

**PLANNING COMMISSION**  
**Minutes of January 23, 2006, Meeting**

**Members Present:** Rick Lucas, Tom Dantzler, Joseph Dixon, Richard Jordan, Linda Snider

**Staff Present:** Steve Butler, Planning Director; Mike Scarey, Senior Planner

**1. Call to Order:**

The meeting was called to order at 5:30 p.m.

**2. Approve Minutes of December 12, 2005, Meeting:**

A motion was made, seconded, and unanimously passed to approve the minutes of the December 12, 2005, meeting as presented.

**3. New Business:**

**A. Review of Proposed 2006 Comprehensive Plan Amendment Process**

Mike Scarey advised that the 2006 Comprehensive Plan and Development Regulations Amendment applications will be available to the public on January 30, with the deadline to submit proposals on April 28. A "Preliminary Docket" will then be prepared, followed by a "Final Docket", a Planning Commission public hearing, and City Council action.

In answer to a question raised by Commissioner Lucas about whether or not seventeen properties designated for redevelopment would require Comprehensive Plan amendments, Mike Scarey explained the properties were already zoned for commercial and mixed use. The Commissioners asked to be provided with colored maps identifying the selected properties.

**4. Old Business:**

**A. Station Area Planning Update (with a focus on the preliminary alternatives to be presented at the City's January 25 Public Meeting)**

Mike Scarey gave a PowerPoint presentation outlining the City's Station Area Planning process for development within approximately one-quarter mile of the light rail station at South 154<sup>th</sup> Street in Tukwila, and the SeaTac/Airport station at South 176<sup>th</sup> Street. Two development alternatives were presented for each station area.

A public meeting will be held on Wednesday, January 25, in the Council Chambers. The agenda includes an open house, a presentation by the consultant team, and a

workshop. Sound Transit staff will also be on hand to answer questions. Input from the public meeting and numerous other sources will be used to determine a preferred alternative for each station area, and in the preparation of a final report. City Council action is tentatively scheduled for June.

### **SEATAC/AIRPORT STATION AREA**

#### **~ Alternative One: Pedestrian Core**

This alternative includes a new 30<sup>th</sup> Avenue South running north and south through the center of the station area. It will be open to vehicular traffic, but designed as “pedestrian friendly” with furniture, wide sidewalks, retail shops, pedestrian-scale lighting standards, and good urban design.

“Pedestrian-friendly” streets will include a 64’ right-of-way, a 12’ sidewalk on each side, 8’ curbside parking on each side, and one 12’ travel lane in each direction. “Pedestrian-only” walkways are 20’ wide, with a 16’ pathway and 2’ of landscaping on each side.

Steve Butler explained that the narrow brown strip on the east side of International Boulevard south of South 170<sup>th</sup> Street was intended to indicate that parking structures may be visible; no street-front parking will be allowed along International Boulevard. In both alternatives, street-front parking would be allowed along all roads identified as “pedestrian-friendly”.

#### **~ Alternative Two: Pedestrian Perimeter/Service Core**

This alternative includes pedestrian-oriented improvements along International Boulevard on South 170<sup>th</sup> Street and South 176<sup>th</sup> Street, and on 32<sup>nd</sup> Avenue South at South 172<sup>nd</sup> Street.

Commissioner Snider asked whether or not the proposed 30<sup>th</sup> Avenue South would go through developed properties.

Steve Butler explained that aerial photographs indicate, in most cases, no buildings on developed properties would be impacted. The City envisions redevelopment over time as large properties are broken into smaller, more accessible areas.

The Commissioners requested a separate legend for each alternative, cross sections of various areas, and aerial photographs of the station areas. Commissioner Lucas suggested an overlay to facilitate comparing existing property lines with the proposed alternatives. Commissioner Dantzler recommended the Commission be briefed on any assumptions that should be considered when reviewing and making recommendations on the alternatives.

Neighborhood-oriented Mixed Use would include small grocery stores, doctor's offices, shoe repair, coffee shops, etc. These uses would most likely be on a small scale with higher intensity mixed-use development geared more toward travelers closer to International Boulevard. The consultant team includes a land development economist to determine market conditions in the station areas, and several developers are optimistic about constructing residential mixed-use in the vicinity of a regional light rail station.

Commissioner Jordan asked about whether or not there would be any height restrictions on redevelopment in the station areas.

Mike Scarey advised that properties zoned Community Business have no height restrictions, and that development could go as high as the Federal Aviation Administration allows (twenty stories). The City and consultants are currently reviewing potential Zoning Code changes that may allow for higher structures in other zoning designations.

An artist's rendering of the "kiss and ride" at South 176<sup>th</sup> Street and International Boulevard shows a proposed ground level plaza, a short term pick-up and drop-off area, and a glass structured elevator up to a pedestrian bridge across International Boulevard. One configuration shows retail on the ground floor, two floors of parking, additional retail and open space at the pedestrian bridge level, and a six or seven story hotel above. Another possibility would house the "kiss and ride" short term pick-up and drop-off within the structure.

Commissioner Dantzler suggested that Sound Transit provide access to the pedestrian bridge from the west side of International Boulevard during initial construction to spare extra expense. Steve Butler replied that the City initially supported a public stairway and/or elevator on the west side of International Boulevard, but that option was abandoned because of the expense and lack of available space.

### **SOUTH 154<sup>TH</sup> STREET STATION AREA**

#### **~ Alternative One: Focus on 152<sup>nd</sup> Street**

This alternative identifies improved pedestrian connections across International Boulevard, with the intersection at Military Road/International Boulevard and South 152<sup>nd</sup> Street closed to vehicular traffic to provide convenient access to the light rail station. Also identified is retail on both sides of South 152<sup>nd</sup> Street off Military, and open space at the intersections of South 152<sup>nd</sup> Street/ International Boulevard and South 152<sup>nd</sup> Street/32<sup>nd</sup> Avenue South.

#### **~ Alternative Two: Create a Center**

This alternative proposes a diagonal northwest to southeast pedestrian connection from South 152<sup>nd</sup> Street to South 154<sup>th</sup> Street, intersected by a pedestrian connection

west to 32<sup>nd</sup> Avenue South, bordered on the east and west by neighborhood-oriented mixed-use and on the north by multifamily development. Military Road will remain auto-oriented south to where it connects with International Boulevard. Planning and Public Works staff are currently working with the Washington State Department of Transportation on possible reconfigurations to the off-ramp at SR518

## **B. Update on Approval Process for Sound Transit's Light Rail Transit System**

Stage One of the approval process was the adoption of a Development Agreement by the City Council in January. Stage Two was approval of the Essential Public Facilities Conditional Use Permit by the Hearing Examiner last week. Stage Three, plan review of building permit applications, is currently underway.

## **5. Detailed Commission Liaison's Report:**

Commissioner Dixon attended the Public Safety & Justice Committee meeting on January 10. He reported that, as a result of injuries due to motorists running red lights, the Police Chief had issued a Request for Proposals to provide the City with multiple digital still photographs of rear license plates on vehicles and the capability to issue citations.

Commissioner Lucas expressed concern that it may actually be the driver, not the registered owner, who should be issued the citation. He also suggested the City submit a request to Homeland Security for federal funds since it surrounds an international airport and contains a number of essential public facilities.

Commissioner Lucas reported that the STEP Committee had issued a Request for Proposals to the development community. The City Council has allotted funds as incentives to encourage mixed-use developments within the City.

## **6. Planning Director's Report:**

Steve Butler stated that the next Land Use & Parks Committee meeting was scheduled for Thursday, February 9.

The next Planning Commission meeting will be held Monday, February 13. Agenda items include election of a Chair and Vice-Chair, a review of 2005 Accomplishments and 2006 Goals, and a Station Area Planning update. Todd Cutts, the City's Economic Development Manager, will be invited to update the Commission regarding economic development efforts within the City.

In January, Sound Transit announced plans to acquire the western edge of the old Airport Plaza site which will impact L&R Investment's Development Agreement with the City, and plans for a parking garage. The Commission will be updated as these issues are resolved.

**7. Planning Commissioner Comments:**

Commissioner Lucas reported that he had been contacted by a Tukwila Planning Commissioner about scheduling a joint meeting.

The Commissioners will be provided with an updated membership list and Zoning Code.

**8. Adjournment:**

The meeting was adjourned at 7:20 p.m.

**PLANNING COMMISSION**  
**Minutes of February 13, 2006, Meeting**

**Members Present:** Rick Lucas, Tom Dantzler, Joseph Dixon, Richard Jordan, Linda Snider

**Staff Present:** Steve Butler, Planning Director; Mike Scarey, Senior Planner; Todd Cutts, Economic Development Manager

**1. Call to Order:**

The meeting was called to order at 5:30 p.m.

**2. Approve Minutes of January 23, 2006, Meeting:**

A motion was made, seconded, and unanimously passed to recommend approval of the minutes of the January 23, 2006, meeting as presented.

**3. New Business:**

**A. Presentation about the City's Economic Development Programs (with a focus on the 17-property RFP process), by Todd Cutts, Economic Development Director**

Todd Cutts, the City's Economic Development Manager, briefed the Commission on the City's economic development program that began in November, 2005, with the creation of a strategic economic development work plan. A major component was the distribution of a "Request for Mixed Use Development Proposals". In January, the entire RFP package was sent to owners of identified development emphasis sites and about thirty interested developers identified by a consultant team, as well as an RFP summary sent to approximately 300 developers throughout Puget Sound and the Greater Pacific Northwest. Round one proposal submittal deadline is March 10, with the possibility of a Round Two consideration in September, 2006.

The City Council authorized incentives up to \$5 million of hotel-motel funding reserved for tourism-related capital projects, and up to \$13.3 million of the City's unused, non-voted debt capacity for mixed use proposals, primarily along the International Boulevard corridor (17 sites have been identified that encompass approximately 117 acres). It is anticipated that authorization and funding of negotiations will be forthcoming by June, 2006.

The Development Offering & Prospectus Contents include:

**The SeaTac Advantage** – A gateway location anchored by SeaTac International Airport, direct freeway access to the entire metro area, 5,400 hotel rooms/multiple conference facilities, affordable housing, no local B&O or utility taxes, financially sound city government, major redevelopment sites, public-private commitment, significant corporate presence, and the arrival of light rail.

**Structure of Development Offering** – The City will entertain proposals that are both site and use specific. The proponent must provide evidence of site control, demonstrate the experience and capacity to complete the project, and be prepared to begin construction within one year of approval. Funding will be made available for uses such as hospitality, corporate office, mixed use, and air logistics. Development should include two or more distinct uses on the project site. Proposals will be prioritized for properties along the International Boulevard corridor.

**Incentives Tool Box** – A short list of city specific resources that include up-front capital funding and quick start permitting, supplemental resources considered on a case-by-case basis such as public-private partnership, community renewal, and state & federal programs.

**Submittal Information** – Includes a cover letter, proposed location and site control, proposed project description, project ownership and financing, public development incentives, and other conditions and contingencies.

**Proposal Evaluation** – Threshold criteria and community criteria will be applied in review of the proposals by a five-member Evaluation Taskforce, followed by review by the STEP/Hotel-Motel Committees, City staff, with final approval by the City Council.

**Selection & Negotiation** – The City Council will authorize negotiations, deny authorization to proceed, or defer a decision (for up to three months).

Discussion was held about public knowledge and input prior to City Council decisions; the requirement to proceed to construction within one year; and the City's current efforts to streamline the permitting process.

Todd Cutts advised that one or two successfully completed projects within SeaTac would then bring further development into the area. In the same vein, Commissioner Dantzler stated that a successfully completed project could possibly be used as a model for further streamlining of permitting and various other processes.

Mr. Cutts will come before the Commission again in the coming months to update them as the City's economic development work plan evolves.

## **B. Update on STEP Committee**

Commissioner Lucas reported that the STEP and Hotel-Motel Committees may be modified to better meet the needs of residents, property owners, and existing businesses within the City (including eligibility for mixed-use development incentive monies), as well as to assist the City's Assistant Manager and Economic Development Manager with economic development efforts.

### **C. Discussion about Planning Commission 2005 Accomplishments and 2006 Goals**

Steve Butler reviewed the Summary of 2005 Accomplishments, highlighting the annual Comprehensive Plan Amendment process, Homeless Encampment and Essential Public Facilities siting regulations, staff presentations on the "Tukwila South Proposal" and the City's Transportation Improvement Plan, and a presentation by Port staff regarding their Comprehensive Development Plan.

Commissioner Dixon requested that monitoring of fire services, and updating the bylaws be added to the 2006 Goals. He suggested that Commissioners be assigned or volunteer to be responsible to ensure various issues are carried through to completion.

After some discussion, it was agreed that the agenda item "Planning Commission Comments" would contain a reference to suggestions for the next meeting's agenda in parentheses.

A lengthy discussion was held about appropriate interaction between individual Planning Commissioners and individual City Councilmembers, as well as the Planning Commission as a body and the City Council as a body; how the Commission could best serve the Council; the most efficient method of communicating Planning Commission discussions and decisions to the Council; the annual joint meeting between the two bodies and using the annual Planning Commission Report to the City Council as a foundation to develop the agenda for that meeting.

It was agreed that, if deemed necessary, the Commission would invite a Councilmember to attend and/or make a presentation before them. It was also agreed that, if deemed necessary, a Commissioner would be given the opportunity to present Commission findings during a staff presentation to the City Council.

Regarding language in item C3a in Goals, "Interact with City Council Committees", the Commissioners agreed that it was important to have a representative attend the various meetings (specifically LUP and T&PW) and report on issues of interest. C3a will be amended to read, "Have a Commission member attend Council Committee meetings."

An updated draft of the Goals for 2006 will be presented at the next meeting.

### **D. Review of Planning Commission Schedule for First Quarter of 2006**

Commissioner Snider requested that a joint meeting with an adjacent Planning Commission be scheduled and put on the calendar.

Steve Butler will attempt to schedule a joint meeting between the Planning Commission and the City Council for Tuesday, April 11 prior to the Council meeting. Further, he will call the City of Tukwila to schedule a joint meeting between the SeaTac and Tukwila Planning Commissions.

The most current version of the Planning Commission bylaws will be included in the February 27 packet, with the item placed on the March 13 meeting agenda.

#### **E. Election of Chairperson and Vice Chairperson**

Linda Snider was nominated for Chairperson in 2006. The motion was seconded, and unanimously passed.

Tom Dantzler was nominated for Vice Chairperson in 2006. The motion was seconded, and unanimously passed.

#### **4. Old Business:**

##### **A. Station Area Planning Update (with a focus on the comments received at the City's January 25 Public Meeting)**

Mike Scarey reported that the January 25 public meeting was attended by approximately 30 residents and business owners, with about equal representation from both station areas.

The light rail station will run from downtown Seattle to the airport. The area between downtown and the Tukwila International Boulevard station is currently under construction. The City has issued a Conditional Use Permit for the Sound Transit project to move forward from Tukwila to the SeaTac/Airport Station at South 176<sup>th</sup> Street. Mr. Scarey then presented an abbreviated version of the presentation at the January 25 public meeting used to gather input on the aspects of the proposed plan.

The purpose of the station area planning study is to encourage transit and pedestrian friendly redevelopment of the station areas, higher densities of residential and employment uses, a diverse mix of uses, community oriented businesses, and to build on other City planning efforts such as installation of new infrastructure including new streets, sidewalks, landscaping, etc. Development is expected to occur over time, primarily through private investment.

#### **SEATAC/AIRPORT STATION AREA**

##### **Alternative One: Pedestrian Core**

This alternative includes a new 30<sup>th</sup> Avenue South running north and south through the center of the station area. It will be open to vehicular traffic, but designed as “pedestrian friendly” with furniture, wide sidewalks, retail shops, pedestrian-scale lighting standards, and good urban design.

**Alternative Two: Pedestrian Perimeter/Service Core**

This alternative includes pedestrian-oriented improvements along International Boulevard on South 170<sup>th</sup> Street and South 176<sup>th</sup> Street, and on 32<sup>nd</sup> Avenue South at South 172<sup>nd</sup> Street with the new 30<sup>th</sup> Avenue serving more of a vehicular traffic function.

**SOUTH 154<sup>TH</sup> STREET STATION AREA**

**Alternative One: Focus on 152<sup>nd</sup> Street:**

This alternative identifies improved pedestrian connections across International Boulevard, with the intersection at Military Road/International Boulevard and South 152<sup>nd</sup> Street closed to vehicular traffic to provide convenient access to the light rail station. Also identified is retail on both sides of South 152<sup>nd</sup> Street off Military, and open space at the intersections of South 152<sup>nd</sup> Street/International Boulevard and South 152<sup>nd</sup> Street/32<sup>nd</sup> Avenue South.

**Alternative Two: Create a Center**

This alternative proposes a diagonal northwest to southeast pedestrian connection from South 152<sup>nd</sup> Street to South 154<sup>th</sup> Street, intersected by a pedestrian connection west to 32<sup>nd</sup> Avenue South, bordered on the east and west by neighborhood-oriented mixed-use and on the north by multifamily development. Military Road will remain auto-oriented south to where it connects with International Boulevard. Planning and Public Works staff are currently working with the Washington State Department of Transportation on possible reconfigurations to the off-ramp at SR518.

In answer to questions, Steve Butler explained that within the next two or three weeks it may be clear when the Port intends to begin work on moving the north airport expressway into the airport, development of the Port’s proposed rental car facility on South 160<sup>th</sup> Street & International Boulevard may be moving forward, and that the Port will likely submit a Comprehensive Plan amendment proposal this year for properties they plan to develop.

City staff and the consultants are currently working on a preferred alternative for each station area to present at a May 10 public meeting. The Commission will continue to be briefed on the progress of the Station Area Planning process.

**B. Update on Approval Process for Sound Transit’s Light Rail Transit System**

Staff is currently reviewing the various building permit plans. It was agreed that plans would be reviewed at the 30-60-90-100% completion stages to ensure issues of concern are addressed as early in the process as possible. The project is broken into phases e.g., road related improvements, and station design that includes the pedestrian bridge and the kiss and ride lot. Mr. Butler pointed out that the height of the station would be approximately ten stories, with the pedestrian bridge about 40' above grade. The cost of the project from Tukwila to the airport will likely exceed \$300 million.

**5. Detailed Commission Liaison's Report:**

Commissioner Dixon attended the February 13 Transportation & Public Works Committee meeting and reported that the Des Moines Creek construction project cost estimate has risen from \$18 million to \$24 million. It appears most of funds will be available, but there are still concerns. It is estimated the project will be completed by July.

**6. Planning Director's Report:**

Steve Butler stated that approval of the final Port Landscape Standards is on the February 14 City Council agenda.

**7. Planning Commission Comments:**

Commissioner Jordan suggested that the Commissioners drive over the new bridge the Port constructed on South 154<sup>th</sup> Street. It was well done and is a wonderful asset to the City.

Commissioner Dixon attended the Council Retreat on February 11 and reported that a great deal of time was devoted to fire service issues and concerns, including \$4,800,000 budgeted to replace Station 46, and designate it as headquarters station.

Also discussed at the retreat was the possibility of eliminating the Study Session in favor of one long Regular Council Meeting beginning at 6:00 p.m. with general public comment at the beginning and again before individual agenda bills are reviewed. Each Councilmember would have the opportunity to postpone any given agenda bill for one meeting cycle to allow for further review.

Staff was asked to prepare a letter of thanks from both the Commission and staff to Rick Lucas for his service as Planning Commission Chair.

