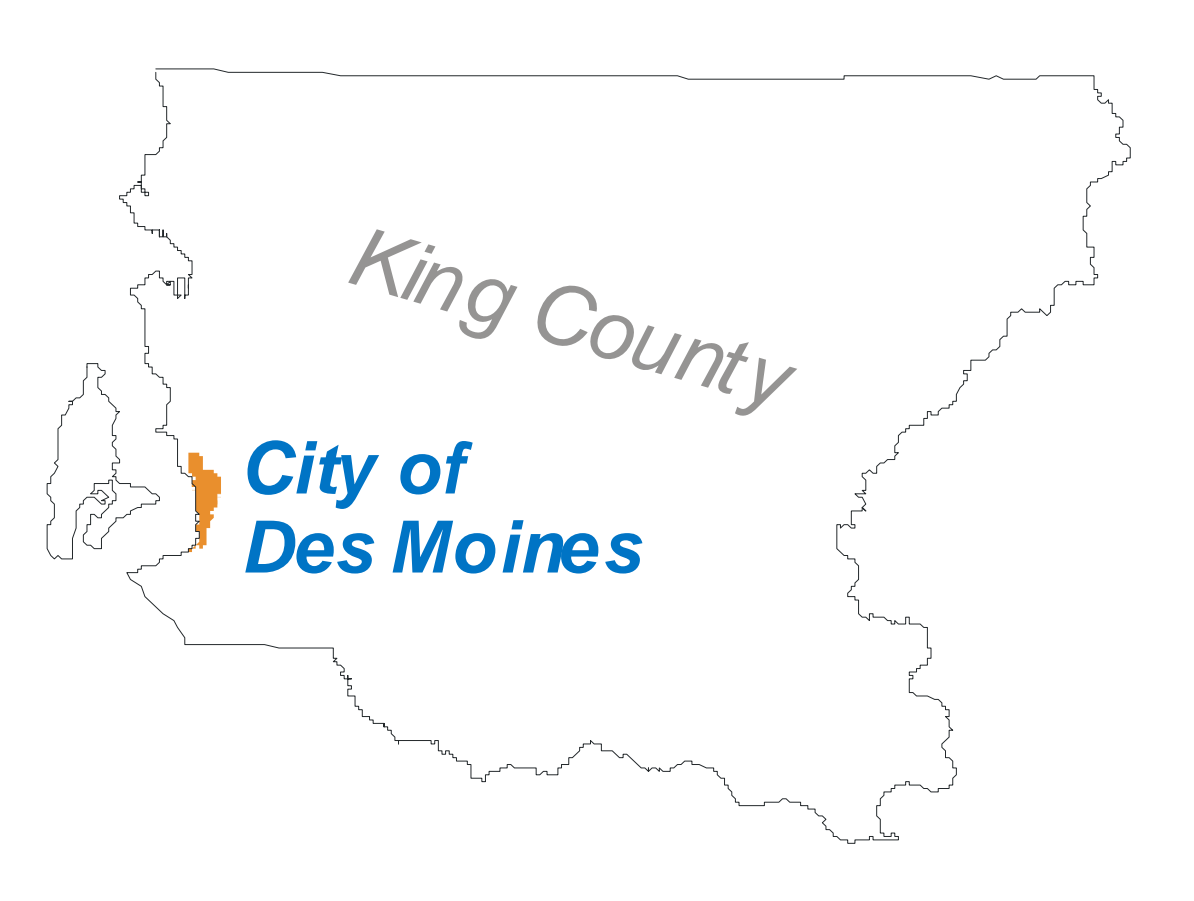
Designations

- RESIDENTIAL**
- MF - Multifamily
 - PR-R - Pacific Ridge Residential
 - SF - Single Family
 - T - Townhome
 - TC-R - Transit Community Residential
 - TC-T - Transit Community Townhome
- COMMERCIAL/NON RES**
- BP - Business Park
 - COM - Commercial
 - IC - Institutional Campus
 - PARK - Park
 - PF - Public Facility
 - PR-C - Pacific Ridge Commercial
 - PR-M - Pacific Ridge Mixed
 - TC-M - Transit Community Mixed
- Des Moines City Limits
- Streams
- Neighborhood Planning Areas
- PUD See Plan For Density

