

Appendix D.

Land Use

This appendix provides a high-level description of existing land uses near Seattle-Tacoma International Airport. The information is based on the King County parcel layer and assessor land-use codes, which have been consolidated into broader categories for use in the Part 150 Study.

1.1 DESCRIPTION OF EXISTING AND FUTURE LAND USES

This appendix provides a high-level description of existing land uses near Seattle-Tacoma International Airport (SEA or the Airport), as shown on the existing land use map presented in **Figure D-1**. The existing land use information is based on the King County parcel layer with assessor's land use codes. The land use category codes have been consolidated into broader categories for use in the SEA Part 150 Study. Descriptions of existing and future planned land uses are presented for the following King County communities:

- City of Burien
- City of Des Moines
- City of Federal Way
- City of Normandy Park
- City of SeaTac
- City of Tukwila
- King County

1.1.1 City of Burien

1.1.1.1 Existing Land Uses

The City of Burien is situated northwest of SEA, bordered by the Puget Sound to the west, the Cities of Normandy Park and Des Moines to the south, the Cities of SeaTac and Tukwila to the east, and the City of Seattle and an unincorporated area of King County to the North.

Approximately 70% of the existing land area (3,800 acres) in Burien is currently developed as single family residential. Approximately 7% of the existing land area (350 acres) is dedicated to open space and recreation and is distributed throughout the City's corporate limits.

Approximately 5% of the existing land area (300 acres) is commercial development concentrated along State Highway 509, Ambaum Boulevard SW, and in the City's downtown. Approximately 260 acres are developed as institutional land uses distributed throughout the City.

Approximately 175 acres are developed as multi-family residential.