**8. Adjournment:**

The meeting was adjourned at 8:00 p.m.

**PLANNING COMMISSION**  
**Minutes of March 13, 2006, Meeting**

**Members Present:** Linda Snider, Tom Dantzler, Rick Lucas, Joseph Dixon, Richard Jordan

**Staff Present:** Steve Butler, Planning Director; Mike Scarey, Senior Planner; Mark Johnsen, Assistant City Attorney

**1. Call to Order:**

The meeting was called to order at 5:30 p.m.

**2. Approve Minutes of February 13, 2006, Meeting:**

A motion was made, seconded, and unanimously passed to recommend approval of the February 13, 2006, minutes as presented.

**3. New Business:**

**A. Update on Moratorium and Schedule for Development of Interim Design Standards for the S. 154<sup>th</sup> Street Light Rail Station Area**

Mike Scarey advised that on February 28, the City Council approved a moratorium on commercial and multifamily construction (rezone applications, land use/development permits) for the South 154<sup>th</sup> Street Station Area from International Boulevard west to 30<sup>th</sup> Avenue South, and from State Route 518 north to South 150<sup>th</sup> Street. The moratorium will be effective from February 28, 2006, through August 1, 2006; however, staff anticipates having interim standards developed and the moratorium lifted prior to the August date, possibly late May. A public hearing before the City Council is tentatively scheduled for April 11; Planning will host an open house at 5:00 p.m. in the Riverton Conference Room to provide the public an opportunity to meet with staff to express concerns and have questions answered.

Commissioner Lucas asked that the map of the South 154<sup>th</sup> Street Station Area be expanded to include the Port's L-Shaped parcel to ensure that concerns regarding that property can be addressed if necessary.

**B. Initial Review of Planning Commission Bylaws**

Mark Johnsen advised that the Planning Commission had approved changes to their bylaws in February, 2005, and suggested they review the document again for any additional amendments before it was presented to the City Council for final approval. Commissioner Dixon recounted that at a February, 2005, meeting he had suggested minor changes to Section 7.1 and Section 8.1. At the February 28, 2005, meeting the

Commission unanimously approved those changes, but bylaws had not been adopted by the City Council. He expressed concern regarding Section 14.1 that states, "These bylaws and rules of procedure may be amended by the City Council. Amendments may be forward by the Commission to the City Council for consideration by an affirmative vote of the majority of the entire Commission membership.....". He suggested that language be changed to state...."Amendments must be forwarded by the Commission to the City Council for consideration...." He also asked that the signature and approval block be updated.

Mark Johnsen explained that the City Council had the authority to amend the Planning Commission Bylaws without any input from the Commission; any amendments the Planning Commission made to the Bylaws must be approved and adopted by the City Council. Mr. Johnsen will make the appropriate changes and forward an updated document to the Commission for review at their next meeting.

#### **4. Old Business:**

##### **A. Continued Discussion about the Planning Commission's 2006 Goals**

Commissioner Dantzler suggested that an item be added to monitor the status of the City's Economic Development efforts, particularly the 17 properties targeted in the RFP process. Commissioner Lucas agreed, and recommended that in order to better assist with the City's development efforts, the Commission be provided with regular status reports on these projects as they are accepted, granted incentives, and progress through the permitting process.

Steve Butler advised that two proposals were received by the March 10 deadline, both focused along International Boulevard in the City Center area.

It was agreed that item 2a. would be reinstated with language added to state, "Work on South Riverton Heights Subarea Plan as appropriate." to clarify that this planning process most likely would not be addressed in 2006.

It was agreed that the language in item 3a. would be revised to state, "Have a Commission liaison attend Council Committees e.g., LUP and T&PW."

Steve Butler advised that discussion should be held, and a decision made in the near future regarding a joint Planning Commission meeting with an adjacent jurisdiction.

Commissioner Dantzler asked that an item be added to monitor Sound Transit's plans to transport passengers from the South 154<sup>th</sup> Street Station to the airport until the Airport/City Center Station is completed. He is concerned that the Airport/City Center Station may not provide adequate parking which could result in commuters potentially parking on residential streets, and suggested that a solution would be, in anticipation of the light rail being constructed to South 200<sup>th</sup> Street at some point in the future, a

parking garage could be constructed there now using the same method used to transport passengers to the Airport/City Center station in the interim.

It was agreed that item 3e. "Monitor Sound Transit's plans for LRT alignments and station locations between S. 154<sup>th</sup> Street, the Airport/City Center Station and S. 200<sup>th</sup> Street" remain, with language added regarding addressing potential parking congestion issues at the Airport/City Center Station.

## **B. Station Area Planning Update**

Mike Scarey advised that the draft market analysis was incomplete, and would be presented to the Commission at a later date. A preferred land use alternative for each station area is still being developed, a public meeting is tentatively scheduled for Wednesday, May 10. Discussion was held, and it was agreed that staff would make every effort to schedule public meetings relative to issues of interest to the Commission on Mondays prior to their regular meetings.

## **C. Update on the Sound Transit's Light Rail Transit Project**

Steve Butler reported that permit applications for the final phase from South 154<sup>th</sup> Street to the Airport/City Center Station are still being reviewed by staff, while simultaneously, the Port is redesigning a portion of its road system to dovetail with the Sound Transit project. Issuance of permits is expected by late summer (sooner for permits related to the road improvements).

Three public art projects are planned for the Airport/City Center station. One in the station, itself, one along the pedestrian bridge, and one in the plaza adjacent to the kiss and ride. In addition, an architectural treatment to the light rail alignment crossing International Boulevard north of State Route 518 and south of South 154<sup>th</sup> Street will serve as a gateway into the City of SeaTac.

## **5. Detailed Commission Liaison's Report:**

Commissioner Snider attended the March 8 Land Use & Parks Committee meeting, and reported on the following items of interest:

- Proposed Zoning Code amendments regarding a teen health clinic - Discussion was held about whether or not the clinic should be available to both private and public school students (with mixed feelings expressed by attending Councilmembers), hours of operation only during normal school hours so paid staff could work a regular schedule. This item was tabled for future discussion.
- Update on the Economic Development Workplan; the STEP and Hotel/Motel Committees will be now be separate committees to better address and fund issues. (Commissioner Lucas explained that the two committees had only joined temporarily to address new development within the City. Actually, STEP is a

Chamber of Commerce committee consisting of Chamber business community members from the City and Port.)

- Status report on the RFP process - At that time it was not known how many proposals would be submitted by the March 10 deadline.
- Continued discussion about the Ombudsman Program for the City – A citizen input form is being developed to encourage citizens to present ideas or express concerns. The forms would likely be available at the fire stations, library, and City Hall. All reports will be directed to the City Manager. Further discussion will be held at a later date.
- Tunnel Art on South 188<sup>th</sup> Street –The artwork was described as a "gigantic wing" that will be attached to the tunnel.
- Hiring a Landscape Architect for Valley Ridge Sports Park –The issue was moved forward to the March 14 City Council meeting for approval of expenses not to exceed \$280,000 in design fees for the entire project including irrigation for the ball fields.
- Bow Lake Elementary School – A preliminary floor plan was presented for a recreation room at the new school to be constructed at City expense for City use.

#### **6. Planning Director's Report:**

Steve Butler advised there were no planning-related issues on the March 14 City Council agenda. The March 28 agenda includes discussion about proposed Zoning Code Amendments regarding the Teen Health Clinic.

The next Planning Commission meeting is scheduled for March 27 and the agenda will include review of the Bylaws, update on the Proposed Interim Standards for the South 154<sup>th</sup> Street Station Area, and final review of 2006 Goals. It was agreed that Todd Cutts would be invited to update the Commission regarding the City's economic development efforts.

#### **7. Planning Commission Comments (including suggestions for next meeting's agenda)**

Commissioner Dixon reiterated that he had attended the Council retreat where lengthy discussion was held about allocating \$4.8 million budgeted to upgrade/replace the three fire stations, particularly the proposal to replace Station #46 at South 170<sup>th</sup> Street first to include the command center and administrative offices (currently housed at Station #45 at South 200<sup>th</sup> Street). Mr. Dixon agrees with Councilmembers who favor replacing Station #45 first, he has outlined the reasons both in person at Council meetings and in writing. They include concern about the Council's heavy reliance on an ad hoc committee report (Mr. Dixon was a member), the findings of a seismic

consultant, the need to purchase additional property, increased response times, and traffic issues.

Commissioner Jordan also sat on the ad hoc committee. His preference is that Station #46 be replaced first and used as the headquarters station, in part due to its central location. He stated that potential property acquisition costs and traffic issues at Station #45 made it a less desirable alternative.

Comparative cost analysis and preliminary design documents will be provided to the Commissioners in their March 27 meeting packet.

**8. Adjournment:**

The meeting was adjourned at 7:30 p.m.

**PLANNING COMMISSION**  
**Minutes of March 27, 2006 Meeting**

**Members Present:** Linda Snider, Tom Dantzler, Rick Lucas, Joseph Dixon

**Staff Present:** Steve Butler, Planning Director; Mike Scarey, Senior Planner; Mark Johnsen, Assistant City Attorney

**1. Call to Order:**

The meeting was called to order at 5:30 p.m.

**2. Approve Minutes of March 13, 2006, Meeting:**

A motion was made, seconded, and unanimously passed to approve the minutes of the March 13, 2006, meeting as presented.

**3. New Business:**

**A. Initial Discussion about Interim Design Standards for the S. 154<sup>th</sup> Street Light Rail Station Area**

Commissioner Lucas expressed concern that the area south of South 152<sup>nd</sup> Street adjacent to the L-Shaped Parcel had not been included within the station area.

Mike Scarey explained that the Interim Design Standards for the station area (generally within one-quarter mile of the station) are intended to create a high density, pedestrian oriented area requiring unique design standards. It may be helpful to see the Zoning and Comprehensive Plan Maps side by side for comparison as the area in question is still primarily single family residential.

**4. Old Business:**

**A. Final Discussion about the Planning Commission's 2006 Goals**

Commissioner Dantzler asked about an item to ensure that the Commission would be updated regularly (by staff as needed) on new development projects in the station areas, particularly those submitted as part of the rfp process.

Discussion was held, and it was agreed that language in 3f, "Monitor status of the City's Economic Development RFP Process" would be amended to state, "Monitor Status of the City's Economic Development Process".

A motion was made, seconded, and unanimously passed to recommend that the City Council approve the Goals for 2006 as revised.

## **B. Continued Review of Planning Commission Bylaws**

Mark Johnsen advised that revisions were made to Article 7 regarding a procedure if the position of Chairperson or Vice-Chairperson becomes vacant, and that election of those two positions requires a majority vote of the entire Commission (affirmative vote of three). Language was also clarified to state that "...amendments proposed by the Commission shall be forwarded to the City Council for approval."

It was suggested that the heading for Article 14 be amended to read "Article 14 – Amendments"

A motion was made, seconded, and unanimously passed to recommend that the City Council approve the Bylaws as revised.

## **C. Station Area Planning Update (with a focus on potential implementation strategies)**

Mike Scarey presented draft preferred alternatives for each station area, along with potential implementation strategies for each as follows:

Short Term (within five years of station on line)

Medium Term (an additional five years/total of ten years)

Long Term (an additional ten years/total of twenty years)

### **SEATAC/AIRPORT STATION**

#### Implementation Strategies

Short Term – Begin at the edges

Medium Term – Fill in the middle

Long Term – City Center development

#### Key plan features include

- Break up the mega block with a north-south street (30<sup>th</sup> Avenue South) and several east-west connections; improve pedestrian connectivity throughout
- Create a signature plaza at South 176<sup>th</sup> Street & International Boulevard
- Upgrade facades and development on International Boulevard
- Encourage mixed-use development throughout station area
- Improve 32<sup>nd</sup> Avenue South as the neighborhood transition

### **SOUTH 154<sup>TH</sup> STREET STATION AREA**

#### Implementation Strategies

Short Term – Set the stage  
 Medium Term – Invest in the neighborhood  
 Long Term – Higher density housing development

Key features

- Improve South 154<sup>th</sup> Street and South 152<sup>nd</sup> Street streetscapes
- Close small section of Military Road
- Create a series of pedestrian connections and plazas from neighborhood to and through development
- Construct a parking garage to support neighborhood development
- Create a public park and farmers/community market on the fire station site
- Work with WSDOT to improve SR 518 access
- Encourage mixed use redevelopment including neighborhood services at South 152<sup>nd</sup> Street and South 154<sup>th</sup> Street & International Boulevard
- Encourage higher density residential development (6-story maximum; 3-story maximum adjacent to single family residential)

Discussion was held about ensuring that actual development/redevelopment in the station areas remains consistent with the City's vision, and setting parameters to allow flexibility without hampering the essence of the station area plan; how the preferred alternatives for each station area were arrived at; the closure of a portion of Military Road and potential traffic impacts; and providing full size (8 ½ x 11) maps for Commission review.

Tentative Project Schedule

April-May	Planning Commission review
April 13 & May 11	LUP review
May 23	Council review – Study Session
End May	Draft Station Area Plans
June 5 or 7	Public open house/comments on draft
June 27	Council preliminary approval

Integrate with Comprehensive Plan Amendment Process

November 6	Public Hearing
November 20	Planning Commission Recommendation
November 21	Council Action

**D. Update on the Sound Transit's Light Rail Transit Project**

Steve Butler reported that the project is proceeding.

## **5. Detailed Commission Liaison's Report:**

Land Use & Parks Committee – None.

Transportation & Public Works Committee – None.

Commissioner Dixon reported that at the March 14 Public Safety & Justice Committee meeting the Fire Chief distributed a packet of materials that included statements of probable cost on the replacement/upgrading of the fire stations, Agenda Bill #2646 authorizing replacement of Station #46 first, and an unnumbered ordinance to put a levy measure on a ballot to go before voters in August to increase the property tax from \$2.75 to \$3.10 per \$1,000 over six years, and responses to Mr. Dixon's correspondence outlining his concerns and recommending that Station #45 be replaced first.

Mr. Dixon distributed a copy of a March 7, 2006, letter he had written to the Mayor stating that he would review defined Station #46 plans after they were developed, and recommending that an apples-to-apples preliminary design and estimated costs be made before proceeding (the process had been completed and a report was subsequently provided).

## **6. Planning Director's Report:**

Steve Butler advised that the March 28 City Council meeting agenda includes action on Zoning Code Amendments regarding a school based health clinic.

The next Planning Commission meeting is scheduled for April 10, and the agenda includes a Station Area Planning Update with Emphasis on Economic and Market Analysis, a presentation by Todd Cutts, and discussion about a joint City Council/Planning Commission meeting.

## **7. Planning Commission Comments (including suggestions for next meeting's agenda)**

Commissioner Dixon expressed concern regarding Agenda Bill #2646 authorizing replacement of Station #46 and requesting City Council action on March 28. The bill states that the City Council budgeted \$2 million (\$1.2 million for land acquisition and \$800,000 for construction); however actual costs have not been determined, and the statement of probable costs indicates approximately \$5 million with no detailed plans to justify the cost overrun.

Also of concern to Mr. Dixon is a proposed ordinance to raise the levy lid annually for six consecutive years to provide funds to enhance Fire Department staffing. He met with the City's Facilities Director, Fire Chief, and architect to address questions and concerns about the new Station #46, including rationale for unit costs, demolition

costs, and a recommendation that layouts be created to show how the proposed square footage would be used e.g., emergency command center/administration offices/space for additional apparatus.

Commissioner Lucas pointed out that lower insurance rates for new development because additional Fire Department apparatus and staff were already in place would be an asset.

**8. Adjournment:**

The meeting was adjourned at 7:30 p.m.

**PLANNING COMMISSION**  
**Minutes of April 10, 2006, Meeting**

**Members Present:** Linda Snider, Tom Dantzler, Joseph Dixon, Richard Jordan

**Staff Present:** Jack Dodge, Principal Planner; Mike Scarey, Senior Planner; Tina Rogers, Assistant City Manager; Todd Cutts, Economic Development Manager

**1. Call to Order:**

The meeting was called to order at 6:00 p.m.

**2. Approve Minutes of March 27, 2006, Meeting:**

A motion was made, seconded, and unanimously passed to approve the minutes of the March 27, 2006, meeting as presented.

**3. New Business:**

**A. Discussion about the Economic Development Proposals by Todd Cutts, Economic Development Manager**

Todd Cutts advised that the City had received two mixed-use development proposals by the March 10 deadline. They include the MasterPark B site - proposal submitted by Roger McCracken, and the Scandia site – proposal submitted by James & Doris Cassan/Mike Huseby. Elements of each proposal are as follows:

**MasterPark B Site** – South 170<sup>th</sup> Street & International Boulevard

- 2.6 Acres
- 150 Room Hotel (100,000 square feet) – Operator to be determined
- City Owned Conference Center (30,000 square feet)
- Retail – 16,800 square feet
- Two restaurants – 12,800 square feet
- City Owned Parking with 500 spaces (no park and fly, services uses in development)
- Public plazas at the north and south ends of the development

**Scandia Site** – South 176<sup>th</sup> Street & International Boulevard

- 3.13 Acres
- 150 Room Hotel (71,958 square feet) – Hyatt
- No Conference Center
- Retail – 5,375 square feet (City owned 15,000 square feet on 3<sup>rd</sup> floor plaza)
- No restaurant

- Park and Fly (1,714 spaces; Kiss & Ride/retail/hotel 99 spaces)
- Small public plaza on 3<sup>rd</sup> floor with access from light rail pedestrian bridge

The City Council appropriated \$18.3 million in potential incentive dollars (\$13.3 million in general obligation bonds and \$5 million from the Hotel/Motel Committee). Both applicants are requesting the entire incentive amount.

Concern was raised by Commissioner Dixon that there would be no remaining incentive funds if the entire \$18.3 million was allotted to either or both applicants. Mr. Cutts explained that the City Council may consider a second round of incentives later this year, most likely out of 2007 budget funds.

Commissioner Snider expressed concern about a City-owned conference center potentially competing with conference facilities in existing City hotels, particularly since Hotel/Motel funds are involved, and how revenue would be disbursed. Mr. Cutts advised that a representative from the Hotel/Motel Tax Advisory Committee would be sitting on the Evaluation Task Force that will be reviewing the proposals, and that revenue would most likely go toward repaying the \$5 million bond from the Hotel/Motel fund.

A five-member Development Proposal Evaluation Task Force has been formed, and will review the two proposals as follows:

- **Threshold Criteria** – All requests for City financial or other incentives must support eligible public uses, as defined by law, be consistent with adopted public policy and within available City funding resources, as well as satisfying a net present value analysis such that incremental City revenues exceed City costs incurred for the project over a multi-year time period.
- **Community Criteria** – To adequately meet criteria defined for market need, competitive advantage, quality jobs, public benefit, plan consistency, stimulation of added investment, and enhanced community image.

The Proposal Evaluation Timeline is as follows:

- April 6 – Staff technical screening of proposals
- April 12 – First meeting of Evaluation Task Force
- April 13 – Update LUP
- April 24/26/27 – Second meeting of Evaluation Task Force
- May 8/10 – Final Evaluation Task Force meeting and final recommendation
- May 10 – Present Evaluation Task Force recommendations to Hotel/Motel Tax Advisory Committee
- May 11 – LUP presentation of recommendations
- May 23 – Recommendation to City Council

The City has a number of questions and concerns that will need to be resolved through the review process. They include appropriate use of public incentive funds, and public policy issues surrounding operation of a City-owned conference center.