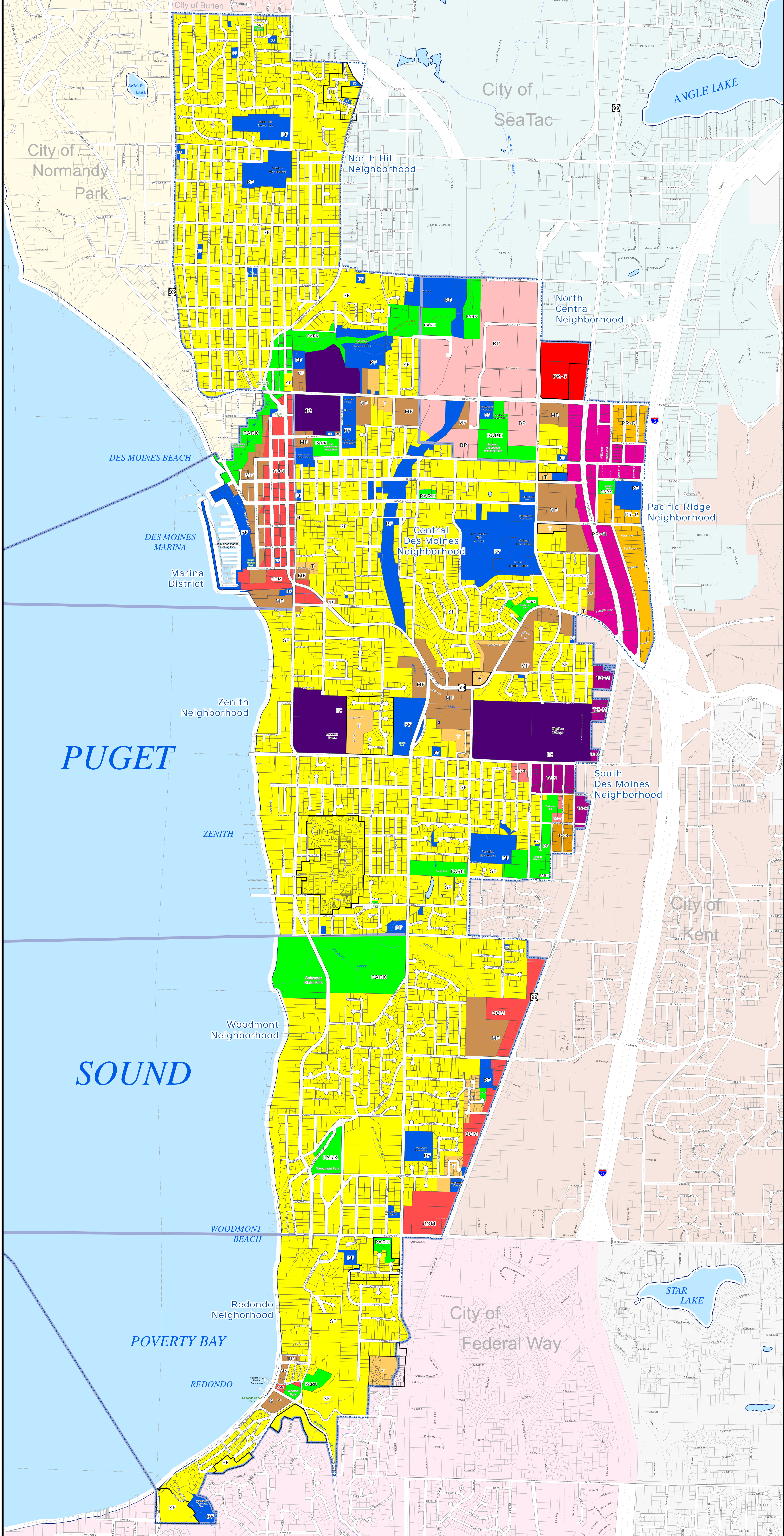
CITY OF DES MOINES
COMPREHENSIVE PLAN MAP SERIES
 This map series is intended for general planning purposes related to the City of Des Moines Comprehensive Plan.

Enacting Ordinances

ORDINANCE, YEAR
Ord. 1731, 2019
Ord. 1712, 2018
Ord. 1664, 2016
Ord. 1623, 2015
Ord. 1551, 2012
Ord. 1528, 2011
Ord. 1499, 2010
Ord. 1469, 2009
Ord. 1425, 2008
Ord. 1376, 2006
Ord. 1232, 2003
Ord. 1265, 2000
Ord. 1238, 1999
Ord. 1176, 1996
Ord. 1160, 1995



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 Des Moines, WA 98198-6398
 PHONE: (206) 870-7576 * FAX: (206) 870-6544
 WEB: <http://www.desmoineswa.gov>





Attachment 6:

Excerpt from Des Moines Comprehensive Plan, Chapter 3: Transportation Element

- TR 8.1.1 Incorporate appropriate landscaping in the design of transportation facilities. *(CTP TR 8.2)*
- TR 8.1.2 Provide transportation facilities that fit the character of the neighborhoods through which they pass. *(CTP TR 8.3)*
- TR 8.1.3 Where determined necessary, incorporate sound absorption devices, landscaping, earthen berms and other natural or artificial features that help mitigate adverse noise, light and glare impacts generated by surface transportation facilities. *(CTP TR 8.5)*
- TR 8.1.4 Operate the traffic system to minimize congestion and air quality impacts. *(CTP TR 8.6)*
- TR 8.1.5 Phase construction of roadway and other transportation facilities to minimize inconvenience to and negative impact upon adjacent property owners.
- TR 8.2 Construct streets and other transportation facilities using construction methods that minimize adverse environmental impacts and impacts to environmentally sensitive areas.
 - TR 8.2.1 Construct roads and other transportation facilities to minimize adverse impacts upon surface water runoff, drainage patterns, and environmentally critical areas.

Transportation Strategies for Sustainability

- TR 9.1 Use transportation demand management (TDM) strategies to reduce single-occupant vehicle travel and encourage alternative modes of travel. These strategies include parking management, individualized marketing, ridesharing and support of non-motorized travel. *(CTP TR 9.1)*
 - TR 9.1.1 Work with employers to provide commute trip reduction (CTR) measures in the work place that promote alternatives to driving alone. Encourage businesses to minimize peak hour commuting through the use of strategies such as flextime and telecommuting. *(CTP TR 9.2)*
 - TR 9.1.2 Encourage new commercial development to implement measures that promote greater use of transit, carpools, van pools, and bicycles, and increase opportunities for physical activity. *(CTP TR 9.3)*
 - TR 9.1.3 Encourage employers in commercial zones to sponsor, co-sponsor or provide shuttles to enhance connectivity with Sound Transit Link Light Rail stations at S. 200th Street and in the vicinity of Highline College, with BRT facilities on Pacific Highway S., as well as provide routes that would circulate through Des Moines to bring people to and from the Marina District.
 - TR 9.1.4 Coordinate and optimize traffic signal systems to minimize delay and congestion, and maximize the use of existing transportation system capacity.



Attachment 7:

Des Moines Comprehensive Plan, Chapter 7: Housing Element

Chapter No 7: Housing Element

BACKGROUND AND CONTEXT

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

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

The Puget Sound Regional Council’s (PSRCs) VISION 2040 contains multi-county planning policies that provide a policy framework and numeric guidance for local growth management planning and target setting. One of the overarching goals of VISION 2040 is for the region to preserve, improve, and expand its housing stock to provide a range of affordable, healthy, and safe housing choices to every resident, with fair and equal access to housing for all people.