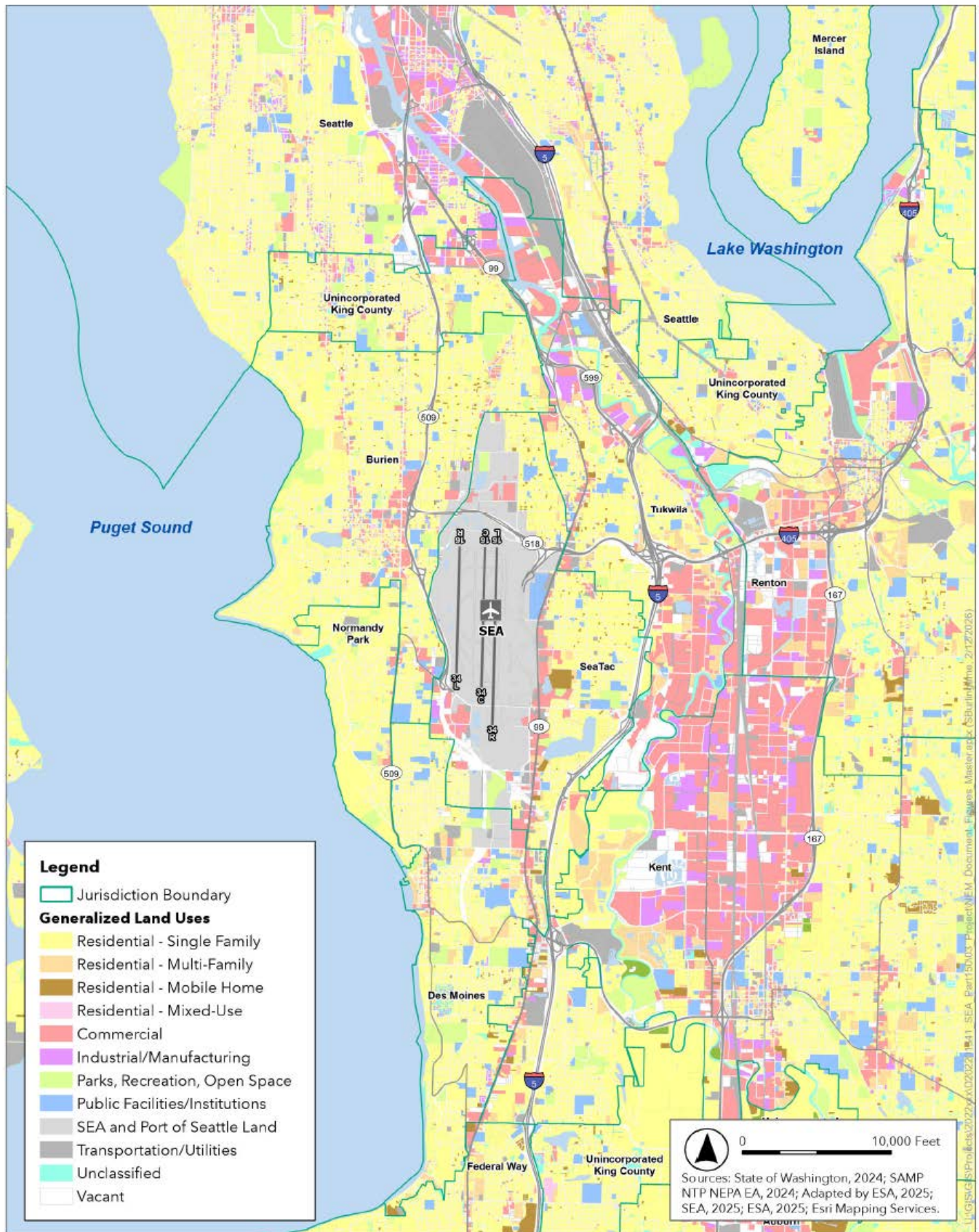


Figure D-1
Generalized Existing Land Use
Seattle-Tacoma International Airport



1.1.1.2 Future Land Uses

Development in the City of Burien is guided by the City’s comprehensive plan document, *Burien 2044: Our Comprehensive Plan*, adopted in 2024. The comprehensive plan calls for denser development of the downtown area and cultivating more mixed-use and multi-family residential areas along major corridors. Industrial land uses are proposed in areas near the SEA runway ends. The City of Burien proposes to address noise and other emissions emanating from the Airport through a policy of making “best use of air and noise impacted land that is unhealthy for humans, especially in the Sea-Tac Airport flight path and near highways, by allowing employment uses where people can work in controlled environments or land uses that are not harmed by air and noise pollution.”¹

1.1.2 City of Des Moines

1.1.2.1 Existing Land Uses

The City of Des Moines is situated immediately south of SEA, bordered by the Puget Sound to the west, the City of Federal Way to the south, and the cities of Kent and SeaTac to the east. Approximately 60% of the City’s land area is developed as single family residential. Open space, recreation, and institutional land uses each comprise approximately 8% of the City’s total land area, while multi-family residential land uses constitute approximately 250 acres or 7% of the City’s total land area. Commercial land uses comprise approximately 130 acres or 4% of the land area.

Single family residential land uses are distributed throughout the City, and multi-family land uses are concentrated in various areas such as along the Puget Sound , the downtown area, State Highway 516, S 216th Street, and Pacific Highway S. Commercial uses are concentrated along Pacific Highway S and within the downtown core. Other land uses are distributed throughout the City.

1.1.2.2 Future Land Uses

Development in Des Moines is guided by the City’s comprehensive plan, *Des Moines 2035: Charting our Course for a Sustainable Future*, originally published in June 2015 and last amended in December 2020. The comprehensive plan acknowledges that the City is organized into a series of neighborhoods. The neighborhoods nearest to the Airport include North Hill, Central Des Moines, North Central, Pacific Ridge, South Des Moines, Zenith, and the Marina District. The comprehensive plan envisions the City transitioning from a suburban environment to an urban center while mostly maintaining existing development patterns. To this end, the comprehensive plan prescribes the development of transit oriented mixed-uses along Pacific Highway S in the

¹ City of Burien, *Burien 2044: Our Comprehensive Plan*, Policy 2.8-5, October 2024.

Pacific Ridge neighborhood. Although the comprehensive plan establishes policies to increase density and residential development, there are specific policies addressing the need for compatibility with the Airport. Examples include a policy to avoid “siting future housing in close proximity to Sea-Tac Airport”² and a policy to regulate “the siting of incompatible uses adjacent to the Sea-Tac Airport.”³

1.1.3 City of Federal Way

1.1.3.1 Existing Land Uses

The northernmost border of the City of Federal Way is approximately 5 miles directly south of the Runway 34R threshold. It is bordered by Des Moines, Kent, and the Puget Sound on the north, the City of Tacoma and Pierce County on the southwest, the City of Milton to the south, and unincorporated areas of King County on the east. Single family residential development accounts for 7,000 acres or nearly 60% of the total land area of the City. Multi-family residential development constitutes the second most prevalent land use at approximately 1,000 acres or 8% of the total land area. The remaining 4,000 acres in the City are comprised of institutional, commercial, open space and recreation, transportation and utilities, other types of residential, and industrial land uses.