Based on Task Force recommendations, the City Council may approve and authorize negotiations with one or more of the proponents, deny authorization to proceed, approve negotiation conditioned on proposal revisions, or defer a decision for up to three months.

Discussion was held about Sound Transit's input into the design of any project slated for South 176<sup>th</sup> Street (they will be designing the pedestrian bridge across International Boulevard); the MasterPark proposal's assumption of property acquisition and utilization of only 2.6 acres of a 10.9 acres site; and whether or not the operator of the Scandia proposal Park and Fly would shuttle passengers to the airport.

## **B. Update about Proposed Amendments to the City's Subdivision Code**

Jack Dodge stated that the Planning Commission had previously reviewed and made recommendations to the City Council on the Subdivision Code; however, other priorities have precluded the issue going before the City Council for final approval. Since that time, certain other revisions have been made to the Subdivision Code (with related revisions to the Zoning Code), which were reviewed by Mr. Dodge as follows:

### **New Sections**

- 14.19 Short Subdivisions – Mandatory Requirements
- 14.21 Formal Subdivisions – Mandatory Requirements
- 14.22 Binding Site Plans
- 14.23 Binding Site Plans – Mandatory Improvements

### **Net Lot Area**

Current code allows sensitive areas and buffers to be counted towards lot area. The proposed code would eliminate that allowance.

### **Contiguous Short Plats – Up to Eight Lots**

Current code allows up to eight lots to be created from two or more lots. The proposed code would allow up to eight lots created from two or more lots, provided they are not in the same ownership.

### **Determination of Net Lot Area – Building Lot Coverage (Short Subdivision)**

Current standards allow 35% of lot area, including easements. The proposed standards would allow 35% of lot area, excluding access and critical areas easements.

**Short Plat Road Standards – Side by Side Short Plats**

There are no current minimum standards. The proposed standards would require a 40' wide easement (30' paved width/5' concrete sidewalk at grade on both sides of the easement).

**Short Plat Road Standards – Stacked Short Plats (Up to Eight Lots)**

There are no current minimum standards. The proposed standards would require a 20' wide easement (15' paved width/5' concrete sidewalk at grade on one side). Additional easement and roadway width as determined by the Director of Planning and Community Development.

**Short Subdivision – Private Road Allowances for Additional Access on Properties**

If there is the potential of the adjacent or stacked lot to be short platted, then a proposed short plat would be required to allow for potential future access by the adjacent lot should it be short platted.

**Short Subdivision – Private Road Screening From Adjacent Property**

A six foot high fence shall screen adjacent residential properties from a private road (provided the adjacent lot cannot be short platted into additional lots).

**Buffer Requirement From Adjacent Commercial or Industrial Development (Formal Subdivision)**

There are no current buffer requirements. The proposed code would require a 20' buffer.

**Formal Subdivision Road Standards**

Current code requires a 50' right-of-way (32' paved roadway/5' wide sidewalks). The proposed code would require a 55' right-of-way (32' paved roadway/5' wide sidewalks/5' planter strip).

**C. Discussion about Potential Comprehensive Plan Amendments by Staff and the Planning Commission**

Mike Scarey explained that the submittal deadline for 2006 Proposed Comprehensive Plan Amendments is April 28. No proposals have yet been submitted from the public; however, the Port of Seattle intends to resubmit two proposals from last year. The Commission requested that they be provided with information regarding uses allowed in Aviation Operations and Aviation Commercial zones.

Mike Scarey then reviewed the preliminary list of Proposed 2006 Amendments to the City of SeaTac Comprehensive Plan as follows:

## MAP AMENDMENTS

- Land Use Plan Map – Remove HCT District circles indicating general locations for SeaTac/Airport Station Area and S. 154<sup>th</sup> St. Station Area, and indicate actual boundaries for these two Station Areas instead (future station area around the S. 200<sup>th</sup> St. station would remain as is).
- Land Use Plan Map – Amend Urban Center boundary in S. 154<sup>th</sup> St. Station Area to be consistent with the Station Area Boundary.
- Land Use Plan Map – Amend Land Use designations of some parcels in the S. 154<sup>th</sup> St. Station Area to be consistent with the Station Area Plan.
- Land Use Plan Map – Change parcels located north of S. 160<sup>th</sup> St. and west of International Boulevard from Commercial High Density to Airport (Port proposal for Rental Car Facility, withdrawn from the 2005 Amendment Process as Map Amendment #4).
- Land Use Plan Map – Change parcels located south of S. 188<sup>th</sup> St. and east of Des Moines Memorial Drive from Airport/Potential Zone AVC to Airport/Potential Zone AVO (This is for the same area that was approved last year under Map Amendment #9, but the Port wants to change the Potential Zone from Aviation Commercial to Aviation Operations).
- Informational Maps – Amend Bike Routes maps to show planned facilities.

Tina Rogers advised the Commission that the Port is now proceeding with design on the rental car facility, slated to open in 2011, that will house 12 rental car companies. The funding source is a \$4 a day charge on each car rented at SeaTac Airport. City and Port staff are meeting monthly to resolve issues of concern. The Planning Commission will be kept updated on the progress of this project.

Commissioner Dantzler suggested that the HCT circles be revised to reflect one-quarter mile around the South 154<sup>th</sup> Street Station and the Airport/City stations and remain on the map.

Commissioner Snider asked that the Urban Center Boundary be revised to include properties adjacent to the L-Shaped Parcel.

## TEXT AMENDMENTS

- Land Use Element – Include "placeholder" to accommodate any Station Area Planning-related changes.

- Land Use Element: Amend or delete Policy 1.1E, which talks about phasing in accord with Map 1.6 (phasing map, which was removed as part of 2005 amendments).
- Transportation Element: Include "placeholder" to accommodate any Station Area Planning-related changes
- Capital Facilities Element: Annual update to Capital Facilities Plan, including any Station Area Planning-related changes.

**4. Detailed Commission Liaison's Report:**

None

**5. Planning Director's Report:**

Jack Dodge advised that the April 13 Land Use & Parks Committee agenda included discussion of side-by-side short plats.

**6. Planning Commission Comments (including suggestions for next meeting's agenda)**

Tina Rogers reported that, regarding the Hughes property, she would be presenting various options to the City Council that include offering it for sale, putting out a request for qualifications to developers possibly interested in working with the City or for a specific development proposal, or work with the Council and the community to explore a more specific visioning of what the community wants to see on the parcel.

Commissioner Dixon stated that the April 11 Study Session/Regular Council Meeting agenda includes approval of a September 19 public vote on a levy lift from \$2.77 to \$3.10 per thousand for six years. In answer to Mr. Dixon's concerns regarding construction cost overruns relative to construction of the new headquarters Station #46, he was informed the funds would be taken from the City's \$12 million reserve fund.

Mr. Dixon further requested that a status report on the "Old Sweptwing" site be provided to the Commission at the next meeting.

**7. Adjournment:**

The meeting was adjourned at 7:45 p.m.

**PLANNING COMMISSION**  
**Minutes of April 24, 2006, Meeting**

**Members Present:** Linda Snider, Tom Dantzler, Joseph Dixon, Richard Jordan

**Staff Present:** Mike Scarey, Senior Planner

**1. Call to Order:**

The meeting was called to order at 5:30 p.m.

**2. Approve Minutes of April 10, 2006, Meeting:**

A motion was made, seconded, and unanimously passed to approve the minutes of the April 10, 2006, meeting as presented.

**3. New Business:**

**A. Initial Discussion about a Specific Proposed Amendment to the Subdivision Code Regarding Side-by-Side Short Plats with Frontage on Angle Lake**

Mike Scarey explained that a short plat is the division of land into four lots or less, and the process does not require an environmental review or public streets with curb, gutter, and sidewalk. A formal subdivision is the division of land into five or more lots, the process requires an environmental review and a public street with curb, gutter, and sidewalks. At the last Planning Commission meeting, Jack Dodge proposed an amendment to require that side by side short plats be under separate ownership to eliminate the possible creation of what would essentially be an eight lot subdivision under short plat regulations.

Tonight's discussion will focus on side by side short plats with water frontage on Angle Lake. The City's Shoreline Code requires subdivisions with water frontage to provide public access to the lake for residents of the subdivision; however, short plats are not subject to the same regulations, so side by side short plats of up to eight lots could be created without providing any access. A proposed new section of the Subdivision Code would require that side by side short plats from five to eight lots with water frontage on Angle Lake set aside 10% of the gross lot area for public access to the water for residents of those new lots.

Concern was raised by Commissioner Snider about a potential scenario where a property owner has sufficient acreage to develop more than four lots, but chooses to develop only four to avoid providing access to the water. Regulations should be developed similar to those that require a short plat to provide for a future public road if it's possible that another short plat will be developed adjacent to the first.

Discussion was held about ensuring that regulations clearly outline the 10% gross lot area requirement so there are no misunderstandings; whether or not properties held under separate ownership and developed simultaneously and those held under separate ownership and developed separately should be held to the same regulations and 10% requirement; and property owners being allowed to use the 10% access requirement as part of the lot square footage as is done in short plats and critical areas.

Alternative language regarding these issues will be developed and brought back to the Commission for their review.

#### **4. Old Business:**

##### **A. Continued Discussion about Interim Design Standards for the S. 154<sup>th</sup> Street Light Rail Station Area**

Mike Scarey advised that the interim design standards for the S. 154<sup>th</sup> Street Light Rail Station Area currently prohibit drive through facilities. Transit-oriented development is intended to favor pedestrians with design features to slow cars, with the need for travel by single occupancy vehicles reduced due to a transit facility within the district.

A proposal has been submitted to the City for a business that includes a drive through, and the applicant has indicated the project will not go forward without it. The City listed numerous concerns about the design, and plans were subsequently redrawn to address all the City's objections. Should an exception be made to the standards, possibly with site specific restrictions, to accommodate such developments?

Discussion was held about potential impacts related to cars lining up at drive through facilities; ensuring that City regulations and restrictions do not unnecessarily inhibit or essentially prohibit new development; reviewing potential developments that include drive through facilities on a case by case basis and assessing site-specific restrictions; and ensuring that development submittals are sufficiently detailed to allow for in-depth review by City staff.

##### **B. Continued Discussion about Potential Comprehensive plan Amendments by Staff and the Planning Commission**

The deadline for submittal of Proposed 2006 Comprehensive Plan Amendments is Friday, April 28. Since the issue was discussed at the last Planning Commission meeting, no further amendments have been received. However, last year an amendment was approved to change the Comprehensive Plan designation from Office/Commercial/Mixed Use to Urban Low Density on three parcels at 3700-3712 South 188<sup>th</sup> Street. A rezone to Urban Low Density was never submitted so the property remains zoned Office/Commercial/ Mixed Use. A development proposal consistent with the current zoning has been submitted to the City, so it is appropriate

to change the Comprehensive Plan designation back to Office/Commercial/Mixed Use so Zoning and Comprehensive Plan designations are consistent.

Commissioner Dixon expressed concern about a Land Use Element text amendment to amend or delete Policy 1.1E, which talks about phasing in accord with Map 1.6 (phasing map, which was removed as part of 2005 amendments).

Mike Scarey explained that the Phasing Map was removed as part of the 2005 Comprehensive Plan Amendment process; therefore, Policy 1.1E will be amended, rather than deleted, to remove the reference to Map 1.6 which has been permanently removed from the Comprehensive Plan.

Mr. Scarey also provided clarification in answer to various questions about the Port of Seattle amendment proposal submittals. Proposed 2006 text amendments will be discussed after the Preliminary Docket has been prepared.

### **C. Station Area Planning Update**

Mike Scarey reported that staff is planning to provide draft alternative comments to the consultants by May 5. A public meeting will tentatively be scheduled for June 5 prior to the Planning Commission meeting.

#### **5. Detailed Commission Liaison's Report:**

None

#### **6. Planning Director's Report:**

The April 25 City Council meeting agenda includes a public hearing on amendments to the Airport Plaza Development Agreement. However, it is expected that the public hearing will be continued to their May 9 meeting.

#### **7. Planning Commission Comments (including suggestions for next meeting's agenda)**

Commissioner Dixon requested that the Commission be provided with an update on the "Old Sweptwing" site, and also on wireless communications facilities that have been sited in the City since new regulations were implemented in 2005.

#### **8. Adjournment:**

The meeting was adjourned at 7:00 p.m.

**PLANNING COMMISSION**  
**Minutes of May 8, 2006, Meeting**

**Members Present:** Linda Snider, Tom Dantzler, Rick Lucas, Joseph Dixon, Richard Jordan

**Staff Present:** Steve Butler, Planning Director; Jack Dodge, Principal Planner; Mike Scarey, Senior Planner

**1. Call to Order:**

The meeting was called to order at 5:30 p.m.

**2. Approve Minutes of April 24, 2006, Meeting:**

A motion was made, seconded, and unanimously passed to approve the April 24, 2006, minutes as presented.

**3. Public Hearing:**

**A. Public Hearing on a Specific Proposed Amendment to the Subdivision Code Regarding Side-by-Side Short Plats with Frontage on Angle Lake**

Jack Dodge advised that the proposed amendment to the Subdivision Code would state, "Side by side short plats with 5 to 8 lots with water frontage on Angle Lake shall set aside 10% of their gross lot area as public access to the water for the residents of the side by side short plats." The proposed amendment would not apply to existing short plats, side by side short plats where existing homes front on Angle Lake, or individual short plats of four lots or less.

The following platting processes are outlined by State law:

**Long Plat/Subdivision – 5 or more lots**

Requirements:

- Public Road Improvements
- Hearing before Hearing Examiner/Approved by Council
- As part of SEPA and Shoreline policies the City has adopted, water access is required for all residents within the Subdivision

**Short Plat – 4 lots or less**

Requirements:

- Vehicular access easement only
- Approved administratively

**Side by side Short Plats – Two short plats develop side by side with 5 to 8 lots**

Requirements:

- Access easement
- Approved administratively

Angle Lake is regarded as a shoreline by the State Shoreline Management Act. The Washington Administrative Code encourages/requires public access to shorelines of the State, and states, in part, "New multiunit residential development, including the subdivision of land for more than four parcels, should provide community and/or public access in conformance to the local government's public access planning and this chapter."

Further, the King County Shoreline Master Program, adopted by the City at incorporation, requires water access to Angle Lake in certain situations.

In answer to questions the Commission raised at their last meeting, Mr. Dodge explained as follows:

**What happens when property owners have sufficient lots for more than four lots but only plat for four lots?**

To further short plat a property, the owner must wait five years from the recording date of the original short plat. To create additional lots within the five year period, application must be made for a subdivision, which would include a requirement for access to the water.

**Under what time frame would two short plats be regarded as side by side short plats. For example, if an owner applied for a short plat in June, and then submitted another short plat application on an adjacent property in September, would these be regarded as side by side short plats or separate plats not requiring water access?**

Current regulations do not address a time frame, staff is recommending one or two years. Water access would be provided through a covenant similar to the one used to govern access easements in side by side short plats.

The Chair opened the Public Hearing at 5:43 p.m. She announced that the public hearing would be continued to the May 22<sup>nd</sup> Planning Commission meeting. Further, staff will address questions after all testimony had been taken.

Edward Greeno, 19041 46 AVE S – Mr. Greeno asked for an explanation of "public access" e.g., a three, ten, twenty foot wide trail?

Shirley Stevens, 4419 S 188 ST – Ms. Stevens is opposed to the proposed amendment. She expressed concern that the 10% of the gross lot area would be 8' (two 40' wide lots), and how people would be kept off private properties on either side. People who don't own waterfront should not be allowed.

John Anderson, 19019 46 AVE S – Mr. Anderson agrees with Ms. Stevens' concerns and asked how the area would be maintained and kept clean. He stated there is a beautiful public park for use by people who don't own waterfront property, and it isn't fair to force private homeowners to give up their waterfront for public access.

Patti Austin, 4441 S 188 ST – Ms. Austin agrees with Ms. Stevens' concerns, and asked who will ensure that only property owners of the side by side short plats will have access. She further stated that the Washington Administrative Code states the City "should" provide public access, and asked if it was necessary for the City to adopt all the various codes.

Susan Knox Versteege, 19001 46 AVE S – Ms. Versteege agrees with all the concerns previously raised. She stated that the environment was very important to her and her neighbors who regularly clean up after those who leave behind beer cans, etc. The additional users of the waterfront will have a huge impact, e.g., people camping out in property owner's front yards, no public restrooms, and safety/security/environmental issues for homeowners and their property on holidays such as July 4. She is against the proposed amendment.

Jim Louvier, 4502 S 193 ST – Mr. Louvier is against the proposed amendment, and cited instances where his personal possessions and property had been stolen or trespassed upon.

Barry Ladenburg, 19317 46 AVE S – Mr. Ladenburg is a resident on the lake and also the president of the Angle Lake Shore Club, and stated that many residents were concerned about this issue. He believes there is no need for new codes; State regulations allow local governments various options, and Angle Lake fulfills the requirement through Angle Lake Park and a community beach serving several hundred people. Property owners paying high taxes for waterfront property should not now have their private lots invaded. Mr. Ladenburg referenced a new subdivision on the lake with 17 homes, and assumes one lot will be reserved for beach access for residents. Lakefront property owners often have private contracts with owners behind them that to provide water access. He believes the 10% figure is a nuisance to both the City and lake property owners, and it would be considered a "partial taking" whereby the property owner must be reimbursed and may qualify for reduced property taxes which would reduce income to the City. There are also liability and upkeep issues. He asked about what would happen if he bought a large section of property on Angle Lake, tore down the homes in front, and built a subdivision. Mr. Ladenburg

also expressed concern that the property owners around the lake were not notified about the proposed amendments and the public hearing.

Dorothy Greeno, 19041 46 AVE S –Ms. Greeno also expressed concern that the property owners around the lake were not notified about the proposed amendments and the public hearing. She asked whether or not property at 46<sup>th</sup> Avenue South and South 188<sup>th</sup> Street, and a City-owned property on International Boulevard would be affected by the new regulations.

Steve Butler stated that as many questions as possible would be answered verbally tonight. Complete answers to all questions will be prepared in written form and available at the May 22 public hearing.

Hearing no further requests to speak, the Chair closed the meeting for receiving public comments at 6:04 p.m. and continued the Public Hearing to the May 22 Planning Commission meeting

The Chair then asked staff to generally respond to some of the issues raised at the Public Hearing.

Staff responded as follows:

- Proposed Code amendment notices are normally published in the Seattle Times, a mailing to individual property owners is not required by law. However, a notice of the May 22 public hearing will be sent to all property owners within 500' of Angle Lake. Staff is recommending this issue be pulled from the May 16 City Council agenda.
- Regarding setting aside 10% of the gross lot area on side by side short plats, if both lots equal 100,000 square feet, 10,000 square feet would be set aside for water access (most likely consisting of benches and picnic tables for residents only) determined on a case by case basis by lot configuration. (The 10% figure may be adjusted up or down.)
- Keeping people using the area from going onto adjacent properties is a common problem on any shoreline, normally residents police their own property.
- The proposed amendments will not affect existing problems of littering by public park users.
- The residents of the side by side short plats will be responsible for monitoring water access, as well as policing and maintaining their private road and water access through covenants.
- No water access was required for residents of the Traditions 17 lot subdivision because of two existing homes fronting the lake. One will be renovated, and the

other rebuilt on the existing foundation. Therefore, it was determined the two homes were "legal, non-conforming".