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

In conjunction with the 2011 King County Countywide Planning Policies on housing, each jurisdiction within the County was assigned a set of targets for future accommodation of affordable housing. The targets are assigned in accordance with the regional geographies established per PSRC’s Regional Growth Strategy and represent a proportion of the City’s overall housing growth target (see Exhibit 7-1). These targets are intended for planning purposes and as broad quantitative guidance to the County and cities in:

1. Establishing a mix of future land use and zoning designations sufficient to accommodate housing affordable to low and moderate-income households, and



Accessory Dwelling Unit



Cottage Housing



Townhomes



Mixed Use



Senior Housing

2. Implementing a range of regulations and programs designed to achieve the targets over the planning period.

The affordable housing targets shown in Exhibit 7-1 assume a 2035 planning horizon versus year 2031 established in the CPPs. This is not expected to result in significant differences in housing supply or demand given Des Moines has experienced minimal growth over the past 10 years.

Exhibit 7-1: City of Des Moines Affordable Housing Targets 2015-2035	
Moderate Income Housing Growth Target 16% (557units)	Low Income Housing Growth Target 24% (835 units)
<small>Source: Table H-2: King County Jurisdiction Affordable Housing Targets 2006-2031</small>	

Affordable housing is a significant need that shapes the quality of life for our community. Current and future residents of Des Moines, like people throughout the region, need housing affordable at a variety of income levels. The U.S. Census 2009-2013 American Community Survey data indicate that 15.2 percent of Des Moines’ population lives at or below the poverty level (very-low income). The per capita income was reported at \$27,056 while the median household income was \$59,799. In 2013, the U.S. Census defined the poverty level as households earning 30 percent or less of the median income which was \$23,707 for a family of four.

The City of Des Moines Buildable Lands Report (Appendix A) provides an inventory and analysis of existing and projected housing needs in the City and identifies developed and undeveloped land appropriate for housing. The Housing Inventory and Needs Assessment (Appendix C) documents the City’s housing supply and provides an assessment of housing affordability by “Area Median Income (AMI)” and demonstrates that the City has existing housing stock that meets the vast majority of housing that is affordable to low- and moderate-income families in Des Moines.

Though nearly all of the City’s supply of housing is priced below the top of the moderate (middle) income rental range (81-100% AMI), there is a deficiency in rental and ownership housing that is affordable to very-low income households. In addition, nearly half of the City’s renters, and especially those with low and very low incomes, now pay more than 35 percent of their incomes for rent. To meet the housing needs, higher density housing and affordable housing will be targeted near transit stations/stops and in areas that provide a range of public services.

The higher percentage of income paid toward housing, the more vulnerable a household is to actually losing their housing if someone in the household loses a job, suffers a medical emergency, or incurs some other major expense. As a result, these households may become homeless, displaced or reside in overcrowded or substandard housing.

The availability of diverse housing choices and affordable housing for all income groups is essential to a stable, healthy, and thriving community. Demographic trends indicate a shift in future market demand towards smaller housing units, rental housing units, and mixed-use housing in a lively, amenity-rich environment. The City must adapt to these market trends and preferences to be successful.

While the City does not control private sector investment, which is necessary for the development of quality housing and neighborhoods, the City should take the steps within its power to facilitate development of the types of housing that will create the best opportunity for success. Steps that can be taken (and in most cases

already have) include creating development regulations that allow these types of products, establishment of incentives for certain development types, evaluation of current codes for barriers to certain housing types, and creation of public-private partnerships.

GOALS

Goal HOU 1 *Encourage the development, preservation, or replacement of housing stock that is affordable to all economic segments of the community.*

Goal HOU 2 *Encourage and support a variety of housing opportunities for those with special-needs, particularly those with challenges related to age, health or disability.*

Goal HOU 3 *Protect existing and planned residential areas from adverse impacts associated with incompatible land uses.*

Goal HOU 4 *Encourage the development of an appropriate mix of housing choices through innovative land use and well-crafted regulations.*

POLICIES AND IMPLEMENTATION STRATEGIES

Housing Supply

HOU 1.1 Zone sufficient buildable land, create adequate usable development capacity and allow for an appropriate mix of housing types to accommodate Des Moines' projected share of King County population growth over the next 20 years.

HOU 1.1.1 Continue to provide opportunities and incentives through the Planned Unit Development (PUD) process for a variety of housing types and site planning techniques that can achieve the maximum housing potential of the site.

HOU 1.1.2 Promote and foster, where appropriate, innovative and non-traditional housing types such as live/work housing and attached and detached accessory dwelling units, as alternative means of accommodating residential growth and providing affordable housing options.

HOU 1.1.3 Encourage infill development on vacant or underutilized sites.

Mixed Income Housing

HOU 1.2 Continue to assist regional, multi-jurisdictional efforts to address the region's need for low and moderate income housing, and special-needs housing.

HOU 1.2.1 Work cooperatively with other King County cities/agencies to address regional housing issues.

HOU 1.2.2 Encourage affordable housing availability in all neighborhoods throughout the city, particularly in proximity to transit, employment, and/or educational opportunities.

HOU 1.2.3 Consider mandating an affordability component in light rail station areas or other transit-oriented communities.

HOU 1.2.4 Support programs and strategies aimed at providing housing that is affordable to all income groups, such as regional, state and federal housing programs, housing trust fund, inclusionary zoning, development incentives, fee waivers, fast-track processing or assistance to housing agencies.

HOU 1.2.5 Review all requirements related to construction of single family homes to identify where the cost of construction may be reduced, in an effort to make housing more affordable.