1.1.3.2 Future Land Uses

Development in the City of Federal Way is guided by the City’s *2024-2044 Comprehensive Plan* adopted in December 2024. The land use element of the comprehensive plan envisions focusing growth into dense development in mixed-use areas at the core of the City and along Pacific Highway S. There are no land use policies directed at compatibility with the Airport.

1.1.4 City of Normandy Park

1.1.4.1 Existing Land Uses

The City of Normandy Park is situated west of the Airport approximately 3,800 feet from Runway 16R/34L. Normandy Park is bordered by the Puget Sound to the west and south, the City of Des Moines to the southeast, and the City of Burien to the north and northeast.

Single-family residential land uses predominate the developed land in Normandy Park, comprising approximately 1,200 acres or 86% of the overall land area. Open space and

² City of Des Moines, 2015 Des Moines Comprehensive Plan, *Des Moines 2035: Charting our Course for a Sustainable Future*, Policy HOU 3.1.3, June 25, 2015.

³ City of Des Moines, 2015 Des Moines Comprehensive Plan, *Des Moines 2035: Charting our Course for a Sustainable Future*, Policy LU1.5.4, June 25, 2015.

recreation land use represents the second most prevalent land use in Normandy Park with more than 60 acres, or 5% of the total land area.

1.1.4.2 Future Land Uses

Development in the City of Normandy Park is guided by the City’s comprehensive plan, *Normandy Park 2044*, adopted in December 2024. The comprehensive plan Future Land Use Map depicts a continuation of existing land use distributions. The comprehensive plan land use element includes a policy “to work to reduce noise from sources such as highways and air traffic.”⁴ There is also a policy to encourage “buffering between housing and noise-generating land uses through the use of berming, landscaping, setbacks, building orientation and other methods.”⁵

1.1.5 City of SeaTac

1.1.5.1 Existing Land Uses

The City of SeaTac encompasses almost all the Port of Seattle property associated with the Airport. This land, in fact, comprises more than 2,500 acres or 46% of the land area in SeaTac, representing the largest portion of the City’s land use. Single family residential development is the second most prevalent land use in the city, encompassing approximately 1,700 acres or 31% of the City’s land area. Commercial and industrial land uses represent 7% of the City’s land area and are concentrated along State Highway 99 at SEA’s eastern boundary forming a buffer between the Airport and single-family residential land uses and along S 188th Street south of the Airport. Other land uses in the City of SeaTac include Institutional (3%), multi-family residential (3%), transportation/utilities (3%), open space and recreation (2%), mobile home residential (2%), and vacant land (2%). These land use types are primarily concentrated along and near State Highway 99.

1.1.5.2 Future Land Uses

Development in the City of SeaTac is guided by the City’s comprehensive plan, *Envision SeaTac 2044*, adopted in December 2024. The comprehensive plan envisions the formation of three distinct urban villages within the City, and the clustering of industrial land use near the Airport. The City’s Urban Center is located immediately east of the SEA property. These urban centers would be developed for density, walkability, and transit access. Comprehensive plan policies addressing compatibility with SEA include a policy to “[p]rovide for the Airport and high intensity Airport-related facilities and activities.”⁶ Other Airport-related policies include a policy directed at encouraging “open space and passive park land, parking, transportation-related activities, and

⁴ City of Normandy Park, *Normandy Park 2044*, Policy P.12-LU, December 2024.

⁵ City of Normandy Park, *Normandy Park 2044*, Policy P.15-LU, December 2024.

⁶ City of SeaTac, *Envision SeaTac 2044*, Policy 2.5C, December 2024.

some manufacturing or business park uses”⁷ near the Airport and coordinating with the Port of Seattle on airport master planning efforts.⁸

In addition to the comprehensive plan, the City of SeaTac has prepared three subarea plans: the *City Center Plan* (1999), the *South 154th Street Station Area Action Plan* (2006), and the *Angle Lake District Station Area Plan* (2015).