- If someone bought waterfront properties with houses, tore down the houses, and applied for a subdivision, access to the lake would be required.
- The Supreme Court, both federal and state, have ruled cases such as this are not considered "partial taking".
- Unless the property owner limits access (tenant/landlord issue), renters would have the same water access rights as the owner.
- The proposed amendment will not apply to the City-owned "Hughes" property.

#### **B. Planning Commission Recommendation to the City Council on the Proposed Subdivision Code Amendment**

Tabled until after the May 22 Public Hearing (continued from May 8).

#### **4. New Business:**

##### **A. Status Report on Effectiveness of New Wireless Communication Facilities (WCF) Regulations**

Jack Dodge reported that numerous applications had been received over the past year. Requiring applicants to go through the Development Review Committee has provided an opportunity to explain regulations and resolve issues up front. Applicants are making a concerted effort to site facilities on City-owned property, and providing the City with an RF Study to show need if they wish to site a facility on private property. That study is then reviewed by a consultant who makes a recommendation to the City as to whether or not to grant the request.

To date, no applications have been received for facilities in City right-of-way, nor for underground equipment vaults.

#### **5. Old Business:**

##### **A. Continued Discussion about Interim Design Standards for the S. 154<sup>th</sup> Street Light Rail Station Area**

The Commissioners were provided with updated Draft Interim Design Standards. Mike Scarey stated the document contains two alternatives for drive through facilities as a result of discussions at the last meeting.

### **ALTERNATIVE ONE**

#### Section 15.38.150 Retail/Commercial Uses

- Food Store, Restaurant, Retail Food Shop, Drug Store, Liquor Store, Florist Shop, Other Retail Uses reflect that drive-through facilities are prohibited.

#### Section 15.38.180 Drive-through Facilities

- Prohibit drive through facilities entirely.

### **ALTERNATIVE TWO**

#### Section 15.38.150 Retail/Commercial Uses

- Restaurant drive-through facilities allowed subject to conditions. See SMC 15.38.180(B)
- Espresso Stand Walk-up only

#### Section 15.38.180 Drive-through Facilities

- Drive through facilities would be allowed subject to the following conditions:
  1. A drive-through facility shall be part of a restaurant as defined in SMC 15.10.550, and with a minimum building size of 1,400 square feet;
  2. The drive-through window shall not be located between the building and the street;
  3. The drive-through window shall be located such that vehicular traffic using the drive-through does not interfere with pedestrian circulation; and
  4. The building shall meet all other applicable design standards.

Discussion was held about whether or not other drive-through facilities should be allowed, particularly banks.

Mr. Scarey explained that the intent is to create a pedestrian friendly district. The issue of allowing other types of businesses to have drive-through facilities will be discussed further.

The Planning Commission will be asked to make a recommendation to the City Council at their May 22 meeting; action by the City Council is scheduled for May 23.

## **B. Continued Discussion about the Station Area Planning's Draft Preferred Alternatives and Implementation Strategies**

The final draft will be presented at a public meeting scheduled for June 5 in the Council Chambers.

## **C. Status Update on 2006 "Preliminary Docket" of Proposed Comprehensive Plan Amendments**

Mike Scarey advised that the City did not receive any Comprehensive Plan Amendment proposals from the public, other than those submitted by the Port, by the April 28 deadline. He reviewed map amendment proposals submitted by the Port and the City as follows:

**Land Use Plan Map Amendment #4** – Change Comprehensive Plan designation on Land Use Plan Map for properties just north of S. 160<sup>th</sup> Street, at 15653-15845 International Boulevard.

The Port has acquired some of the properties they need, and some are in the process of being acquired, including a portion of Washington State Department of Transportation State Route 518 right-of-way. The Port and City are also involved in negotiations to vacate a portion of South 158<sup>th</sup> Street.

The Commission asked for, and will be provided with a site plan.

**Land Use Plan Map Amendment #5** – Change Comprehensive Plan designation on Land Use Plan Map for property at 18624-19000 Des Moines Drive.

The Port is proposing to change the Potential Zone of eleven properties fronting South 188<sup>th</sup> Street from Industrial to Aviation Operations (AVO). The Comprehensive Plan designation will not change.

In addition, the Port is proposing to change the Comprehensive Plan designation on one property south of the ones referenced above from Industrial to Airport, and change the zoning designation from Industrial to Aviation Operations (AVO).

Staff will be reviewing the details of this proposal carefully, including a comparison to a similar proposal submitted by the Port last year. The Commission asked for and will be provided with FAA Standards, and a list of what uses are allowed in the Aviation Operations (AVO) and Aviation Commercial (AVC) zones.

Staff-generated map amendment proposals were then reviewed as follows:

**Land Use Plan Map Amendment #6** – Change Comprehensive Plan designation on Land Use Plan Map for three parcels located at 3712 S. 188 St.

Two years ago, the Comprehensive Plan Designation on these parcels was changed from Office/Commercial/Mixed Use to Low Density Residential. A rezone application was never submitted by the property owners, and the properties were subsequently sold to a developer who has proposed a project consistent with the existing Office/Commercial/Mixed Use Zoning designation. It is appropriate to change the Comprehensive Plan designation back to Office/Commercial/Mixed Use for consistency.

**Land Use Plan Map Amendment #7** – Assess the need for changing Comprehensive Plan designation for properties in the "ABC District".

Steve Butler stated this amendment proposal is a placeholder to ensure this issue is thoroughly reviewed and discussed both at the staff level, and with those who were involved in originally creating the ABC District. Allowable land uses have not been revisited in many years; therefore, discussions about whether or not changes to the Comprehensive Plan Land Use designations for part or all of the district are appropriate. If it becomes apparent the issue is very complicated, it may be moved from the Preliminary Docket to possibly a separate subarea planning process.

The Commissioners will be provided with aerial/plat maps, as well as a summary of the district and its uses for the next meeting.

Discussion was held about property owners in the district who were assessed millions of dollars for infrastructure, etc. to allow for future high density development, and potential impacts to property values and loan commitments; sufficient time being allowed to address the issue thoroughly; ensuring that, if anything, decisions be made to increase property values.

#### **D. Discussion about a Potential Joint City Council/Planning Commission Meeting**

Steve Butler advised that a joint meeting was tentatively scheduled for May 23 from 5:00 to 5:45 p.m. The Commission's 2005 Accomplishments and 2006 Goals will be presented to the City Council. Commissioners were asked to submit potential agenda items to the Chair, who will work with Mr. Butler to develop a final agenda.

### **6. Detailed Commission Liaison's Report:**

Commissioner Lucas reported that review of the two projects generated some questions about the City funds the applicants were requesting, and the return on the City's investment. There are also numerous issues surrounding streets, including the new streets, and those that are grandfathered. Whether or not development should be required all the way around a given site also needs to be addressed.

### **7. Planning Director's Report:**

Steve Butler advised there is a LUP meeting scheduled for Thursday, May 11.

The May 23 City Council agenda includes a presentation by Norman Abbott of the Puget Sound Regional Council regarding a major effort called "Vision 20/20 Plus 20" for Snohomish, King, Pierce, and Kitsap Counties. Staff will be recommending that the side by side short plat issue be withdrawn from the agenda and postponed to a future meeting.

**8. Planning Commission Comments (including suggestions for next meeting's agenda)**

In answer to concerns raised by Commissioner Dixon about the Airport Plaza site, Steve Butler stated he would look into the issues of possible illegal parking, roadway conditions, and treatment for blowing dirt. The Development Agreement between the City and L&R Investments will be renegotiated following resolution of their issues with Sound Transit.

**9. Adjournment:**

The meeting was adjourned at 8:00 p.m.

**PLANNING COMMISSION**  
**Minutes of May 22, 2006, Meeting**

**Members Present:** Linda Snider, Tom Dantzler, Rick Lucas, Joseph Dixon, Richard Jordan

**Staff Present:** Steve Butler, Planning Director; Jack Dodge, Principal Planner; Mike Scarey, Senior Planner; Todd Cutts, Economic Development Manager

**1. Call to Order:**

The meeting was called to order at 5:30 p.m.

**2. Approve Minutes of May 8, 2006, Meeting:**

Commissioner Dixon raised the following concerns:

On page one, under Public Hearing, Jack Dodge stated that, "The proposed amendment would not apply to individual short plats of four lots or less."

On page two, under Short Plat – 4 lots or less, there is a requirement for an access easement.

Jack Dodge explained that the requirement for an access easement for individual short plats of four lots or less is a vehicular access. On side-by-side short plats anywhere within the City, the proposed code would combine the 20' wide vehicular access easements of each lot into one 40' wide access easement should the configuration and topography of the lots allow for it. He further explained that side-by-side short plats of five to eight lots with water frontage on Angle Lake would have a narrower vehicular access width, and include the requirement of lake access for the residents of the short plats.

Commissioner Dixon suggested that on page two, under Short Plat – 4 lots or less, the requirement for an access easement be revised to state "vehicular access only" for clarification.

A motion was made and seconded to approve the minutes of the May 8, 2006 meeting as presented except for 3A to where it says "Angle Lake is regarded.....". The motion carried by majority vote.

**3. Public Hearing:**

**A. Continuation of May 8, 2006 Public Hearing on a Specific Proposed Amendment to the Subdivision Code Regarding Side-by-Side Short Plats with Frontage on Angle Lake**

Jack Dodge advised that the proposed amendment relates only to side by side short plats with water frontage on angle lake, and states, "Side-by-side short plats with five to eight lots with water frontage on Angle Lake shall set aside 10% of their gross lot area as private access to the water for the residents of the side-by-side short plats." The code change does not apply to existing subdivisions and short plats, side-by-side short plats where existing homes front on Angle Lake, or individual short plats (four lots or less).

This amendment was developed to avoid a loophole in the present regulations that would allow what amounts to an eight lot subdivision under short plat requirements (side-by-side short plat). Subdivisions are subject to substantially more requirements including a public roadway and open space (10% of the gross lot area), short plats must only provide a vehicular access easement and no open space. State law cites, in part, "New multiunit residential development including the subdivision of land for more than four parcels should provide community and or public access in conformance with the local government's public access planning in this chapter." Further, the City's Shoreline Policies within the Comprehensive Plan encourage access to the water.

Commissioners Lucas and Dixon expressed concern about policing the waterfront area to ensure use only by residents of the side-by-side short plats.

The Chair opened the public hearing at 6:02 p.m.

Barry Ladenburg, 19317 46<sup>th</sup> Avenue South – Mr. Ladenburg believes the loophole the proposed amendment would close is a perceived loophole, rather than an actual loophole because there are actually none of these on the lake that he knows of. Some residences off the waterfront and some rentals are allowed access to the water by property owners and some are not. He believes the City is already in compliance with State law through Angle Lake Park which is public, and a community lot that provides access to property owners in the vicinity of the lake. Mr. Ladenburg expressed concern because he felt the first notice document he received stated there would be public access; however, the presentation tonight indicated access was just for the residents. He further expressed concern about the possibility of homes being built and rented out, renters having access to the water, and residents attempting to enforce the resident-only access to the water, and provide security. The police can be called, but they may not consider trespassing a high priority. The 40' wide easement, liability, and maintenance issues are also of concern. Mr. Ladenburg indicated he would be at the City Council meeting on May 23, and hopes the Planning Commission recommends this proposed amendment not be approved by the City Council.

Susan Knox-Versteegen, 19001 46<sup>th</sup> Avenue South – Ms. Knox-Versteegen is very opposed to this proposal, believes it only benefits developers, and that it does nothing to enhance the property value or the wonderful living conditions enjoyed by the Angle Lake community. Residents have long enjoyed a peaceful existence, and protected the environment. These long term residents helped build SeaTac and would be asked to police their own properties and build fences where they now have a neighborly community. There is no benefit to this community and it seems irresponsible to make a decision that would have an irreversible impact on the community. There are 17 lots around the lake, the impact would be tremendous.

Harbov Stevens, 4429 South 188<sup>th</sup> Street – Mr. Stevens supports his neighbors views and believes it is difficult to police after people who don't care what they throw away. He regularly has people drive up his private road, ignoring the no trespassing signs. On one occasion the police were called, but no report was made. Mr. Stevens is also concerned about liability issues. He and his sister oppose this proposal.

Jim Louvier, 4502 South 193<sup>rd</sup> Street – Mr. Louvier believes one person brought this about to benefit financially. He is concerned about liability, the policing issue, cleaning up litter, and more access creating problems. Mr. Louvier is opposed to the proposal.

Al Borer, 4514 South 193<sup>rd</sup> Place – Mr. Borer has two 40' wide properties and is contemplating short platting into three or four lots but doesn't envision a 40' easement down the center. Mr. Borer is opposed to the proposal.

Bill Barnard, 19033 46<sup>th</sup> Avenue South – Mr. Barnard pointed out that Angle Lake was subdivided years ago and it was a real "chop job" then, and to further chop it up is not sensible. He is concerned that "access" is not adequately defined, and the proposal is nebulous. He is opposed to the proposal.

Dorothy Greeno – 19041 46<sup>th</sup> Avenue South – She believes if her neighbor subdivides his property, she would have a beachfront access next door to her. She doesn't believe property owners can police that only authorized persons are utilizing the access. She is opposed to the proposal.

Linda Tuttle, 4505 South 192<sup>nd</sup> Street – Ms. Tuttle agrees with her neighbors, doesn't believe they should be expected to open their property to the public, and expressed concern that there's no way to regulate that only authorized residents access the water. She cited that motel residents regularly come down their private driveway wanting to use the beach, and is concerned that high school students would soon be using the area with no curfew, and homeowners telling them to leave could face retaliation. Ms. Tuttle is also concerned about huge homes being built where large extended families may reside, thereby increasing the number of people at the water potentially disturbing the peace.

Larry Pistol, 4505 South 192<sup>nd</sup> Street – Mr. Pistol is concerned and believes his neighbors around the lake are very concerned for their privacy and quiet. He opposes the proposal.

Hearing no further requests to speak, the Chair closed the Public hearing at 6:26 p.m.

A motion was made, seconded, and unanimously passed to recommend that the City Council not adopt this proposal.

#### **4. New Business:**

##### **A. Discussion about Approach to Development of the Hughes Property**

Todd Cutts advised the Commission about the process to explore the future of the Hughes Property to gain their input as requested by the Land Use & Parks Committee. The City purchased the 4 acres in 1997 for \$2.79 million. The property includes approximately 350' of Angle Lake waterfront; the zoning is Urban High Density Residential in the Urban Center (UH-UCR). The property was appraised in 2000 at \$2.88 million. In recent years, an offer was received to purchase the property for \$2.95 million, and the City issued a Request for Proposals (RFP) with two responses received. The City Council elected to take no action on the sale or the proposals. In January, 2006 the Hughes Property was one of 17 parcels included in a Request for Mixed Use Proposals, but no inquiries were received for the Hughes Property.

An improved local economy and rising property values makes this a good time for the City Council to consider options for the future of this parcel. Three alternatives are currently being considered: (1) Offer the property for sale to the highest bidder; (2) Advertise an RFP and select the best development proposal; or (3) A multi-step process reaching out to better define goals and gain acceptance from the community through a visioning process with the City Council and Angle Lake community to explore alternatives, developing a range of options acceptable to the community, development of a list of public amenities desired and a range of public investment. The other alternative is to leave the land in open space.

Discussion was held about ensuring that the City has the support of residents of Angle Lake who will be most impacted; last year's Comprehensive Plan Amendment proposal to designate the Hughes Property as Park, and adding that as an alternative; and a review of economic impacts to ensure the highest and best use for the property.

The Planning Commission agreed that a multi-step process would be most appropriate.

#### **5. Old Business:**

### **A. Continued Discussion about Interim Design Standards for the S. 154<sup>th</sup> Street Light Rail Station Area**

Mike Scarey reported that staff would be recommending that public/private parking (commercial park and fly) not be an allowed use in the station area, and outlined where references had been stricken. A new section was added illustrating the organization of the roadway in the area of South 154<sup>th</sup> Street, west of 32<sup>nd</sup> Avenue that includes 12' travel lanes, a 5' bike lane, and sidewalks. The City Council will conduct a public hearing on May 23, staff will be recommending the hearing be continued to June 13. The Planning Commission will be asked for a recommendation at their next meeting.

Discussion was held about including the area between South 154<sup>th</sup> Street and South 152<sup>nd</sup> Street, west to Port property, within the station area so the same standards would apply. Steve Butler advised that this may be possible from an interim standards perspective, but may not be possible from a station area planning perspective.

### **B. Continued Discussion about the Station Area Planning's Draft Preferred Alternatives and Implementation Strategies**

Mike Scarey advised that the June 5 public meeting has been rescheduled to Thursday, June 22. Therefore, a Planning Commission meeting will be held on June 5, and the June 19 meeting will be cancelled and the Commissioners invited to attend the public meeting instead.

### **C. Planning Commission Recommendation to the City Council on the Proposed Subdivision Code Amendment**

The Commission made their recommendation at the end of the Public Hearing as noted under Section 3 above. Their recommendation was unanimous to recommend that the Subdivision Code not be amended as proposed.

### **D. Status Update on 2006 "Preliminary Docket" of Proposed Comprehensive Plan Amendments**

Mike Scarey advised that he had contacted the Port regarding their proposed land use designation change in Map Amendment #5. As the intended use is for designated airfield safety areas, clear zones, and runway protection zones which is an allowed use in the Aviation Commercial Zone, the proposal has been amended to include only one property that was not approved last year because the Port did not own it.

Discussion was held about surface parking being an allowed use, and whether or not it was appropriate at the entrance to the City; the fact that the Planning Commission works with other adjacent jurisdictions on land use issues, but is not involved in the City's land use negotiations with the Port; clarifications regarding properties identified

on 2006 Map Amendment #5 with those identified on 2005 Map Amendment #9; the Aviation Business Center (ABC) being a land use designation within the City, and Aviation Commercial (AVC) and Aviation Operations (AVO) being land use designations on Port-owned properties; and allowed uses within the AVC and AVO zones and potential impacts to the City and adjacent property owners.

Mr. Scarey then addressed Map Amendment #7 to assess the need to change the Comprehensive Plan Designation for properties in the ABC district. He presented an aerial photograph showing the area of the City designated for ABC zoning. However, numerous properties are still zoned Urban Low Density, Mobile Home Park, and Community Business. A summary of the purpose of the ABC zone as defined in the Zoning Code is as follows:

- Promote a major commercial center;
- Promote high concentrations of customers, visitors, and employees;
- Promote quality development where people can work, shop, and access child care;
- Create a market compatible with airport oriented businesses.

Discussion was held about the few remaining Port-owned properties in the ABC zone; potential financial impacts to property owners along 28<sup>th</sup>/24<sup>th</sup> Avenue, particularly in light of the millions of dollars assessed to install infrastructure to allow for high density; allowed uses in the AVO and AVC zones and how allowed uses could impact City business owners; the Planning Commission having input into possible changes to land use designations; review of the City's Use Charts to compare uses allowed in the ABC zone with those allowed in other high density land uses such as Community Business (CB); and comparing uses allowed in the City's ABC and CB zones with the Port's allowable uses in the AVC and AVO zones.

Commissioner Dantzler presented a Washington State Department of Transportation map with an overlay showing the South 200<sup>th</sup> Street Light Rail Station, and the State Route 509 connection to 28<sup>th</sup>/24<sup>th</sup> Avenue. He suggested the City update its maps so as much information as possible is available when the issue is being reviewed and decisions made.