Housing Preservation

HOU 1.3 Promote the preservation, repair and maintenance of existing housing stock in Des Moines to retain the availability of healthy, safe, sanitary, and affordable units.

HOU 1.3.1 Coordinate with neighborhood-based groups and other organizations to promote preservation and rehabilitation of existing residential areas.

HOU 1.3.2 Publicize King County's Minor Home Repair Program available to low and moderate income residents of Des Moines.

Special Needs Housing

HOU 2.1 Assist the private sector, non-profit agencies, and public entities in the planning and development of special-needs housing within and near Des Moines.

HOU 2.1.1 Assist social service organizations that provide housing for low income and special needs populations, operate emergency shelters, or provide other housing-related services available to Des Moines residents.

HOU 2.1.2 As required by state law, remove regulatory barriers to the siting of group homes, foster care facilities, and facilities for other special populations. Strive for equitable distribution of special-needs housing within the City of Des Moines and among neighboring jurisdictions.

HOU 2.2 Encourage equitable distribution of low-income and special-needs housing throughout King County.

HOU 2.2.1 Promote compatible residential development that is affordable to all economic segments of the Des Moines community. Ensure City codes and development regulations do not create unnecessary barriers to affordable housing.

HOU 2.2.2 Encourage the development of mixed-income projects and communities.

Land Use

HOU 3.1 Protect residential areas from adverse impacts associated with incompatible land uses or nearby transportation facilities/activities.

HOU 3.1.1 Protect existing and planned residential areas from unmitigated adverse impacts that may be generated by nearby incompatible land uses or transportation facilities or activities.

HOU 3.1.2 Ensure that the Port of Seattle (POS) and the Federal Aviation Administration (FAA) mitigate the impacts of environmental noise upon Des Moines' residential areas.

- HOU 3.1.3 Avoid siting future housing in close proximity to Sea-Tac Airport pursuant to RCW 36.70.547 and the Washington State Department of Transportation Airports and Compatible Land Use Guidebook, M3074.00 (January 2011, as amended).
- HOU 4.1 Promote consistency with the Land Use Element’s residential policies regarding density, population, housing mix, and siting criteria.
 - HOU 4.1.1 Implement the residential policies of the Land Use Element regarding dispersion of housing types, unit mix, and future population.
 - HOU 4.1.2 Maintain a strong code enforcement program to maintain neighborhood quality and reduce the potential for nuisance properties and housing.
 - HOU 4.1.3 Consider regulations that would allow cottage housing in single family and multifamily zones when appropriate criteria can be met.
 - HOU 4.1.4 Allow mobile/manufactured and modular homes within Des Moines when such structures satisfy all applicable health and safety codes.
 - HOU 4.1.5 Continue to allow accessory housing units within single-family neighborhoods in a way that protects residential character, maintains specific design standards, and complies with all applicable laws.
- HOU 4.2 Initiate and encourage equitable and inclusive community involvement that fosters civic pride and positive neighborhood image.
 - HOU 4.2.1 Establish regulations and procedures that provide a high degree of certainty and predictability to applicants and the community at-large and minimize unnecessary time delays in the review of residential permit applications, while still maintaining opportunities for public involvement and review.
 - HOU 4.2.2 Encourage the establishment of Block Watch programs in all residential areas.
- HOU 4.3 Integrate and coordinate construction of public infrastructure with private development to minimize housing costs wherever possible or practicable.
 - HOU 4.3.1 Use funds from local Capital Improvement Program, grants, and other sources to provide needed capital improvements, such as sidewalks, street lighting, and neighborhood parks in existing residential neighborhoods.
 - HOU 4.3.2 Continue to require on-site recreation areas within new single family subdivisions and multifamily developments.
- HOU 4.4 Provide design guidelines that encourage flexibility in housing types while ensuring compatibility of housing with the surrounding neighborhood.
 - HOU 4.4.1 Encourage site and building designs that promote the safety and security of residents, and visitors and create effective transitions between substantially different land uses and densities.

- HOU 4.4.2 Use design guidelines to ensure that new and infill developments have aesthetic appeal and minimize impacts on surrounding development.
- HOU 4.4.3 Encourage accessible design that provides seniors the opportunity to remain in their own neighborhood as their housing needs change.



Attachment 8:

Excerpt from the Burien Plan, Chapter 1: Executive Summary

An important requirement of the Growth Management Act is that all cities must plan to accommodate their share of population growth in order to limit urban sprawl in rural areas. In King County, the Countywide Planning Process determined the City's growth allocation. This allocation is expressed in terms of housing units. Under this process, Burien must accommodate 5,150 new housing units between the years of 2006 and 2035. The Countywide planning process also sets an allocation for employment growth. The City of Burien is responsible for providing 8,780 new jobs within this same planning period.

Based on the Plan's land use element, the City of Burien will be able to accommodate the City's share of the region's anticipated need for housing and jobs over the next twenty years. The land use pattern established in the Plan has enough capacity to accommodate approximately 5,180 new dwelling units and 8,848 new jobs. However, it should be noted that the capacity provided for in the plan does not, by itself, establish the rate of growth for the city. Instead, housing growth is expected to resemble past housing trends in Burien. Consequently, growth will probably occur slowly over the next twenty years, rather than all at once following Plan adoption.

Providing Public Facilities & Services within the City's Financial Resources

The Capital Facilities element is part of the city's program to achieve the Burien Vision, and represents a financially feasible strategy that was shaped through community discussion and involvement. This Plan is designed to balance the need for additional public facilities and services with the city's ability to pay for them. In the past, plans often contained a "wish list" of capital projects with no demonstrated ability to fund the necessary improvements.

This Plan sets measurable standards for public facilities and services (i.e., level of service standards), and plans for the construction of specific capital projects and identifies the sources of revenue which will be used to fund the necessary improvements.