The City Center Area is located in the central portion of the City, near the SEA terminal complex. The *City Center Plan* envisions “a densely developed, mixed-use area that includes approximately four million square feet of non-residential development and over 5,500 new housing units, with pedestrian-oriented retail activity, new civic spaces, public transit facilities and pedestrian connections to the Airport terminal.”⁹

The *South 154th Street Station Area Action Plan* area is located to the north of the City at the northwest quadrant of the intersection of State Routes 99 and 518 approximately one-half mile from the Runway 16L threshold. This plan proposes to “encourage transit- and pedestrian-friendly redevelopment” around the Tukwila International Boulevard Station, a Sound Transit light rail station planned at the time of the plan publication and now in operation.¹⁰

The Angle Lake District comprises 171 acres located around the Sound Transit Angle Lake Station near the intersection of S 200th Street and State Route 99. The *Angle Lake District Station Area Plan* proposes to redevelop the area as a “pedestrian-friendly, transit-oriented community.”¹¹ This would be accomplished by encouraging a variety of land uses at relatively high densities and intensities while preserving the existing single family residential neighborhoods around the District.¹²

1.1.6 City of Tukwila

1.1.6.1 Existing Land Uses

The City of Tukwila is situated to the north and east of SEA. Land use distribution is varied in Tukwila, with single family residential use occupying approximately 1,400 acres or 28% of the overall land area, commercial land uses comprising approximately 1,200 acres or 24%, transportation/utilities comprising approximately 500 acres or 11%, multi-family residential comprising approximately 360 acres or 7%, industrial uses comprising approximately 260 acres or 5%, and open space and recreation uses comprising approximately 200 acres or 4%. Single

⁷ City of SeaTac, *Envision SeaTac 2044*, Policy 2.5D, December 2024.

⁸ City of SeaTac, *Envision SeaTac 2044*, Policy 2.5E, December 2024.

⁹ City of SeaTac, *City Center Plan*, p. 1-5, December 1999, Amended November 2010.

¹⁰ City of SeaTac, *South 154th Street Station Area Action Plan*, p. 2, December 2006.

¹¹ City of SeaTac, *Angle Lake District Station Area Plan*, p. 1, July 2015.

¹² City of SeaTac, *Angle Lake District Station Area Plan*, p. 25, July 2015.

family residential development is concentrated throughout the central portion of the City while commercial, multi-family residential, and industrial land uses are concentrated at the north and south ends of the City and along transportation corridors.

1.1.6.2 Future Land Uses

Development in the City of Tukwila is guided by the City’s comprehensive plan, *2024-2044 Comprehensive Plan*, adopted in December 2024. The comprehensive plan envisions a continuation of existing land use patterns and designates the northern part of the City near King County International Airport as a “Manufacturing Industrial Center”¹³ and a portion of the southern part of the City as the “Tukwila Urban Center.”¹⁴

1.1.7 King County

1.1.7.1 Existing Land Uses

Unincorporated areas of King County proximate to SEA include the Boulevard Park and White Center communities to the north of the Airport, undeveloped patches of land to the southeast, and the Bryn Mawr-Skyway community to the northeast. The Boulevard Park and White Center communities are separated by State Highway 509, and both communities feature single family residential development throughout and commercial, industrial, institutional, and multi-family residential land uses concentrated along major transportation corridors and in the northern portion of Boulevard Park. The Bryn Mawr-Skyway community is dominated by single family residential development with institutional land uses distributed throughout and some commercial land uses occurring along Renton Avenue S.

1.1.7.2 Future Land Uses

Development in unincorporated areas of King County is guided by the County’s comprehensive plan, the *2024 King County Comprehensive Plan*, adopted in December 2024. The comprehensive plan identifies the unincorporated areas of the County proximate to SEA as Potential Annexation Areas to be annexed by adjacent cities. The undeveloped unincorporated areas proximate to the Airport are primarily designated for low- and medium-density residential development with some commercial use planned along major transportation corridors. Future land uses will reflect existing land use patterns in the White Center, Boulevard Park, and Bryn Mawr-Skyway communities, with the establishment of mixed-use Unincorporated Activity Centers in central portions of White Center and Bryn Mawr Skyway.¹⁵

¹³ City of Tukwila, *2024-2044 Comprehensive Plan*, Policy LU 3.14, December 2024.

¹⁴ City of Tukwila, *2024-2044 Comprehensive Plan*, Policy LU 3.9, December 2024.

¹⁵ King County, *2024 King County Comprehensive Plan*, p. 2-20, December 10, 2024.