An additional map amendment had been added to the Preliminary Docket: Map Amendment #11 to amend Map A4.4 and Map 3.1, Existing and Proposed Roadway System, with current information.

#### **E. Final Preparation for the 5/23/06 Joint City Council/Planning Commission Meeting**

Steve Butler advised that the Planning Commission 2005 Accomplishments and 2006 Goals could be used as a discussion point at the joint meeting, including the role of the Planning Commission in reviewing land use issues associated with development agreements and negotiations with the Port.

**6. Detailed Commission Liaison's Report:**

Commissioner Lucas provided an update on the task force review of two projects, and asked that the Commission be provided with an update relative to the station area planning concept and the grids around the subject properties.

There are numerous issues related to both projects that remain unresolved including justification of City investment. A successful project would not only draw other developers to the City, but the City Council may be inclined to offer incentive monies for additional projects.

**7. Planning Director's Report:**

A Transportation & Public Works Committee meeting is scheduled for May 23, with various station area planning issues on the agenda. The May 23 City Council meeting agenda includes a public hearing on the South 154<sup>th</sup> Street Station Area Interim Standards, and Proposed Amendments to the Subdivision Code.

**8. Planning Commission Comments (including suggestions for next meeting's agenda)**

In answer to a question, Steve Butler advised that documents relating to the Development Review Committee meetings between staff and applicants are available for public review.

**9. Adjournment:**

The meeting was adjourned at 8:30 p.m.

**PLANNING COMMISSION**  
**Minutes of June 5, 2006, Meeting**

**Members Present:** Linda Snider, Tom Dantzler, Rick Lucas, Joseph Dixon, Richard Jordan

**Staff Present:** Steve Butler, Planning Director; Mike Scarey, Senior Planner; Tina Rogers, Assistant City Manager

**1. Call to Order:**

The meeting was called to order at 5:30 p.m.

**2. Approve Minutes of May 8, 2006 and May 22, 2006 Meetings:**

A motion was made, seconded, and unanimously passed to approve the minutes of the May 8, 2006 meeting as presented. A motion was made, seconded, and unanimously passed to approve the minutes of the May 22, 2006 meeting as presented.

**3. New Business:**

**A. Status Report on the Airport's Rental Car Facility Project by Tina Rogers, Assistant City Manager**

Tina Rogers reported that the rental car facility is scheduled to open in 2011. The six acre site will include a five story, 95' tall facility at South 160<sup>th</sup> Street and International Boulevard. Airport shuttle vans would enter from South 160<sup>th</sup> Street into a lobby containing rental car counters. Returning rental cars would enter from International Boulevard. The structure will contain significant fleet parking on each of the five floors, and facilities to clean and gas up the cars.

City and Port staff meet on a monthly basis to discuss numerous issues, including potential road improvements, and where to locate service roads to ensure adequate room for sidewalks and landscaping. In accordance with the 2005 Interlocal Agreement, the Port will be issuing the building permit for this facility; however, substantive and ongoing coordination between the Port and City staff on every aspect of the project is ongoing.

Discussion was held about traffic and buses from the airport accessing the facility, and how that may impact pedestrian-oriented streetscapes; cost estimates and Port fees implemented to offset the cost of the facility; Port property acquisition; topography issues relative to siting the structure; potential traffic impacts created by rental cars traveling back and forth from southern SeaTac, and moving rental car companies closer to this facility; rental car facilities possibly moving into Tukwila; what facilities will be accommodated at this site and potential offsite facilities that may be necessary

e.g., additional fleet parking and major maintenance; economic development/revenue implications/highest and best use of properties in proximity to the rental car facility; and the potential need for additional infrastructure and the Port's role in mitigation. The Commission requested a briefing on the potential impacts of rental cars traveling from south SeaTac to the facility, and about car rental facilities potentially being relocated north of South 154<sup>th</sup> Street.

It was agreed that Port staff would brief the Commission on the project. The briefing will include aesthetics, building façade, traffic analysis, and any mitigation required as part of the SEPA determination.

The Commission asked that they be provided with a copy of the SEPA determination regarding this facility.

### **B. Discussion about Issues Covered at 5/23/06 Joint City Council/Planning Commission Meeting**

Steve Butler suggested the Commission review their goals and make adjustments based on feedback from the City Council, particularly Council direction regarding Commission involvement in the development agreement process.

Commissioners Snider, Dantzler, and Lucas expressed appreciation that Steve Butler and his staff ask for and interpret Commission input, direct productive Commission discussions, and provide all requested information and documents.

Commissioner Dixon stated that his impression of City Council direction was that the Commission should get direction from the Land Use & Parks Committee. He further expressed concern that longer or additional joint meetings would be helpful to fully address various issues of concern.

Commissioner Jordan believes the number of committees makes the process too cumbersome and time consuming for developers, particularly for small projects.

Commissioner Lucas agreed that longer or additional joint meetings would be helpful, and that any and all issues of concern were appropriate for discussion. He is enthusiastic about the new emphasis on business development within the City.

Commissioner Snider believes there is a good working relationship between the Commission and Council. As Chair of the Commission, she intends to verbally communicate Commission recommendations at City Council meetings.

Steve Butler suggested that it may be helpful to develop a more specific agenda for the next joint meeting to ensure sufficient time for discussion.

#### **4. Old Business:**

### **A. Continued Discussion about Interim Design Standards for the S. 154<sup>th</sup> Street Light Rail Station Area**

Steve Butler advised that City Council action to adopt Interim Standards is expected at the June 27 meeting.

In answer to a question about enlarging the station area to include certain residential properties east of the L-Shaped property, Steve Butler explained that the station area boundaries were set months ago; it is no longer feasible to expand the station area. However, the City will carefully review land uses in that area to minimize negative impacts.

Mike Scarey stated that the City Council had directed staff to interface with property owners regarding a compromise on park n' fly lots within the station area (staff recommendation is they be prohibited). Scheduling conflicts have precluded those discussions, but staff will attempt to schedule a meeting within the next few weeks.

A motion was made, seconded, and unanimously passed to recommend that the City Council adopt the Interim Development Standards for the South 154<sup>th</sup> Street Station Area, Alternative Two.

### **B. Continued Discussion about the Station Area Planning's Draft Preferred Alternatives and Implementation Strategies**

Mike Scarey reviewed the draft preferred alternative for the South 176<sup>th</sup> Street Station Area, showing existing and new streets, as well as existing buildings and possible redevelopment scenarios for the next twenty years.

The new north-south street, "30<sup>th</sup> Avenue South", would be a two lane public street with curbside parking, 12' sidewalks, and landscaping. In developing the new street, two hotels would lose some parking; however, both hotel managers are supportive of the concept, and the City will replace the lost parking. The plan also includes three new east-west streets connecting International Boulevard with "30<sup>th</sup> Avenue South". They are strategically located to provide the highest level of pedestrian and vehicular circulation, particularly to the light rail station and airport terminal. A public plaza is envisioned in the area of South 172<sup>nd</sup> Street adjacent to retail and higher density residential.

Discussion was held about potential impacts if large property blocks are broken into smaller parcels; relocating new streets to minimize impacts to property owners; a vacation request and resulting implications to the layout of the new streets; the City being sensitive to property owners when taking private property and developing new streets e.g., 12' foot sidewalks and landscaping; and the City funding a private parking structure where citizens have to pay to park, essentially paying twice.

Mike Scarey explained that the City, working with an economic development specialist, is trying to balance consideration for private property owners with the need for adequate circulation to accommodate redevelopment, citizens, visitors, and light rail passengers.

Steve Butler advised that the City is required to make a property owner "whole" if private property is taken, whether through payment or construction of a parking structure. He also stated that the City believes breaking up big block properties may actually increase property value.

### **C. Continued Discussion about the 2006 "Preliminary Docket" of Proposed Comprehensive Plan Amendments**

Mike Scarey reviewed information the Commission requested concerning the staff-generated Map Amendment #7 to assess the need for changing Comprehensive Plan designation for properties in the City's Aviation Business Center (ABC) District because development in that area has been lagging over the last ten to fifteen years.

Use charts for the ABC and Community Business (CB) zones were presented for comparison (in most cases, the differences are minimal). Mr. Scarey also provided a summary of land uses allowed in the Port's Aviation Operations (AVO) and Aviation Commercial (AVC) zones, which are governed by the Interlocal Agreement and apply to Port-owned properties only.

Discussion was held about potential impacts to City business owners if the Port allowed potentially competing uses along the 28<sup>th</sup>/24<sup>th</sup> Avenue corridor, and concurrency concerns relative to road capacity, particularly since the corridor is serving as the interim south access into the airport; details of the Comprehensive Plan Amendment, including if properties would be reviewed individually or as a block, and if the zoning designation would be changed simultaneously; pulling the issue from the Comprehensive Plan Amendment process to allow for a separate and more thorough review; and interfacing with affected property owners to insure their input.

Commissioner Dantzler gave an overview of the history of the ABC zone and stated that it was a joint effort between the City, the Port, King County, and a design consultant. Many years were spent studying the State Route 509 connector, a light rail station at South 200<sup>th</sup> Street, and a vision for a southern gateway into the City. The philosophy of ABC corridor was to create large tracts of land for large developments. Infrastructure was installed to allow for six to eight million square feet of development, half of which has now been purchased by the Port. Development has stalled as a result of the lack of funding for the State Route 509 connector, and light rail not being constructed to South 200<sup>th</sup> Street. The Port's vision of a high speed south access into the airport off State Route 509 has not materialized. The end result is the use of 28<sup>th</sup>/24<sup>th</sup> Avenue as an interim south access which translates into approximately one million cars per month.

Commissioner Dantzler is concerned that a change to the Community Business land use designation could break up the large tracts. This would negatively impact private property owners along the corridor who were taxed \$5 per square foot to support the 28<sup>th</sup>/24<sup>th</sup> LID (the Port was assessed at \$.50 because at the time, their properties were slated for warehouse distribution).

Steve Butler indicated it may be appropriate to strengthen the distinction between the ABC and CB zones and equivalent Comprehensive Plan Land use designations.

Commissioner Lucas suggested adjacent Port property land uses be considered when the City considers potential changes to the ABC zone.

**5. Detailed Commission Liaison's Report:**

None

**6. Planning Director's Report:**

Steve Butler advised that the July 10 meeting would include a recommendation to the City Council regarding the Preliminary Docket of the Proposed 2006 Comprehensive Plan Amendments.

The Commissioners agreed to a long meeting on July 10, followed by a summer recess through the end of August.

**7. Planning Commission Comments (including suggestions for next meeting's agenda)**

Commissioner Jordan submitted his resignation, and requested he be replaced as soon as possible.

**8. Adjournment:**

The meeting was adjourned at 9:00 p.m.

**PLANNING COMMISSION**  
**Minutes of July 10, 2006, Meeting**

**Members Present:** Linda Snider, Tom Dantzler, Rick Lucas, Joseph Dixon, Richard Jordan

**Staff Present:** Mike Scarey, Senior Planner; Tom Gut, City Engineer; Todd Cutts, Economic Development Manager

**1. Call to Order:**

The meeting was called to order at 5:30 pm.

**2. Approve Minutes of June 5, 2006, Meeting:**

The following corrections will be made:

- Page 1, Item 3A, "Status Report on the Airport's Rental Car Facility Project by Tina Rogers, Assistant City Manager". The following language will be added at the end of paragraph three, "The Commission requested a briefing on the potential impacts of rental cars traveling from south SeaTac to the facility, and about car rental facilities potentially being relocated north of South 154<sup>th</sup> Street."
- Page 3, Item 4A, "Continued Discussion about Interim Design Standards for the S. 154<sup>th</sup> Street Light Rail Station Area". Paragraph two will be revised to state, "In answer to a question about enlarging the station area to include certain residential properties east of the L-Shaped property, Steve Butler explained that the station area boundaries were set months ago; it is no longer feasible to expand the station area. However, the City will carefully review land uses in that area to minimize negative impacts."

A motion was made, seconded, and unanimously passed to hold over approval of the June 5, 2006 meeting minutes to the next Planning Commission meeting.

**3. New Business:**

**A. Presentation on City's Proposed 2006-2016 Transportation Improvement Program (TIP) by Tom Gut, City Engineer**

Tom Gut provided an annual update of the City's Transportation Improvement Program (TIP) which identifies projects for a ten year period between 2007 and 2016. A public hearing and City Council action is scheduled for July 25.

Priorities include: (1) The light rail station areas; (2) Curb, gutter, and sidewalks in residential areas; (3) City/Port obligations, such as the west side trail, arterial

roadways supporting the L-shaped property, and south access as outlined in the ILA; and (4) WSDOT related projects, especially SR 509.

Two approaches to disbursing the \$400,000 allotment for the Annual Citywide Pedestrian Program include a community based approach whereby neighborhoods petition for improvements, or the City Council would legislate what neighborhoods would receive improvements. Some combination of the two will most likely be implemented. (The \$400,000 figure may be adjusted in the future, based on community response.)

The following TIP projects were discussed:

- MP-013 (Priority 27) South Access (Airport Drives to SR 509 Extension) – Construct new arterial or limited access roadway to connect the south end of the Airport to the new SR 509 extension. (Terms negotiated in the ILA)

Concern was expressed by the Commission about the City contributing \$18 million over two years to a Port project, particularly in light of Port projects being partially subsidized by parking tax revenue as negotiated in the ILA.

- MP-024B (Priority 7) Link Light Rail (S. 154<sup>th</sup> St. Station to Airport Station) – Construct separated rail tracks. New station with pedestrian overpass connection to east side of International Boulevard. New passenger Kiss 'n Ride and bus station on east side of International Boulevard.

Concern was raised by the Commission that the City would pay for a portion of undergrounding along International Boulevard. It was suggested that Sound Transit bear the entire cost of improvements and underground utilities. Mr. Gut explained that the portion that is City responsibility is beyond the Sound Transit frontage.

- ST-121 (Priority 10) International Blvd (S. 152<sup>nd</sup> St. to 15232 IB) – In conjunction with Sound Transit station area improvements, underground utilities.

Sound Transit will fund the undergrounding of utilities along their frontage on International Boulevard to a midpoint between South 152<sup>nd</sup> Street and South 154<sup>th</sup> Street, and a portion along South 154<sup>th</sup> Street to approximately the exit ramp from SR 518. They are also providing \$4 million for pedestrian improvements in the South 154<sup>th</sup> Station area. (The Commission suggested that the \$4 million figure be reflected on the TIP.)

Discussion was held about a condition in the original ILA that South Access be funded by the Port. Following 9-11, they were financially unable to meet this obligation; however, it now appears ample funds are available for expansion. It is unfortunate that this requirement was not included in the recently renegotiated ILA.

**B. Update on Vision 2020+20 Planning Process (with a focus on Proposed Growth Distribution Alternatives)**

This item was tabled until the next meeting.

**4. Old Business:**

**A. Continued Discussion about Interim Design Standards for the S. 154<sup>th</sup> Street Light Rail Station Area**

Mike Scarey stated that Interim Design Standards have been reformatted into ordinance form with the preferred alternative to allow drive through facilities with conditions e.g., it must be part of a restaurant with a minimum building size, the drive through window may not be located between the building and the street or located such that vehicular traffic impedes pedestrian circulation, and the building must meet other applicable design standards.

Commissioner Snider advised that, at the June 27<sup>th</sup> City Council meeting, she requested that the City Council refer the Standards back to the Commission for further review before lifting the moratorium or adopting the Standards because the Planning Commission had not had sufficient information before making their previous recommendation. Scott Switzer and Jerry Kingen were invited to make a presentation to the Commission regarding their SeaTac Center proposal at South 154<sup>th</sup> Street and International Boulevard.

A motion was made, seconded, and unanimously passed to rescind the Commission's recommendation of June 5, 2006, to recommend that the City Council adopt the Interim Development Standards for the South 154<sup>th</sup> Street Station Area, with Alternative Two.

Scott Switzer stated that they are currently negotiating with the City on a development agreement to allow development of the site to proceed. There were four major issues to be resolved that include: (1) Construction of a coffee store with a drive through (standards now allow this); (2) Construction of the transit station would block all entrances off South 154<sup>th</sup> Street (a left turn in only off SR 518 is now allowed); (3) Access onto South 152<sup>nd</sup> Street (will now be allowed); and (4) A proposed parking structure of 1200 stalls with its use determined by the developer (now allowed). Mr. Switzer indicated that economics would eventually allow the structure to be utilized for community parking rather than park n' fly. Further, 30' of property will be allocated for a local access between 32<sup>nd</sup> Avenue South and South 154<sup>th</sup> Street.

Mike Scarey provided the following clarifications:

- The City does not specifically regulate construction materials, but provides options to ensure the intent of the Standards is met.

- The conditions outlined in the Zoning Code Use Chart for allowing drive through facilities prohibit drive through facilities such as dry cleaners.
- Street widths in the station area must be a minimum of 64' wide e.g., two 12' travel lanes, 8' curbside parking on each side, and 12' sidewalks. Concern was raised that private property owners would be negatively impacted. Mr. Scarey indicated that further discussion on this matter would be appropriate.
- Business delivery would occur along the edge of existing or new streets. The 400' block size requirement is to break up large property blocks.
- Landscaping adjacent to the curb is typically maintained by the property owner. It was suggested this issue be discussed further.
- Developers have the option to either install required open space or pay into a fund whereby the City would construct a centrally located plaza or courtyard for the community.
- To create a pedestrian oriented district for the future, the City would require retail uses (or space for future retail use) on the ground floor of a parking structure; however, whether or not such a condition has been negotiated into Mr. Switzer's development agreement is unknown.

Scott Switzer stated that it wasn't economically viable to have retail on the first floor all the way around the proposed parking structure. He feels that retail and other pedestrian friendly amenities would be more appropriate adjacent to the proposed structure, with the structure converted to support future retail.

Commissioner Dantzler expressed concern that a 1200 stall parking structure used for park n' fly would not fit into the parameters of a pedestrian oriented station area, particularly in light of all the shuttles going back and forth to the airport. He is also concerned about retail tenants and/or customers paying to park in the structure, and doesn't believe the structure will easily convert to community use within the next five to ten years. He sees the same conflict in both station areas, and suggested that the Commission review the issue further before making a recommendation to the City Council.

Commissioner Lucas expressed concern about City Center requirements being applied to the station areas, and supports striking the public parking prohibition from the South 154<sup>th</sup> Street Station Area Standards. He suggested that the SeaTac Center project be grandfathered, and Station Area Standards apply to new applicants only. He is also concerned about cutting roads through private property, and that proposed uses in the vicinity of the Port's L-shaped property may not promote a pedestrian friendly atmosphere.

It was suggested there was a conflict between developing standards and then allowing departure from those standards through the development agreement process.

A motion was made to send the Commission's previous recommendation forward to the City Council. The motion was not seconded.

A motion was made and seconded to recommend that the City Council adopt the Interim Design Standards for the South 154<sup>th</sup> Street Station Area deleting language prohibiting public/private parking (Section 15.38.170).

The motion carried four to one, with Commissioner Dantzler voting against.

### **B. Continued Discussion about Economic Development Proposals by Todd Cutts, Economic Development Manager**

Todd Cutts reiterated that the City received two mixed-use development proposals in early 2006 through the RFP process; the McCracken proposal at South 170<sup>th</sup> Street & International Boulevard, and the Cassan/Huseby proposal at South 176<sup>th</sup> Street & International Boulevard.