Policies concerning "concurrency" are a key component of the Plan. Concurrency is the term used to describe the concept of providing certain facilities and services at or before the time of approval of new development projects. The Plan requires that adequate water, sewer, stormwater, transportation, and solid waste facilities be in place before new development can be approved.

1.3 SUMMARY OF THE GOALS AND POLICIES

The Comprehensive Plan goals and policies were created to reflect the long-term objectives described during community visioning process and Planning Commission meetings over the past two years. The Plan's policy statements and future land use map will become the foundation for Burien's specific guidelines for how to conduct business, make zoning decisions, create annual and long-term budgets, and prioritize city efforts over the next twenty years.

A summary of each element, including its goals and policies, is described in the following pages. Many of the same topics are echoed throughout all or some of the elements. For example, the land use, community character and transportation elements may all address

“retaining and enhancing well-established neighborhoods,” but each focuses on achieving that goal from a different perspective. Thus, the goals and policies are mutually supported between elements.

1.3.1 Land Use

The land use goals and policies, together with the proposed land use map (see Land Use Map insert), establish the type, location and densities of appropriate land uses that can be developed within the city over the next twenty years. Land use is important because it has direct influence to many other planning considerations, including transportation, housing, parks, stormwater management and utilities. For example, higher density areas must be able to be served with more services and facilities (such as public sewer and water systems rather than septic systems) than lower density areas.

The Burien Plan focuses on establishing a pattern of development that maintains and enhances the character of Burien’s well-established neighborhoods, protects critical areas from the impacts of development, enhances the attractiveness and vitality of downtown, and preserves the city’s overall small town character within a growing region.

In our single-family neighborhoods, zoning is more closely matched to existing densities to retain and support the existing character of those neighborhoods. In residential areas with environmental constraints (such as wetlands and slopes prone to landslides) and areas with deficiencies in public services and facilities (such as a lack of roadway, water or sewer capacities) the development potential is also reduced. New multifamily development is limited to areas currently zoned for multifamily homes, with higher density development located in close proximity to the services and facilities available downtown. Design guidelines will ensure that new residential and non-residential development is compatible with the character of the surrounding development.

Land use goals and policies call for a mix of commercial, office, residential and cultural activities in moderate scale structures in the downtown area. Development standards in the Downtown generally permit building heights up to 8 stories, although the City Council could approve up to 12 stories in height through a public-benefit incentives program. While the entire downtown needs to be accessible by automobile, pedestrian activity should be emphasized and encouraged. Downtown pedestrian-oriented areas include SW 152nd and 153rd Streets, part of which includes a “historic district,” and areas where housing is allowed above stores and shops in *mixed use developments*. Developments along other streets in the downtown area should be designed to support pedestrian comfort and safety, particularly within walking distance of high capacity transit.

The proximity of the Seattle Tacoma International Airport is a defining presence in Burien’s history. The airport serves as an economic engine to all of south King County, providing jobs and supporting the local tax base. The airport also impacts the city of Burien and other surrounding cities in numerous ways. Airport noise, air quality and traffic all impact Burien neighborhoods.

Members of the community and the City of Burien government have worked hard to minimize impacts from the airport, monitor airport activities for compliance with local

agreement and federal regulations, and negotiate for best practices. Burien community members and elected leaders continue to serve on committees that both cooperate with the airport, and hold the airport accountable to commitments made to neighboring jurisdictions.

As of 2019, the City Council and members of the Burien community are advocating for ongoing noise mitigation, for adoption of more stringent air quality controls, and to delay additional build-out of the airport to allow time to identify additional locations for air travel and air cargo demands.

Challenges for the coming years include finding ways to accommodate growing traffic operations, including the possibility of diverting some airport traffic to other locations in the region. It will be important, in the future, for the City of Burien to find ways to collaborate with other governments and advocacy organizations, and to lobby for practices that protect the environment and a high quality of life for nearby communities.

1.3.2 Community Character

The goals and policies of the Community Character element address the general overall character of the city, as well as provide guidelines that reinforce and enhance the unique character of different neighborhoods within the city. One of the most significant tools proposed in this element to accomplish this is design guidelines. The design guidelines address streetscapes and landscaping; building size, placement and height; parking lot placement; and signs to ensure a quality visual environment, compatibility of new development with surrounding structures, and promote and enhance pedestrian activity.

To reinforce and enhance the character of well-established neighborhoods, the community character policies focus on ensuring visual compatibility of adjacent multifamily and commercial development, and discourage the use of local residential streets by “through traffic.”

Improving the character of downtown is the major focus of this element. A draft downtown plan calls for many types of improvements that would enhance the distinctive character and viability of the downtown, such as an expansion of the town square concept serving as a focal point for downtown; “gateways” to mark the downtown area; a quality

designed, low scale hotel near the vicinity of 1st Avenue South and Southwest 148th Street; and public art and open spaces to balance the built environment. Design guidelines for buildings serve to provide common features that would contribute to a creating a unifying visual framework for the downtown area.

1.3.3 Housing

The housing element will achieve a number of different goals. Policies call for retaining the existing character of single family neighborhoods by focusing most new growth into existing low and moderate density multifamily areas. The Plan also allows for higher density multifamily provided design requirements are met. Higher density multiple family housing will be located in close proximity to downtown, within walking distance of shopping, jobs and services.

A variety of housing choices are encouraged, in addition to the traditional single family home, while still supporting Burien's community and neighborhood character. Accessory apartments are allowed in single-family areas. Mixed use developments in the city center near shopping and transit combine office or retail uses on the first floor with nicely designed townhomes or condominiums located above. In multiple family areas, garden style apartments, duplexes and townhouses that are compatible with adjacent development are also encouraged. The housing policies also include a program of incentives and coordination with other agencies' efforts to encourage housing for seniors and special needs populations, as well as an innovative demonstration housing program to encourage affordable infill development.