The Cassan/Huseby proposal on 3.13 acres would include a 150 room, five floor Hyatt Place Hotel over an eight floor, 2,400 stall parking structure (the majority to be used for park n' fly), 10,000 square feet of retail, 6,300 square feet of restaurant space, approximately 70,000 square feet of public area (15,000 sf is the Sound Transit public plaza and will probably not be part of this development). Total project cost is \$76 million, the applicant is requesting a subsidy of approximately \$13 million.

The McCracken proposal is on 2.6 acres with a hotel, the operator still to be determined. The City would retain 1.15 acres as part of a 30,000 square foot City-owned conference center. Projected deficit is \$250,000 per year for the first three years. Retail space would be approximately 17,000 square feet, approximately 13,000 square feet of restaurant space (developer has offered to analyze the feasibility of condominiums to replace the top floor of hotel parking). A 1700 stall parking structure would be located east of the conference center (the City would own 250 stalls on the first floor). Public plazas would be located at the north and south ends of the development. Total project cost is \$66 million. The developer has requested a subsidy of \$19.05 million

The Taskforce determined that advantages of the Cassan/Huseby proposal include: (1) It replaces existing commercial surface parking on International Boulevard; (2) Hyatt is known as a quality hotel operator; (3) The development proposal potentially satisfies a link between the light rail station and a mixed use development; and (4) It incorporates both the Cassan and Huseby properties. Disadvantages include: (1) Use of Hotel/Motel funds is problematic because the development is not generating more demand for hotel rooms; (2) The proposed public space does not justify the funds

requested; and (3) The project is dominated by eight floors of parking with a five story hotel above.

Public policy issues include: (1) Does the makeup of the project justify subsidization with public funds? (2) Does it support or encourage light rail ridership? (3) Is there a market for more hotel rooms if the project is not generating additional demand for those rooms?

The Taskforce determined that advantages of the McCracken proposal include: (1) Replacing commercial surface parking on International Boulevard; (2) Permitted use of public funds for land under the conference center; (3) The design was generally well received; (4) Construction of the conference center is clearly spelled out; (5) The project is an allowed use of Hotel/Motel and general obligation bond funds; (6) The proposal guarantees hotel construction; (7) The City will own the land, the conference center, and parking free and clear once the debt is repaid on the bond; and (8) The project offers a reasonable mix of uses. Disadvantages include: (1) The conference center would lose money for the first three years; (2) The conference center would directly compete with other privately owned SeaTac conference facilities; (3) Potentially gives an adjacent hotel a competitive advantage due to a publicly subsidized conference center next door; (4) The number of hotel rooms planned may not accommodate the conference center demand; and (5) The gas station at South 170<sup>th</sup> Street and International Boulevard would have to be condemned.

Public policy issues include: (1) Is the City interested in being in the conference center business? (2) Is it appropriate to use Hotel/Motel funds for a conference center? (3) The applicant is requesting a \$19.05 million subsidy.

Taskforce recommendations are scheduled to go before the City Council on July 25. For the Cassan/Huseby proposal, the recommendation is that staff continue negotiations. Caveats include that the City would only fund construction of a road grid to support this project (approximately \$5.5 million). Further subsidy of the development should be limited to the cost of construction of public areas e.g., plaza areas, the kiss n' ride atrium, flex space, and bike storage. They recommended the City exercise its option to acquire 2/3 of an acre Sound Transit is condemning for the kiss n' ride from James Cassan. On the McCracken proposal, the recommendation is that a study be conducted to analyze the feasibility of a conference center.

### **C. Continued Discussion about the Station Area Planning's Draft Preferred Alternatives and Implementation Strategies (including an Update about the Feedback Received at the June 22, 2006 Public Meeting)**

The Commission requested that street names be identified on maps.

### **D. Recommendation to the City Council about the 2006 "Preliminary Docket" of Proposed Comprehensive Plan Amendments**

The "Preliminary Docket" was reviewed by the Commission as to which items should be moved forward to the "Final Docket" as follows:

- Land Use Plan Map Amendment #1 (This proposal is depicted separately for each of the two Station Areas on Map Amendment #1a and #1b) – Outline designated LRT Station Areas (S. 154<sup>th</sup> St. Station Area and SeaTac/Airport Station Area), and remove the generalized "HCT District" circles for these two station areas and rename the remaining "HCT District" circle "Future Station Area"
- Land Use Plan Map Amendment #2 – Adjust the Urban Center Boundary in S. 154<sup>th</sup> St. Station Area to reflect Station Area Plan.
- Land Use Plan Map Amendment #3 – Change Comprehensive Plan Designation on Land Use Plan Map for some parcels between S. 152<sup>nd</sup> St. & SR 518 and adjacent to 32<sup>nd</sup> Ave. S. for consistency with the S. 154<sup>th</sup> St. Station Area Plan.

Commissioner Dixon questioned the appropriateness of the City changing the Comprehensive Plan Land Use Designation from Residential Medium Density to Residential High Density. He believes such an amendment should be brought forward by the property owners not the City.

Mike Scarey explained that, at this time, only the Comprehensive Plan designation was being changed, not the zoning. The residential zoning designations would remain until a property owner applied for a rezone to Urban High Density in the Urban Center.

- Land Use Plan Map Amendment #4 – Change Comprehensive Plan Designation on Land Use Plan Map for seven properties located west of 32<sup>nd</sup> Ave. S. and north of S. 152<sup>nd</sup> St. for consistency with the S. 154<sup>th</sup> St. Station Area Plan.
- Land Use Plan Map Amendment #5 – Change Comprehensive Plan Designation on Land Use Plan Map for properties located along 30<sup>th</sup> Ave. S. and between S. 152<sup>nd</sup> St. and S. 154<sup>th</sup> St. for consistency with the S. 154<sup>th</sup> St. Station Area Plan.
- Land Use Plan Map Amendment #6 – Change Comprehensive Plan Designation on Land Use Plan Map for properties just north of S. 160<sup>th</sup> St. at 15653-15845 International Boulevard.

If the Port completes acquisition of the properties and the amendment is approved by the City Council, the Comprehensive Plan Land Use Designation on all the properties listed in this map amendment would be changed to Airport, with a proposed Zoning Designation of Aviation Commercial.

- Land Use Plan Map Amendment #7 – Change Comprehensive Plan Designation on Land Use Plan Map for property at 18934-19000 Des Moines Drive.
- Land Use Plan Map Amendment #8 – Change Comprehensive Plan Designation on Land Use Plan Map for three parcels located at 3712 S. 188<sup>th</sup> St.
- Land Use Plan Map Amendment #9 – Change Comprehensive Plan Designation on Land Use Plan Map for properties located 20717-21031 International Boulevard (IB), and one additional parcel to the south of 21031 IB in the "ABC District" (all parcels front on International Boulevard).

Mike Scarey advised that all the properties identified on the map south of South 208<sup>th</sup> Street (approximately 3.4 acres) are under single ownership. The properties identified on the map north of South 208<sup>th</sup> Street (approximately 4.6 acres) are currently zoned Community Business. The property owners would like to expand the retail uses; however, after meeting with staff, they were undecided as to whether or not to support the map amendment. They have agreed to provide the City with a decision by September. If the property owners choose not to support the amendment proposal, it is likely staff will withdraw it.

- Informational Map Amendment #10 – Amend Bike Routes and Pedestrian Trails Map (Map 9.5) to include planned facilities.
- Informational Map Amendment #11 – Amend Map 8.1, Wetland and Stream Classifications with current information.
- Informational Map Amendment #12 – Amend Map 1.4, Existing Land Use Map, with current information.
- Informational Map Amendment #13 – Amend Map A4.4 and Map 3.1, Existing and Proposed Roadway System, with current information.
- Land Use Element Text Amendment #1 – Amend text of Land Use Goals & Policies, Strategies, and/or Background Report to address issues that may emerge from the Station Area Planning process.
- Land Use Element Text Amendment #2 – Amend Policy 1.1E to remove reference to Map 1.6 (Phasing Map, which was removed with 2005 amendments).
- Land Use Element Text Amendment #3 – Amend Policy 1.1F to reference the ¼ mile and ½ mile walking distance from transit stations, and provide a map to show same.

- Transportation Element Text Amendment #4 – Amend text of Transportation Goals & Policies, Strategies, and/or Background Report to address issues that may emerge from the Station Area Planning process.
- Capital Facilities Element Text Amendment #5 – Annual update to Capital Facilities Plan.
- Capital Facilities Element Text Amendment #6 – Amend Fire Services LOS as necessary.

A motion was made, seconded, and unanimously passed to recommend that the City Council move all items from the "Preliminary Docket" forward to the "Final Docket".

**5. Detailed Commission Liaison's Report:**

None.

**6. Planning Director's Report:**

It was agreed that the next Planning Commission meeting would be held on September 11.

**7. Planning Commission Comments (including suggestions for next meeting's agenda)**

Commissioner Lucas asked that staff provide clarification regarding Mr. Butler's comments at the June 5 meeting about the taking of private property and making the property owner "whole", specifically in reference to the City funding private parking structures when private parking is lost. He also requested a clarification about the condemning and moving of streets.

**8. Adjournment:**

The meeting was adjourned at 9:15 p.m.

**PLANNING COMMISSION**  
**Minutes of September 11, 2006, Meeting**

**Members Present:** Linda Snider, Tom Dantzler, Rick Lucas, Joseph Dixon

**Staff Present:** Steve Butler, Planning Director

**1. Call to Order:**

The meeting was called to order at 5:30 pm

**2. Approve Minutes of June 5, 2006 and July 10, 2006, Meeting:**

A motion was made, seconded, and unanimously passed to recommend approval of the June 5, 2006 meeting as presented.

A motion was made, seconded, and unanimously passed to recommend approval of the July 10, 2006 minutes as presented.

**3. New Business:**

**A. Initial Review of 2006 Proposed "Final Docket" of Comprehensive Plan Amendments (with a focus on map amendments)**

Steve Butler focused the discussion on Map Amendment #10 which covers the area south of South 152<sup>nd</sup> Street, north of South 154<sup>th</sup> Street, and west of 30<sup>th</sup> Avenue South. Based on previous discussions with the Commission, staff prepared three alternatives as follows:

Alternative #1 – The current land use designation of Residential Medium Density would be changed to Townhouse for the northern portion of the subject area (crosshatched). The current zoning designation of UL7200/UM2400 would be changed to Townhouse

Alternative #2 – The current land use designation of Residential Medium Density would be changed to Commercial Low Density. The current zoning designation of UL7200/UM2400 would be changed to Neighborhood Business.

Alternative #3 - The current land use designation would remain unchanged (Residential Medium Density). The current zoning designation of UL7200/UM2400 would be revised to UM2400.

Discussion was held about "tiering" or "transitioning" density, with the most intensity on International Boulevard tiering back toward low density residential to lessen impacts; potential implications splitting residential and commercial areas; and

residential land use designations versus commercial land use designations along South 154<sup>th</sup> Street.

Mr. Butler advised that the City was attempting to balance the high density concept in this area with the forecasted demand for commercial development.

Commissioner Snider suggested a version of Alternative #1, whereby the southern portion of the subject area would be designated as higher density residential, which may result in high quality construction.

Commissioner Lucas expressed concern about residential designations adjacent to Port property, SR 518, and South 154<sup>th</sup> Street (being a main thoroughfare), and doesn't believe the area could support quality housing.

Commissioner Dantzler pointed out that one concept of the station area was to create high density residential within walking distance of the station. He did agree that residential adjacent to Port property, SR 518, and South 154<sup>th</sup> Street was a concern; however, drawing business to that area could also be problematic.

In answer to a question, Steve Butler stated that, currently, Port plans for the L-Shaped parcel include a secured area with one or two warehouse distribution centers linking to a secured bridge over SR 518 to allow tugs to move materials directly onto the airfield.

Discussion was held about the station at South 154<sup>th</sup> Street being considered the south terminus and potential impacts to the surrounding area; the possibility of corporate offices being sited in the subject area, rather than commercial retail; and siting business oriented commercial in the western portion of the subject area, with high density residential to the east.

The City will require the Port to install substantial buffering and landscaping on the L-Shaped parcel to mitigate both visual and noise impacts.

Commissioner Lucas suggested that the tiering being implemented adjacent to a structured parking project currently underway at South 170<sup>th</sup> Street and International Boulevard be mirrored in the subject area.

Discussion was held about creating a new zoning category specifically focused on air cargo related office use; and accommodating population growth mandated by the Growth Management Act.

Based on tonight's discussion, staff will develop additional alternatives for the next meeting.

## **B. Quick Update about a Potential Site Visit to Mixed Use Projects in King County**

On Saturday, September 23, staff is inviting the City Council, the Planning Commission, and other interested parties to participate in visiting various high quality station area projects in the area.

#### **4. Old Business:**

##### **A. Continued Discussion about the Draft Station Area Plans and Implementation Strategies**

The Commission will be reviewing this issue at their next meeting. The goal is to ensure good, solid light rail station area plans for each of the two station areas. Discussion about implementation strategies will likely continue into the first quarter of next year.

##### **B. Update on Vision 2020+20 Planning Process (with a focus on Proposed Growth Distribution Alternatives)**

Steve Butler briefly addressed this issue and presented the following alternatives identified by the Puget Sound Regional Council:

Alternative #1 – Growth would be distributed as currently outlined.

Alternative #2 – Growth would be distributed primarily to the metropolitan cities of Seattle, Bellevue, Everett, Tacoma, and Bremerton.

Alternative #3 – Growth would be distributed primarily to the larger suburban cities such as Kent, Auburn, and SeaTac.

Alternative #4 – Growth would be distributed primarily to the smaller cities such as Enumclaw and Black Diamond.

Charts are included that review the impacts of the various alternatives to SeaTac and other cities, particularly population and employment changes. Staff supports a hybrid combination of Alternatives #2 and #3, whereby impacts to SeaTac are minimized.

A Special City Council meeting is scheduled for Tuesday, September 26 at 5:00 pm to present this issue and determine whether or not the Council wishes to identify a preferred alternative.

The Commission was asked to review the materials, with discussion to be continued at the next meeting. If several cities agree on an alternative, it may influence Puget Sound Regional Council's final decision.

#### **5. Detailed Commission Liaison's Report:**

None.

**6. Planning Director's Report:**

The next Land Use & Parks Committee meeting is scheduled for Thursday, September 14 at 4:30 pm.

Discussion was held about a joint meeting being scheduled between the SeaTac LUP Committee and Tukwila's counterpart committee. It was suggested that the Planning Commissions of both jurisdictions also be invited.

**7. Planning Commission Comments (including suggestions for next meeting's agenda)**

In answer to a question, Steve Butler explained that LUP agenda item number ten was a proposed amendment to a development agreement aimed at revising the number of compact parking stalls to be allowed within a parking structure currently under construction.

This issue will be reviewed by the Commission at their next meeting.

**8. Adjournment:**

The meeting was adjourned at 7:10 pm.

**PLANNING COMMISSION**  
**Minutes of September 25, 2006, Meeting**

**Members Present:** Linda Snider, Tom Dantzler, Rick Lucas, Joseph Dixon, Richard Jordan

**Staff Present:** Jack Dodge, Principal Planner; Mike Scarey, Senior Planner; Todd Cutts, Economic Development Manager

**1. Call to Order:**

The meeting was called to order at 5:30 pm.

**2. Approve Minutes of September 11, 2006, Meeting:**

A motion was made, seconded, and unanimously passed to recommend approval of the September 11, 2006 minutes as presented.

**3. New Business:**

**A. Update on Mixed Use Development Projects by Todd Cutts, Economic Development Manager**

Todd Cutts updated the Commission on the two mixed use development projects as follows:

**Cassan/Huseby Development Proposal**

Two formal negotiating sessions have been held between the development team and the City. Ground rules were established that include how information will be communicated to the public, and a process through which a member of the development team may speak to the city manager and councilmembers.

Negotiations have currently been suspended, pending revision of the development proposal based in input from the City Council, Evaluation Task Force, and staff; primarily to reduce the number of parking spaces and add commercial and residential to the project. Staff has requested a timeline for submittal of revisions and will be monitoring its progress.

**McConkey/McCracken Development Proposal**

The proposal contains a conference/training/performing arts facility that the City would build, own, and operate; an outside third party master leasing the facility from the City for \$250,000 a year. The City Council has directed that a feasibility study regarding this type of facility be conducted (the cost to be split between the City and

developer). A proposal has been received from Columbia Hospitality and reviewed by the Administration & Finance and Land Use & Parks Committees. The proposal is scheduled for action by the City Council on September 26.

Columbia Hospitality will be asked to implement primary and secondary research to determine market demand for a conference/training/performing arts facility, including a review of existing market for local and competitive hotels and other meeting venues and analysis of current group and performing arts markets needs in this area. The study will also include construction estimates (the applicant estimated construction costs at \$300 per square foot). Further, Columbia Hospitality will be asked to provide five proformas with three financial models (conservative, moderate, aggressive) along with full first year income statement, profit and loss summary, a full description of revenue and cost assumptions, a five year operating performance summary, and a list of companies potentially willing to master lease the facility from the City. The goal is to program a facility that differentiates itself from existing facilities within SeaTac.

In answer to a question from Commissioner Snider, Mr. Cutts explained the Hotel/Motel Committee (and business owners who sit on the committee) are concerned about granting \$5 million to a project that could potentially compete with existing City businesses. Their position is to wait and see what the feasibility study reveals.

Discussion was held about the life expectancy of a master lease and whether or not potential revenue losses would be absorbed by the City or the operator; and requiring a "triple net" lease so the City would receive \$250,000 annually regardless of revenue shortfalls.

Issues including financial risk and length of the lease will be resolved through negotiations. The City anticipates the study will be completed approximately three months from Council direction to proceed.

### **B. Briefing on the Proposed Amendment to the Development Agreement Between the City and MADA, LLC**

Discussion was held, and it was agreed that this item would be more appropriately identified under old business.

Jack Dodge advised that the City's Zoning Code regulations require a "one size fits all" parking stall dimensional standard of 8 ½' x 18'. Per the Development Agreement, up to 30% of the 1047 spaces in the garage are allowed to be substandard at 8 ½' x 17'. The developer is requesting an amendment to the Development Agreement to allow 20 spaces to be designated as "compact " with a dimension of 8 ½' x 15'2". (The project would still be within the 30% allotment of substandard parking stall sizes.)

Concerns regarding safety issues have been addressed to the City's satisfaction; this issue is scheduled for action by the City Council on September 26.

### **C. Presentation of Recent Development Activity in SeaTac**

Jack Dodge briefed the Commission on a newly created map illustrating recent development activity within the City. The map is accompanied by a "key" containing additional details relative to the numbered projects on the map.

Projects outlined in green are in the conceptual/negotiations stage, no applications have been submitted. Projects outlined in blue are not yet under construction, however, SEPA or other applications have been submitted. Projects outlined in red are currently under construction. Projects in solid red have been completed within the last six weeks. Projects outlined in yellow are Port/Sound Transit projects. Mr. Dodge is currently working with the Port to get a similar map identifying Port projects on Port property.

Commissioner Lucas suggested that, based on Port projects identified in 1A and 2A adjacent to the L-Shaped parcel, staff recommendations to designate specific areas outside the South 154<sup>th</sup> Street Station Area as townhouse/medium density residential should be revisited, and that a commercial designation would be more appropriate. He also pointed out that Port projects in south SeaTac e.g., 4A, 5A, and 6A could potentially be developed in a manner to compete with adjacent private business owners.