1.3.4 Transportation

The goals and policies of the transportation element ensure that Burien's transportation system meets travel demand for the next twenty years in a safe, efficient, cost effective, and environmentally sound manner. An effective transportation plan requires adequate funding, an efficient street network, and provisions for alternative modes of travel to the automobile, including by bicycle, walking and transit. A community-wide system of paths for pedestrians and bicyclists is called for in the draft Plan, connecting neighborhoods with shopping, schools, parks and other regional facilities. Constructing safe places to walk to and around schools is a high priority.

The Plan policies reflect the fact that land use is closely tied to transportation use by establishing an acceptable level of service (LOS) standard for roadways. The LOS standard has two parts. First, the standard establishes an acceptable level of congestion, and requires a review of traffic generated from new developments and its effect on the level of congestion on specific roadways. If congestion increases, mitigation is required or the development is not allowed. Based on an existing LOS analysis, roadway improvements and enhancements are identified in the draft Plan. There are very few locations within the city where the roadway is considered over capacity or "congested." Instead, many of the improvements will focus on safety enhancements or improving roadways to current standards.



Attachment 9:

Excerpt from the Burien Plan, Chapter 2: Plan Policies

Pol. BU 1.8 The *Regional Commercial* designation allows larger scaled commercial uses that serve the community, the region, and the traveling public. These uses are typically land extensive, and are not well-suited to being located downtown. This classification is currently found along 1st Avenue South and provides locations for retail uses that require large sites, automobile sales and services, restaurants and services for travelers. Multifamily development in these areas may only be approved as part of a mixed use development with a maximum of 24 units per acre. Business uses should be located on the ground floor and minimum gross floor area standards for floor area devoted to business uses shall be established to maintain a predominate commercial presence.

This Comprehensive Plan land use designation is implemented by the Regional Commercial zoning designation.

Designation Criteria: Properties designated for Regional Commercial uses should reflect the following criteria:

1. Areas have direct access to an auto/truck priority route.
2. Areas are located within 1/8 mile of a transit route with a peak midday transit frequency of at least 10-20 minutes.
3. Areas are not constrained by geologically hazardous areas.
4. Areas are adjacent to 1st Avenue South and within 1/2 mile of the urban center boundary (Figure 2 LU-1.1, Urban Center Boundary).

Pol. BU 1.9 The *Professional Residential* designation provides flexibility by allowing both single-family homes and small businesses in an area near but not directly under SeaTac International Airport's third runway.

Allowed Uses and Description: The *Professional Residential* designation allows moderate density residential, small office, small scale retail, art studios, and other similar uses that would be compatible with single-family homes.

Further discussion of the Professional Residential designation can be found in the Final Supplemental Environmental Impact Statement for the Northeast Redevelopment Area dated November 2009.

Implementation: Properties designated *Professional Residential* will be implemented by the PR zone.

Designation Criteria: Properties designated *Professional Residential* shall be located within the Northeast Redevelopment Area and shall be subject to a special study/Supplemental Environmental Impact Statement supporting the designation as outlined in Pol. IN 2.1.

- e. Adequate and safe motorized and non-motorized access to the site is provided, and transportation and circulation impacts, especially on residential areas, will be mitigated.

Goal IN.2

Provide areas for the development of attractive Business Park, Warehouse, Manufacturing and Airport-Related uses in the east part of the City where impacts on the surrounding environment can be minimized.

- Pol. IN 2.1 The Northeast Redevelopment Area (NERA) identified on Map LU-1 is an overlay land use designation that recognizes a potential opportunity for economic development in the eastern part of the City, in areas affected by aircraft noise from SeaTac International Airport. Development of uses in the NERA should be low scale, landscaped, buffered, and be clustered together and sited so that they have internal circulation, minimizing the number of access points to Des Moines Memorial Drive. Sites should be designed and located in a way that minimizes traffic, congestion, visual, noise or other impacts on adjacent residential uses or environmentally critical areas.

Discussion: In 2009, the City and Port of Seattle collaborated on a Supplemental Environmental Impact Statement (SEIS) and Redevelopment Plan for the Northeast Redevelopment Area. This led to a series of Comprehensive Plan text and map amendments as well as Zoning Code and Zoning Map amendments related to approximately 158 acres of the NERA. These 158 acres were re-designated and rezoned into two Airport Industrial designations and a Professional Residential designation. Development within this portion of the NERA is subject to the SEIS and Redevelopment Plan. The City subsequently adopted a SEPA Planned Action Ordinance to help facilitate redevelopment in the area.

Allowed Uses and Description: Business Park, Warehouse, Manufacturing uses include storage, production, light industrial, processing and distribution-related businesses inside buildings with only limited storage and related activities occurring outside. Uses only have minimal environmental and land use impacts. The uses in this classification should be airport-oriented due to its close proximity to SeaTac International Airport. In addition, studio space for artists is also encouraged as a part of these developments, to the extent allowed by FAA restrictions.

Designation Criteria: Properties designated as Northeast Redevelopment Area should reflect the following criteria:

1. The area should be to the Northeast Redevelopment Area as shown on Figure 2-SE1, Special Planning Areas, and is currently or anticipated to be subjected to high levels of noise from airport-related activities, and therefore, less suitable for residential development.

2. The area shall be located near major transportation corridors with adequate highway access.
3. The area should be free of or able to appropriately accommodate environmentally critical areas.

Northeast Redevelopment Area

Pol. IN 2.2 Prior to considering redesignation of land within the NERA north of South 138th Street as shown on Map LU-1, Comprehensive Plan Map, a Special Area Plan in the form of an addendum or revision to the existing Redevelopment Plan and SEIS shall be prepared. Until completion of a Special Area Plan, this area shall continue to be regulated under the provisions of the underlying land use designation as shown on Map LU-1, Comprehensive Plan Map and zoning as shown on the City's Zoning Map.

The Special Area Plan shall consider at a minimum, the following items:

- a. The appropriateness and feasibility of non-residential uses in this area;
- b. Which areas should be converted to Airport Industrial, Professional Residential and/or other designations that will achieve the objective of Pol. IN 2.1;
- c. How such areas may be transitioned from existing residential uses;
- d. How development will be supported by adequate facilities.

Discussion: Land in the Northeast Redevelopment Area shown on Map LU-1, Comprehensive Plan Map, may not be ready for conversion from existing residential uses. Preparation of a Special Area Plan will help ensure that the area is redeveloped in a coordinated manner.

Pol. IN 2.3 The *Airport Industrial* designations facilitate economic development and provide flexibility for airport-compatible uses in a campus-like setting with internal circulation to minimize the number of access points to Des Moines Memorial Drive.

Allowed Uses and Description: The *Airport Industrial with Automall/Commercial Retail* designation allows flex-tech, professional office, light manufacturing, production, processing and distribution-related businesses, warehousing, utilities, retail, and new car auto sales developed in an auto center configuration. New residential uses are not allowed.

The *Airport Industrial* designation allows flex-tech, professional office, light manufacturing, production, processing and distribution-related businesses, warehousing, and utilities. Retail is allowed as an accessory use. New residential uses are not allowed.



Attachment 10:

Tukwila Comprehensive Plan, Goal 7.8

GOAL 7.8

Noise Abatement: Residential neighborhoods are protected from undue noise impacts, in order to ensure for all residents the continued use, enjoyment and value of their homes, public facilities and recreation, and the outdoors.

POLICIES

- 7.8.1** Prevent community and environmental degradation by limiting noise levels.
- 7.8.2** Discourage noise levels that are incompatible with current or planned land uses, and discourage the introduction of new land uses into areas where existing noise levels are incompatible with such land uses.
- 7.8.3** Require building contractors to limit their construction activities to those hours of the day when nearby residents will not be unreasonably disturbed.
- 7.8.4** Discourage noise levels incompatible with residential neighborhoods.
- 7.8.5** Encourage the reduction of noise from Seattle-Tacoma International Airport and King County Airport, by promoting the development of new or the retrofit and modification of existing aircraft engines which are quieter, and operational procedures that help reduce aircraft noise emission levels.
- 7.8.6** Work with the Port of Seattle, King County Airport and the Federal Aviation Administration to promote the development and implementation of airport operational procedures that will decrease the adverse noise effects of airport operations on Tukwila and its residents.



- 7.8.7** Ensure that urbanization and development do not negatively impact current neighborhood noise levels, and adhere to Environmental Protection Agency and Federal Aviation Administration standards.

Implementation Strategies

- Coordinate with the Washington Department of Transportation.
- Use berming, landscaping, setbacks and tree planting to mitigate noise.
- Use building construction and siting methods to mitigate noise.
- Develop noise standards for home occupations.
- Lobby the Federal Aviation Administration (FAA) to develop and implement airport operational procedures to reduce noise impacts.
- Coordinate with other jurisdictions surrounding airports to ensure common purpose and implementation strategies.
- Work with King County International Airport/Boeing Field to establish an appropriate noise monitoring system, including better identification of noisy flight events, counseling/education of pilots about quieter flying techniques, flight patterns that avoid noise-sensitive areas, and other strategies.
- Continue to implement and enforce Tukwila's Noise Code.
- Continue to work with Sound Transit and BNSF to reduce rail noise and ensure it meets the Federal Transit Administration standards, and continue to work with the Port of Seattle to reduce airport operational noise and ensure airport operational noise meets FAA standards,



Attachment 11:

Tukwila Comprehensive Plan, Goal 13.8.1

GOAL 13.7 FREIGHT TRANSPORTATION

Tukwila has adequate geometric capacity for commercial freight transportation located in and serving Tukwila.

POLICIES

- 13.7.1** Include trucking design parameters in principal and minor arterial improvements as well as in commercial areas.
- 13.7.2** Allow truck traffic on all principal and minor arterials, as well as on commercial area local access streets. Consider using load limit restrictions on residential collector arterials and residential local access streets.

GOAL 13.8 RAIL, WATER, AND AIR TRANSPORTATION

Tukwila and the rail and airport operators are collaborators in rectifying poor planning decisions from the past, partners in minimizing impacts upon each other's land use activities, and supportive of the mutual benefits between the people of Tukwila and the rail and air operators.

POLICIES

- 13.8.1** Participate with King County and the Port of Seattle in updating their airport master plans to ensure that King County International Airport and SeaTac International Airport operations and development:
- Enhance Tukwila goals and policies;
 - Incorporate Tukwila land use plans and regulations;
 - Minimize adverse impacts to Tukwila residents; and
 - Are not encroached upon by incompatible land uses.
- 13.8.2** Support goods mobility by all modes, recognizing that Tukwila is part of a regional freight distribution hub and a major international trade gateway.
- 13.8.3** Work with BNSF to mitigate impacts associated with rail and intermodal yard operations within Tukwila's residential neighborhoods.



Attachment 12:

Vision 2050, Economic Policy MPP-EC-4 and MPP-EC-5

Economy Policies

MPP-EC-1

Support economic development activities that help to recruit, retain, expand, or diversify the region's businesses, targeted towards businesses that provide living-wage jobs.

MPP-EC-2

Foster a positive business climate by encouraging regionwide and statewide collaboration among business, government, utilities, education, labor, military, workforce development, and other nonprofit organizations.