Discussion was held about the Interlocal Agreement between the City and Port, and the Port's flexibility within that document, particularly relative to negative impacts to private business owners and the citizens of SeaTac.

Commissioner Dantzer expressed concern about the Port's plans for property adjacent to 24<sup>th</sup>/28<sup>th</sup> Avenue, particularly the employee parking lot identified in 6A. When 24<sup>th</sup>/28<sup>th</sup> was constructed, private property owners were assessed at \$5 per square foot, the Port at \$.50 per square foot based on maintenance facility or warehouse use generating limited traffic impacts. If the Port now sites uses generating high traffic impacts that, along with 24<sup>th</sup>/28<sup>th</sup> being used as an Interim South Access, the private property owners assessed at a higher rate may find 24<sup>th</sup>/28<sup>th</sup> at capacity and be unable to develop their properties to the highest and best use. Further, the Port is not required to notify adjacent property owners of impending projects. Port projects along South 188<sup>th</sup> Street, a gateway into SeaTac, is also of concern.

It was agreed that the Commission Chair would bring these issues to the attention of the City Council on September 26. It was also suggested that a letter be drafted from the Commission to the City Council outlining their concerns relative to the ILA.

#### **4. Old Business:**

**A. Continued Review of 2006 Proposed "Final Docket" of Comprehensive Plan Amendments (with a focus on Map Amendment #10 and Station Area-related Text Amendments)**

In previous discussions, the Commission suggested that the area south of South 152<sup>nd</sup> Street, west of 30<sup>th</sup> Avenue South, and north of South 154<sup>th</sup> Street adjacent to the L-Shaped parcel be included in the South 154<sup>th</sup> Street Station Area. As a result of those discussions and direction by the City Council, five alternatives for Map Amendment #10 were developed for discussion purposes. They are outlined as follows:

- Alternative #1 – This map outlines current Comprehensive Plan land use designations and would propose no changes.  
Current Land Use Designation: Residential Medium Density  
Proposed Land use Designation: Same  
Current Zoning Designation: UL7200/UM2400  
Proposed Zoning Designation: UM2400
  
- Alternative #2  
Proposes Townhouse in the north half of the subject area.
  
- Alternative #3  
Proposes low density commercial (potential Neighborhood Business Zone) in the south half of the subject area.
  
- Alternative #4  
Proposes Townhouse in the north half of the subject area, and multifamily residential at 48 DU/AC (Potential UH-900 Zone) in the south half of the subject area.
  
- Alternative #5  
Proposes Office/Commercial/Mixed Use in the north half of the subject area, and Office/Commercial/Medium in the south half of the subject area. Also proposes Office/Commercial/Medium south of South 154<sup>th</sup> Street in the areas currently designated for low density commercial and medium density residential.

Discussion was held about the "stepping down" zoning concept to buffer single family residences, specifically Townhouse, and allowing 18 units per acre or 24 units per acre. Mr. Scarey explained that the higher 24 units per acre was permitted in the City Center after which the Station Area Plan is being modeled; however, 18 units per acre may be more appropriate adjacent to single family residences which would be applied in the Amendment #10 area.

Commissioner Lucas supports Alternative #3 designating the area as low density commercial, or possibly Community Business with first floor retail and condominiums above, primarily because South 154<sup>th</sup> Street will be heavily used by trucks to transport Port freight.

Staff is working with the Port and Washington State Department of Transportation to route truck traffic serving the L-Shaped parcel and the 55 acres onto 24<sup>th</sup> Avenue via improved access from State Route 518. This would minimize the truck traffic on South 154<sup>th</sup> Street. The agencies are also working together to design and secure funding for those road improvements before development of the L-Shaped parcel.

Based on tonight's discussions, Map Amendment #10 will be revised and presented at the next meeting.

The 2006 Proposed Comprehensive Plan Text Amendments include informational updates to the Land Use and Transportation Elements relative to the draft station area plans.

### **B. Continued Discussion about the Draft Station Area Plans and Implementation Strategies**

This item was not discussed at the meeting.

### **5. Detailed Commission Liaison's Report:**

Commissioner Dixon attended the September 14 Land Use & Parks Committee meeting and reported that several agenda items were not covered. One item of interest was the Hughes Property which was also discussed at today's budget meeting. The Decision Card states, "This request is for consultant assistance to create visual representations and economic analysis of development alternatives for the property. All alternatives will include park and open space within the shoreline of the lake, a strategy for public access to the open space, and a mix of uses that are acceptable to the Council. These alternatives will be used to gauge public preference and to solicit developers' interest in marketing of the property for potential sale or lease. Justification for the request is that preparing for marketing of the Hughes property is a clear vision of the desired development and to ensure a higher degree of community acceptance and potentially increase the value of the property." The \$30,000 cost of that study is proposed for next year's budget.

Councilmember Wythe suggested that the LUP Committee may need to schedule two meetings a month to address additional agenda items.

### **6. Planning Director's Report:**

Jack Dodge advised that the next LUP meeting is scheduled for October 12. Mike Scarey reported that four Planning staff, the City Manager, Assistant City Manager, four councilmembers, and two planning commissioners went on a tour of mixed use sites in Renton, Mercer Island, Bellevue, and Kirkland on Saturday, September 23. He provided a copy of the packet to those commissioners who did not attend.

Discussion was held about the high end apartments, and the possibility of collecting similar rents in SeaTac; that there were good examples of public space and wide sidewalks; and issues that were troublesome in other developments such as secure underground parking for residents, guest parking, parking for retail patrons, and garbage.

Commissioner Dixon suggested that a certain number of affordable units should be considered.

**7. Planning Commission Comments (including suggestions for next meeting's agenda)**

None.

**8. Adjournment:**

The meeting was adjourned at 7:45 pm.

**PLANNING COMMISSION**  
**Minutes of October 9, 2006, Meeting**

**Members Present:** Linda Snider, Tom Dantzler, Joseph Dixon, Richard Jordan

**Staff Present:** Steve Butler, Planning Director; Mike Scarey, Senior Planner

**1. Call to Order:**

The meeting was called to order at 5:30 pm

**2. Approve Minutes of September 26, 2006, Meeting:**

On page five, Detailed Commission Liaison's Report, the quote will be extended to include an additional sentence which states, "Justification for the request is that preparing for marketing of the Hughes property is a clear vision of the desired development and to ensure a higher degree of community acceptance and potentially increase the value of the property."

A motion was made, seconded, and unanimously passed to approve the minutes of the September 26, 2006 meeting as amended.

**3. New Business:**

**A. Review of the Planning Commission's 2006 Goals**

The Goals were reviewed and the following items specifically discussed:

- A3a. Monitor progress of Port's plans for providing present and future access to Airport

It was agreed that a bullet point would be added stating, " Monitor any change of land use and/or zoning on Port property, and ensure such activities meet NEPA and SEPA conditions."

- A3f. Monitor status of the City's Economic Development

The wording will be changed to "Monitor status of the City's Economic Development Program"

- B2. New item will be added to state, "Regular updates by the City's Economic Development Manager on mixed-use development projects"
- A3h. Monitor City's Fire Services Plan

Language will be revised to state, "Monitor City's Fire Services Plan as it relates to land use development plans."

- C2. The numbering will be changed to C1
- D1. Meet with Planning Commissions of other jurisdictions to identify shared issues and establish working relationships (Potentially with Burien, Des Moines, Federal Way or Tukwila this year)

Discussion was held about the SeaTac Land Use & Parks Committee scheduling a joint meeting with Tukwila's Community Affairs and Parks Subcommittee, with the Planning Commissions of both jurisdictions invited to attend also.

Steve Butler will keep the Commission updated on the progress of scheduling this meeting.

Revisions will be incorporated and provided at the next meeting.

#### **4. Old Business:**

##### **A. Continued Review of 2006 Proposed "Final Docket" of Comprehensive Plan Amendments (with a focus on Map Amendment #10 and Capital Facilities-Related Amendments)**

##### **CAPITAL FACILITIES-RELATED AMENDMENTS**

Mike Scarey advised that staff has determined there are currently no level of service issues to address with new facilities.

##### **MAP AMENDMENT #10**

Map Amendment alternatives indicate the areas subject to the proposed Comprehensive Plan amendment with the parcels outlined in red. Adjacent areas in the S. 154<sup>th</sup> St. Station Area and the Port's "L-shaped" parcel are also shown for context. The maps are shown in grades of gray tone to indicate densities, and show the "stepping down" of proposed densities from the central Station Area out to adjacent single family residential areas. Mr. Scarey provided a brief description of the alternatives as follows:

- Alternative #1

This alternative is the status quo, which is a Comprehensive Plan designation of Residential Medium Density, with a potential zoning of UM2400 (18 dwelling units per acre) in the subject area, and Low Density Commercial south of South 154<sup>th</sup> Street.

Commissioner Dantzler asked if the Port would acquire additional properties as part of developing the L-Shaped Parcel, including the bridge over State Route 518; it may affect the City's decisionmaking process regarding adjacent properties, particularly in regard to residential land use designations (which could affect property values) and noise impacts.

Tom Hooper, Port of Seattle, explained that the Port no longer has plans for a second phase of the L-Shaped Parcel to square it off (did not include any properties included in Map Amendment #10). However, if the Comprehensive Development Plan environmental analysis indicates potential noise impact mitigation, the Port would acquire property along the perimeter of the L-Shaped Parcel adjacent to the bridge across SR 518 (likely along parcel lines). The Port doesn't necessarily agree that parcels directly adjacent to the L-Shaped Parcel be potentially designated for higher density residential, they believe a potential for commercial may be more compatible in a noise sensitive area. The Port and City have agreed that a buffering plan will be in place prior to development of the L-Shaped Parcel.

- Alternative #2

This alternative would be a Comprehensive Plan designation of Townhouse (18 dwelling units per acre) in the northern portion of the subject area, and a Comprehensive Plan designation of Residential Medium Density with a potential zoning of UM2400 (18 dwelling units per acre) in the southern portion of the subject area (representing no change from the current Comprehensive Plan). A Comprehensive Plan designation of Low Density Commercial with a potential zoning of Neighborhood Business would apply south of South 154<sup>th</sup> Street. Properties in the southwestern portion of the subject area have been rezoned to UM2400 and a townhouse development proposal has been discussed with staff, although no permit application has been submitted to the City. The area along 30<sup>th</sup> Avenue South is proposed for Townhouse at 24 dwelling units per acre in the Station Area Plan.

- Alternative #3

This alternative would be a Comprehensive Plan designation of Residential Medium Density with a potential zoning of UM2400 (18 dwelling units per acre) in the northern portion of the subject area (representing no change from the current Comprehensive Plan). In the southern portion of the subject area and the area south of South 154<sup>th</sup> Street, the Comprehensive Plan designation would be Low Density Commercial with a potential zoning of Neighborhood Business. The area south of 154<sup>th</sup> is currently so designated in the Comprehensive Plan, so the proposed change applies this same designation to a portion of the subject area on the north side of South 154<sup>th</sup> Street.

Commissioner Dantzler raised concern about allowing low density commercial adjacent to the residential townhouse development proposal that has been submitted to the City.

- Alternative #4

This alternative would be a Comprehensive Plan designation of Townhouse (18 dwelling units per acre) in the northern portion of the subject area. In the southern portion of the subject area, the Comprehensive Plan designation would be Residential Medium density with a potential zoning of UH900 (48 dwelling units per acre). A Low Density Commercial designation with a potential zoning of Neighborhood Business would apply south of South 154<sup>th</sup> Street, as it does under the current Comprehensive Plan.

- Alternative #5

This alternative would be a Comprehensive Plan designation and potential zoning of Office Commercial Mixed Use - 35' building height maximum in the northern portion of the subject area. In the southern portion and south of South 154<sup>th</sup> Street, the Comprehensive Plan designation would be Commercial Medium Density with a potential zoning of Office/Commercial Medium – 45' building height maximum.

In answer to a question, Steve Butler explained that in the CB-C and UH-UCR zones (48+ dwelling units per acre), a developer could build as high as the FAA allows.

Discussion was held about dividing the subject property east and west, rather than north and south; retail being required on the ground floor level in the O/C/MU zone; and whether or not a proposed townhouse development in the area would be negatively impacted by a potential zoning of O/CM.

Steve Butler suggested that townhouses in the northern portion of the subject area would adequately buffer the single family residences to the north across South 152<sup>nd</sup> Street. He further explained that Office/Commercial/Mixed Use could allow a free standing professional office which could be problematic adjacent to single family.

Commissioner Snider suggested that the designations in Alternative #2 would buffer existing single family north of South 152<sup>nd</sup> Street. The Commission agreed that Office Commercial Medium was appropriate south of South 154<sup>th</sup> Street.

The City may be vacating portions of South 152<sup>nd</sup> Street and South 150<sup>th</sup> Street to allow development of the L-Shaped Parcel. Following a traffic study, the Port and/or City would likely construct a north-south connector to eliminate cul de sacs or dead ends. Whether or not the connector will be on City or Port property remains unclear at this time.

Steve Butler reiterated that the Commission would support Alternative #2 for the subject area between South 152<sup>nd</sup> Street and South 154<sup>th</sup> Street, and a version of Alternative #5 for the area south of South 154<sup>th</sup> Street. Revisions will be presented at the Commission's next meeting.

**B. Continued Discussion about the Draft Station Area Plans and Implementation Strategies**

Mike Scarey advised that the Draft Station Area Plans will be provided at the next meeting. The Proposed 2006 Comprehensive Plan Amendments and the Draft Station Area Plans (essentially a subarea plan) will follow the same schedule. A public hearing is tentatively scheduled for November 13, with an open house from 5:00 to 6:00 pm, followed by a 6:00 Planning Commission meeting start time and the public hearing. The Commission will be asked for a recommendation at their following meeting on November 27. City Council action is tentatively scheduled for November 28 or December 12.

**5. Detailed Commission Liaison's Report:**

None

**6. Planning Director's Report:**

A Land Use & Parks Committee meeting is scheduled for Thursday, October 12 at 4:30 pm. Agenda items include discussion about the Planning Commission request to re-examine the City/Port ILA, and a presentation on the Port's rental car facility (the Commission will receive a briefing at their next meeting).

Commissioner Dantzler asked about ILA policies governing land use changes by the Port. His concerns include analysis of impacts, potential mitigation measures, public noticing requirements, and citizen input.

Steve Butler advised that in certain instances the Port has primary authority, and in others the City Council has primary authority. Further details will be provided at the next meeting.

The Port will provide a briefing to the Commission regarding their Comprehensive Development Plan Draft Environmental Impact Statement in November or December.

**7. Planning Commission Comments (including suggestions for next meeting's agenda)**

None

**8. Adjournment:**

The meeting was adjourned at 7:30 pm.

**PLANNING COMMISSION**  
**Minutes of October 23, 2006, Meeting**

**Members Present:** Linda Snider, Tom Dantzler, Rick Lucas, Joseph Dixon

**Staff Present:** Steve Butler, Planning Director; Mike Scarey, Senior Planner; Tina Rogers, Assistant City Manager; Mark Johnsen, Assistant City Attorney

**1. Call to Order:**

The meeting was called to order at 5:30 pm

**2. Approve Minutes of October 9, 2006, Meeting:**

A motion was made, seconded, and unanimously passed to approve the minutes of the October 9, 2006 meeting as presented.

**3. New Business:**

**A. Preliminary Presentation on the Rental Car Facility (RCF) by Tina Rogers, Assistant City Manager, and Kathy Cox-Czosnyka, Port's RCF Project Manager**

Tina Rogers introduced Kathy Cox-Czosnyka and Heather Bornhorst from the Port of Seattle who would provide a presentation on the Port's rental car facility. The project is currently in the design phase, with construction anticipated to begin in early 2008, and the facility opening in early 2011. City and Port staff meet monthly to review plans and discuss issues of concern.

The purpose of the rental car facility is to consolidate rental car operations into one remote facility with bus service to and from the terminal. The facility will include car rental and return transaction lobbies, vehicle storage, fuel and washing areas, and light maintenance. Offsite facilities will be necessary for heavy maintenance, fleet up-fleet down vehicle storage, and administrative offices. The estimated cost of the project is approximately \$336 million, primarily funded through a customer facility charge of what will be \$5.00 per transaction day.

The rental car facility will be constructed at International Boulevard and South 160<sup>th</sup> Street. Each of four floors will house rental/return and fuel/wash facilities. The fifth floor will contain the customer service lobby. An on-site road system will ensure efficient traffic flow, and be well buffered from International Boulevard through substantial landscaping.

Environmental review is currently underway on two potential bus maintenance sites; one directly across from the rental car facility, another at the south end of the airport

where the consolidated aviation maintenance facility is being located as part of the Comprehensive Development Plan.

Offsite road improvements include development of a new eastbound ramp from South 160<sup>th</sup> Street onto the north airport expressway ramp to State Route 518, and reconstruction of the ramp from westbound State Route 518 to southbound State Route 99 to provide an additional lane directly into the rental car facility. These improvements are subject to WSDOT approval, construction is targeted to begin in 2008. South 160<sup>th</sup> Street will be reconfigured with two entrances e.g., a lower entrance near the ramp to State Route 518, and an entrance on the hill. Plans for these improvements will be revised depending on the results of traffic studies.

The City will be addressing how best to direct traffic entering from International Boulevard, whether it be a direct lane or a deceleration lane. Pedestrian traffic will be accommodated but not be encouraged on the west side of International Boulevard because the bridge being widened is without signalization to safely allow for pedestrians.

Buses will access the facility from South 160<sup>th</sup> Street along the north face of the building directly onto the fifth floor where arriving customers with either enter the lobby or use one of two vertical cores to reach another floor, and departing customers will board the bus to the terminal.

Concern was raised about traffic impacts if the bus maintenance facility (where buses will be parked overnight) were located in the southern part of the City; private developers being subject to more rigid development standards in the Zoning Code than the Port as part of the ILA Agreement; general traffic impacts as a result of rental car customers entering and exiting the facility using City streets; whether or not property adjacent to the Port's L-Shaped parcel could be used to accommodate offsite rental car company needs rather than having them located in southern SeaTac driving back and forth.

The Commission requested a copy of the presentation.

## **B. Review of a Proposed Zoning Code Amendment regarding Amortization of Signs**

Steve Butler advised that the current SeaTac Municipal Code amortization period expires on December 15, 2006. The City Council may extend the date to December 1, 2010, to allow for allocation of sufficient funds for sign removal/lost revenue. The Planning Commission will hold a public hearing on this matter at their November 27 meeting.

Discussion was held about eliminating financial impacts to the City through new businesses being required to bring signs into conformance with current standards.

#### **4. Old Business:**

##### **A. Continued Review of 2006 Proposed "Final Docket" of Comprehensive Plan Amendments (with a focus on Capital Facilities "Sources and Uses" charts and additional text amendments regarding the siting of Wireless Communication Facilities)**

Mike Scarey advised that an additional amendment was being added to the "Final Docket" of the Comprehensive Plan Amendments to pave the way for a proposed Zoning Code amendment to the City's Wireless Communication Facilities regulations.

Mark Johnsen stated that a lawsuit had been filed against the City by T-Mobile challenging the validity of the WCF provision giving siting priority to City property. As a result of analyzing the Zoning Code and the Federal Telecommunications Act, it is likely the City would be required to change its ordinance and amend the siting priorities.