MPP-EC-3

Support efforts to retain and expand industry clusters that manufacture goods and provide services for export, increasing capital in the region.

MPP-EC-4

Leverage the region's position as an international gateway by supporting businesses, airports, seaports, and agencies involved in trade-related activities.

MPP-EC-5

Recognize the region's airports as critical economic assets that support the region's businesses, commercial aviation activities, aerospace manufacturing, general aviation, and military missions.

MPP-EC-6

Ensure the efficient flow of people, goods, services, and information in and through the region with infrastructure investments, particularly in and connecting designated centers, to meet the needs of the regional economy.

MPP-EC-7

Foster a supportive environment for business startups, small businesses, locally owned and women- and minority-owned businesses to help them continue to prosper.

MPP-EC-8

Encourage the private, public, and nonprofit sectors to incorporate environmental and social responsibility into their practices.

MPP-EC-9

Promote economic activity and employment growth that creates widely shared prosperity and sustains a diversity of living-wage jobs for the region's residents.

MPP-EC-10

Ensure that the region has a high-quality education system that is accessible to all of the region's residents.



Attachment 13:

Vision 2050, Transportation Policy MPP-T-28

MPP-T-19

Design transportation programs and projects to support local and regional growth centers and high-capacity transit station areas.

MPP-T-20

Promote the preservation of existing rights-of-way for future high-capacity transit.

MPP-T-21

Design transportation facilities to fit within the context of the built or natural environments in which they are located.

MPP-T-22

Avoid construction of major roads and capacity expansion on existing roads in rural and resource areas. Where increased roadway capacity is warranted to support safe and efficient travel through rural areas, appropriate rural development regulations and strong commitments to access management should be in place prior to authorizing such capacity expansion in order to prevent unplanned growth in rural areas.

Supporting the Economy

MPP-T-23

Make transportation investments that improve economic and living conditions so that industries and skilled workers continue to be retained and attracted to the region.

MPP-T-24

Improve key facilities connecting the region to national and world markets to support the economic vitality of the region.

MPP-T-25

Ensure the freight system supports the growing needs of global trade and state, regional and local distribution of goods and services.

MPP-T-26

Maintain and improve the existing multimodal freight transportation system in the region to increase reliability, efficiency, and mobility, and prepare for continuing growth in freight and goods movement.

MPP-T-27

Coordinate regional planning with rail line capacity expansion plans and support capacity expansion that is compatible with state, regional, and local plans.

MPP-T-28

Promote coordinated planning and effective management to optimize the region's aviation system in a manner that minimizes health, air quality, and noise impacts to communities, including historically marginalized communities. Consider demand management alternatives as



future growth needs are analyzed, recognizing capacity constraints at existing facilities and the time and resources necessary to build new ones. Support the ongoing process of development of a new commercial aviation facility in Washington State.

Protecting the Environment

MPP-T-29

Support the transition to a cleaner transportation system through investments in zero emission vehicles, low carbon fuels and other clean energy options.

MPP-T-30

Provide infrastructure sufficient to support widespread electrification of the transportation system.

MPP-T-31

Advance the resilience of the transportation system by incorporating redundancies, preparing for disasters and other impacts, and coordinated planning for system recovery.

MPP-T-32

Reduce stormwater pollution from transportation facilities and improve fish passage, through retrofits and updated design standards. Where feasible, integrate with other improvements to achieve multiple benefits and cost efficiencies.

Innovation

MPP-T-33

Prepare for changes in transportation technologies and mobility patterns, to support communities with a sustainable and efficient transportation system.

MPP-T-34

Be responsive to changes in mobility patterns and needs for both people and goods, and encourage partnerships with the private sector, where applicable.





Attachment 14:

Excerpt from City of SeaTac Comprehensive Parks, Recreation, and Open Space Plan –
Inventory and Management, Policy 7B and 7C

GOAL 6 Cooperate with governmental agencies, special districts, nonprofit organizations, and private businesses in providing publicly accessible open space, park facilities, and recreation services.

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

Objective 6A Collaborate with agencies, special districts, and other Cities to develop and utilize the community’s recreational capabilities.

Objective 6B Work with local school districts to maximize the use of school facilities as activity and recreation centers for all ages.

Objective 6C Encourage cooperative planning and use of recreational facilities with private businesses, nonprofit organizations, and other groups in the City.

Objective 6D Pursue a variety of funding and assistance mechanisms for park acquisition and development, including public funding, outside funding, shared use of transportation rights-of-way, and dedications from large residential and commercial developments.

Objective 6E Involve private businesses, service organizations, and neighborhood groups in planning and developing recreational opportunities for neighborhoods and the community.

GOAL 7 Develop community-wide recreational resources which respond to and are consistent with unique site characteristics and community desires.

North SeaTac Park

Objective 7A Develop North SeaTac Park in accordance with Airport land use and safety guidelines.

North SeaTac Park, which is still partially undeveloped, is a community-wide resource with great potential for addressing park and recreational needs. As a park just north of the Airport’s runways, the Master Plan takes into account Airport land use and safety guidelines.

Objective 7B Preserve the area surrounding Tub Lake as a natural wetland and increase opportunities for public enjoyment of the area.

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

Objective 7C Develop environmentally sensitive public trails connecting the Lakes to Sound Trail to SeaTac Community Center and natural features such as Tub Lake and adjacent wetlands.

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

Des Moines Creek

Objective 7D Preserve the Des Moines Creek area and extend the Des Moines Creek Trail north to Miller Creek and North SeaTac Park with connections to the Lakes to Sound Trail.

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

Objective 7E Work with the Washington State Department of Transportation on land south of S. 200th Street as open space for the enjoyment of local residents and prohibit vehicular traffic from these open space areas.

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

Bow Lake

Objective 7F Seek public access to waterfront area(s) of Bow Lake.