Discussion was held and concerns raised about potential City revenue losses, whether the second priority on the hierarchy would become the first priority, and the City's role in establishing site location and aesthetic criteria.

Mike Scarey provided minor revisions to the Sources and Uses section of the Capital Facilities Plan, the element is now consistent with the proposed 2007 City budget.

##### **B. Continued Discussion about the Draft Station Area Plans**

After his review of the document, Commissioner Dixon made the following comments:

- The numbering outlined in the Table of Contents does not match actual page numbers.
- If the document is specific to the SeaTac/Airport Station, why reference two station areas.
- The one-quarter mile radius from the light rail station is incorrectly identified.
- Figures 7, 9, and 10 are inaccurate and confusing.
- Reference to airport improvements have nothing to do with the station area plan.
- The Table of Contents indicates one SeaTac Vicinity Map, there are two in the body of the document.
- The brief history of SeaTac and Figures 3 and 4 should not be included.
- Figures 11 and 18 are unclear and difficult to read and understand.
- Figure X is a bad development example.
- Various inconsistencies need to be addressed.

Commissioner Lucas recommended that parking structures not be included in the illustrations on page 21, as they do not reflect the City's vision for that area.

Commissioner Snider raised concern about pedestrians safely crossing International Boulevard in the South 154<sup>th</sup> Street Station area, and more specifically all along International Boulevard where the walk lights are too short.

Steve Butler stated there may also be safety issues for people crossing International Boulevard and South 176<sup>th</sup> Street to access the light rail or the terminal; he will be reviewing this issue.

### **C. Review of Revised Planning Commission Goals for 2006**

One change made at the last meeting was not reflected on the document, and will be corrected. The Goals will be reviewed again by the Commission in early 2007.

### **D. Status Report on Joint Meeting between SeaTac's Land Use & parks Committee and Tukwila's Community Affairs & Parks Subcommittee**

Steve Butler is still waiting to hear back from Tukwila staff about scheduling a joint meeting.

## **5. Detailed Commission Liaison's Report:**

Commissioner Snider reported on the October 12 Land Use & Parks Committee Meeting as follows:

- (1) Presentation on the Port's Rental Car Facility.
- (2) Discussion about final plat approval on the Traditions at Angle Lake – the property owner answered questions, and the issue was sent forward for Council approval.
- (3) Ms. Snider moved discussion of this item to the end of her report.\*
- (4) Continued discussion about SeaTac's residential parking standards due to concerns about circle driveways and asphaltting over gravel driveways. It appears the issue has been resolved and sent forward for Council approval.
- (5) Discussion about 2006 Proposed Comprehensive Plan Map Amendment #10 – similar discussion as that held at Planning Commission meeting.
- (6) Update on Station Area Planning process – similar discussion as held at Planning Commission meeting.
- (7) Discussion about RFP for permit process improvements. Tina Rogers explained that \$24,000 had been approved to hire a consultant to assist the City in streamlining the development review process.
- (8) Update on proposed Subdivision Code revisions – the Planning Commission worked on this issue.
- (9) A presentation by Westhill Skyway Neighborhoods on a foot program to get people walking by creating safe walking areas. There will be further discussion at a later date.

\* Commissioner Snider read a prepared statement at the LUP Committee meeting stating that the Planning Commission was not asking to reopen the ILA Agreement, but for the opportunity to review the effects of Port land use changes and development on the City, business owners, and residents. The Councilmembers in attendance stated emphatically that they did not want the Planning Commission to reopen the ILA, in spite of Ms. Snider's repeated attempts to explain that was not what the Commission was asking for.

Direction from the LUP Committee was that Port and City staff make a presentation before the Commission to ensure understanding of the ILA Agreement, and that the Commission identify exactly what they want and return a list to LUP. The Councilmembers also expressed concern about the amount of staff time that may be needed to assist the Commission.

Steve Butler believes there may still be some confusion as to the Planning Commission's intentions. Certain parts of the ILA addressing land use issues are not open for discussion; however, in other areas, the City Council does have input. A presentation by the Port on the ILA Agreement may be useful to clarify these distinctions. Specifically outlining exactly what the Commission wants to do in two or three bullet points may be helpful to ensure both staff and the Council fully understand.

Commissioner Dantzler suggested the Port-related goal in the Commission's 2006 Goals that refers to monitoring changes of land uses and zoning on Port property to ensure they meet SEPA and NEPA requirements be moved forward to 2007.

Commissioner Snider indicated her understanding of the Commission's intent was that when concerns come to their attention as a result of zoning changes on Port property that could potentially have negative impacts to the City, its business owners, and residents, the Commission would bring those impacts to the attention of the Council. Review of the impacts may assist the City in future ILA negotiations.

Commissioner Lucas expressed concern that business owners and residents were not made aware that the ILA was being renegotiated earlier this year, nor were they allowed any input into the terms of the new agreement. The bottom line is the Port is not held to the same regulation standards and public input/notification requirements as private business and property owners. He suggested the Commission review both ILA Agreements, and point out areas of concern. An example is the Port was required to mitigate traffic impacts at South 188<sup>th</sup> Street and other intersections as a condition of approval to construct a parking garage (this situation occurred prior to City incorporation). Those improvements were never made, there is concern that similar situations may arise.

Commissioner Dixon agreed that citizens, and business and property owners were not being treated fairly.

Commissioner Dantzer stated that the City has established long range plans that may conflict with Port land uses adjacent to City property. It is imperative that the City Council be aware of these conflicts and potential negative impacts. One example is transportation concurrency capacity outlined in the City's early master plan for the 24<sup>th</sup>/28<sup>th</sup> Avenue corridor to develop millions of square feet of private commercial property. At that time, Port land use plans were for low density warehousing; therefore, they were assessed at a much lower LID rate than the private property owners. The Port has recently changed that configuration to a much higher density (employee parking and a bus maintenance facility) that may result in private property owners along that corridor being unable to develop their property to the highest and best use. Sufficient capacity to accommodate the south entrance into the airport when State Route 509 is constructed and a potential light rail station at South 200<sup>th</sup> Street is also of concern. The goal of the Planning Commission was to determine if potential negative impacts rose to the level of informing the City Council to assist in their decision making process.

The Commission will receive a briefing on the Port's Comprehensive Development Plan at their next meeting, which may address some of the issues that have been raised. The Draft EIS is scheduled to be released in November; the Commissioners will be provided with copies for their review and comment.

**6. Planning Director's Report:**

Steve Butler invited the Commissioners to attend the Volunteer Appreciation Lunch scheduled for Monday, October 30.

November meetings will be on November 13 (public hearing on Sign Code Amortization) and November 27 (open house and public hearing on Station Area Plans/ 2006 Proposed Comprehensive Plan Amendments). Staff is recommending the Commission hold their December meeting on December 4 to accommodate review and comment on the Port Comprehensive Development Plan Draft EIS. The Commission requested a copy of the EIS, on disk if possible. The Port will make a presentation to the Commission either at their November 27 or December 4 meeting.

**7. Planning Commission Comments (including suggestions for next meeting's agenda)**

None.

**8. Adjournment:**

The meeting was adjourned at 8:45 pm.

**PLANNING COMMISSION**  
**Minutes of November 13, 2006, Meeting**

**Members Present:** Linda Snider, Tom Dantzler, Rick Lucas, Joseph Dixon, Richard Jordan

**Staff Present:** Steve Butler, Planning Director; Mike Scarey, Senior Planner

**1. Call to Order:**

The meeting was called to order at 5:30 pm

**2. Approve Minutes of October 23, 2006, Meeting:**

A motion was made, seconded, and unanimously passed to accept the minutes of the October 23, 2006 meeting as presented.

**3. Public Hearing:**

**A. Staff Presentation on Proposed Zoning Code Amendment regarding Amortization of Signs**

Steve Butler reported that the City's original Sign Code, adopted in 1992, included a nine year amortization period after which all legal nonconforming signs within the City must comply. For a variety of reasons, the amortization period is being extended to December 31, 2010. It is anticipated that the City Council will take action on the proposed extension at their November 14 meeting.

Discussion was held about not having an amortization period, but rather that all signs would eventually come into compliance through business change and/or new sign installation; maintaining the amortization period in fairness to current business owners who have complied; the City allocating sufficient funds to reimburse business owners for lost revenue, and how the reimbursement amount would be calculated; and an open ended amortization period (there may be legal issues).

**B. Public Hearing on Proposed Zoning Code Amendment regarding Amortization of Signs**

The Chair opened the Public Hearing at 5:47 pm

Mrs. Armstrong, 15051 29 AVE S: Mrs. Armstrong favors grandfathering existing signs and requiring that new signs be installed in compliance with current code.

Hearing no further requests to speak, the Chair closed the Public Hearing at 5:49 pm

### **C. Discussion and Recommendation to the City Council regarding the Proposed Zoning Code Amendment**

A motion was made and seconded to recommend approval of amending SMC 15.16 of the City's Sign Code to extend the amortization period for nonconforming signs as presented. The vote was four in favor, with Commissioner Lucas voting against.

#### **4. New Business:**

Commissioner Lucas suggested that the City research the possibility of an exemption from the Port of Seattle's facilities charge for SeaTac citizens who rent cars within the City without using the airport.

##### **A. Discussion about a Proposed Extension of the S. 154<sup>th</sup> Station Area's Interim Design Standards**

Steve Butler advised that the interim design standards were enacted to allow the City sufficient time to develop the station area plan and related code amendments, the goal being to have this completed by late summer. Due to the complexities involved, it has been determined that it is appropriate to extend the interim standards for an additional six months. The City Council will take action following a public hearing on either November 28 or December 12. (Any projects submitted under the interim standards would be vested.)

#### **5. Old Business:**

##### **A. Continued Review of 2006 Proposed "Final Docket" of Comprehensive Plan Amendments (with a focus on the review of all amendments)**

Four citizens, all residing just north of South 152<sup>nd</sup> Street on 29<sup>th</sup> Avenue South, attended the Planning Commission meeting to express concern and request clarification regarding Comprehensive Plan Map Amendment #10 and how it relates to a Port of Seattle map outlining the north freight cargo and 55 acre parcel's truck access routes. The citizens were under the impression that the Port was going to take 55 acres (including their property), and that 29<sup>th</sup> Avenue, which is now a cul de sac, would be a main thoroughfare and their neighborhood would be destroyed.

Lengthy discussion was held, with Mike Scarey and the Planning Commissioners answering questions and explaining that the only 55 acre parcel the Port owns is actually in the northwest portion of the City adjacent to the Boeing Spares Facility, and that both City staff and the Planning Commission were working very hard to ensure that the Port's truck traffic did not travel through residential neighborhoods, including theirs.

Mike Scarey suggested that staff locate the materials on the website to gain a clearer understanding; however, he believes the map generating the concern is actually the boundaries of a study area of appropriate truck routes between the Port-owned 55

acres and the L-Shaped Parcel if and when the Port develops that area, rather than boundaries of a Port buyout area.

The Commissioners agreed they had few concerns with Comprehensive Plan Map Amendments #1 through #9.

### **Comprehensive Plan Map Amendment #10**

#### **Alternative #1 recommended by the Planning Commission:**

The portion of the station area outlined in red has been divided into four areas e.g., A, B, C and D.

Area A – The current land use designation is Residential Medium Density; the proposed land use designation would be Townhouse (Zoning: Townhouse, at 18 DU/AC).

Area B - The current land use designation is Residential Medium Density; the proposed land use designation would be Residential Medium Density (Zoning UM2400 18 DU/AC).

Area C – The current land use designation is Commercial Low Density; the proposed land use designation would be Commercial Medium Density (Zoning Office/Commercial Medium).

Area D – The current land use designation is Residential Medium Density; the proposed land use designation would be Commercial Medium Density (Zoning Office/Commercial Medium).

Two parcels within Area B have been rezoned to UM2400, and a townhouse development proposal discussed with the City.

Commissioner Lucas suggested that both sides of South 154<sup>th</sup> Street be designated as commercial with a townhouse designation to the north to buffer single family residential areas. He does not believe it is appropriate to allow residential adjacent to Port property.

Discussion was held about the townhouse development proposal that was discussed with the City at a DRC meeting, and whether or not it is appropriate for the Commission to recommend a land use incompatible with that project. Commissioner Lucas responded that there were numerous property owners in that area, and that they may not all support a residential designation.

#### **Alternative #2 recommended by Staff:**

The portion of the station area outlined in red is divided into three areas e.g., A, B and C.

Area A – The current land use designation is Residential Medium Density; the proposed land use designation would be Townhouse (Zoning: Townhouse, at 18 DU/AC).

Area B – The current land use designation is Residential Medium Density; the proposed land use designation would be Residential Medium Density (Zoning UM2400 18 DU/AC).

Area C – The current land use designation is Commercial Low Density; the proposed land use designation would be Residential High Density (Zoning UH-UCR).

Staff believes that commercial development close to the station itself should be encouraged.

Discussion was held about City property supporting Port air freight and various other office uses, and siting those types of uses along South 154<sup>th</sup> Street; the UH-UCR zoning (in the station area plan) requiring ground floor retail with residential above; and developing a third alternative outlining commercial designations along both sides of South 154<sup>th</sup> Street.

The Commission did not amend their recommendation on Comprehensive Plan Map Amendment #10, Alternative #1.

There were no questions or comments on any of the text amendments, except as outlined below:

Commissioner Dixon expressed concerns about Text Amendment #6 and how it relates to the Capital Facilities Element, particularly regarding fire services. He pointed out various discrepancies and made suggestions that were discussed at length.

Mike Scarey agreed to make appropriate changes, and explained that staff was recommending that Text Amendment #6 be withdrawn.

Commissioner Dixon will be voting against Text Amendment #6.

## **B. Continued Discussion about the Draft Station Area Plans**

Commissioner Dixon stated that overall, the Draft South 154<sup>th</sup> Street Station Area Plan was well done; however, he believes there are organization and redundancy issues, and presented a revised Table of Contents and Introduction.

## **C. Discussion about the Port's Rental Car Facility 10/23/06 Presentation**

Steve Butler asked for Commission concerns and comments regarding the facility, as it is still in the design phase.

Commissioner Lucas suggested that the Port be held to the same design standards as any developer submitting a project proposal within the City.

Commissioner Dixon believes the City has a responsibility to the citizens to carefully review traffic flows.

Commissioner Snider expressed concerns about a proposed sidewalk in front of the facility and its potential impact on pedestrian safety.

Commissioner Jordan suggested some kind of walkway, but not necessarily a 10' wide sidewalk.

**D. Status Report on Joint Meeting between SeaTac's Land Use & Parks Committee and Tukwila's Community Affairs & Parks Subcommittee**

Steve Butler reported that a joint meeting was tentatively scheduled for Thursday, November 30 either 4:30 to 6:00 pm or 5:00 to 6:00 pm. He will advise the Commission when the date is confirmed, as well as whether or not the Tukwila counterpart to the SeaTac Planning Commission had been formally invited.

**6. Detailed Commission Liaison's Report:**

None.

**7. Planning Director's Report:**

A Land Use & Parks Committee meeting is scheduled for November 30.

The Planning Commission will hold an open house prior to their November 27 meeting which will include a public hearing on both the 2006 Proposed Comprehensive Plan Amendments and the Station Area Plans. The Commission will attempt to complete their recommendations that evening and not have any meetings in December unless the Port's Comprehensive Development Plan Draft EIS is released.

**8. Planning Commission Comments (including suggestions for next meeting's agenda)**

Commissioner Lucas asked staff to research whether or not it would be possible for the Commissioners to be included in the City's medical plan.

**9. Adjournment:**

The meeting was adjourned at 8:00 pm

**PLANNING COMMISSION**  
**Minutes of November 27, 2006, Meeting**

**Members Present:** Linda Snider, Rick Lucas, Joseph Dixon, Richard Jordan

**Staff Present:** Steve Butler, Planning Director; Mike Scarey, Senior Planner; Kate Kaehny, Associate Planner; Alison Bridges, Planning Intern

**1. Call to Order:**

The meeting was called to order at 6:00 pm

**2. Approve Minutes of November 13, 2006, Meeting:**

A motion was made, seconded, and unanimously passed to approve the minutes of the November 13, 2006 meeting as presented.

**3. Public Hearing:**

**A. Brief Staff Presentation on the 2006 "Final Docket" of Proposed Comprehensive Plan Amendments**

Mike Scarey explained that annual Comprehensive Plan Amendment proposals from the public and staff are reviewed under the "Preliminary Docket", after which the City Council determines which proposals should go forward onto the "Final Docket" for further consideration. Mr. Scary reviewed the 2006 amendment proposals as follows:

**Land Use Plan Map Amendment #1** – Outline designated LRT Station Areas (S. 154<sup>th</sup> St. Station Area and SeaTac/Airport Station Area) and remove the generalized "HCT District" circles for these two station areas and rename the remaining "HCT District" circle "Future Station Area". (Map Amendment 1a – South 154<sup>th</sup> Street Station Area; Map Amendment 1b – SeaTac/Airport Station Area)

**Land Use Plan Map Amendment #2** – Adjust the Urban Center boundary in South 154<sup>th</sup> St. Station Area to reflect Station Area Plan.

**Land Use Plan Map Amendment #3** – Change Comprehensive Plan Designation for some parcels between S. 152<sup>nd</sup> St. & SR 518 and adjacent to 32<sup>nd</sup> Ave. S. for consistency with the S. 154<sup>th</sup> St. Station Area Plan.

This amendment changes the current designation of Residential Medium Density in "Area A" to Residential High Density with a potential zoning of Urban High Density in the Urban Center (UH-UCR). The designation in "Area B" would remain at Residential Medium Density with a potential zoning of UH-900 (Urban High Density).

**Land Use Plan Map Amendment #4** – Change Comprehensive Plan designation for seven properties located west of 32<sup>nd</sup> Ave. S. and north of S. 152<sup>nd</sup> St. for consistency with the S. 154<sup>th</sup> St. Station Area Plan. Proposed designation is Residential Medium Density, with potential zoning of UM2400.

**Land Use Plan Map Amendment #5** – Change Comprehensive Plan designation for properties located along 30<sup>th</sup> Ave. S. and between S. 152<sup>nd</sup> St. and S. 154<sup>th</sup> St. for consistency with the S. 154<sup>th</sup> St. Station Area Plan. The new designation would be Townhouse with a potential zoning of Townhouse at 24 dwelling units per acre.

**Land Use Plan Map Amendment #6** – Change Comprehensive Plan designation for properties just north of S. 160<sup>th</sup> St. at 15653-15845 International Boulevard. This amendment was submitted by the Port to change the designation to Airport so the zoning could be changed to Aviation Commercial in the future.

**Land Use Plan Map Amendment #7** – Change Comprehensive Plan designation for property located at 18934-19000 Des Moines Drive. The Port withdrew this amendment proposal last year as they did not have ownership of the parcel; the proposal was resubmitted as the ownership issue has been resolved.

**Land Use Plan Map Amendment #8** – Change Comprehensive Plan designation for three parcels located at 3712 S. 188<sup>th</sup> St. A change in the designation would bring these parcels consistent with the current zoning of Office/Commercial/Mixed Use.

**Land Use Plan Map Amendment #9** – Change Comprehensive Plan designation for properties located at 20717-21031 International Boulevard (IB), and one additional parcel south of 21031 IB in the "ABC District". The designation would be changed to Commercial High Density with a potential zoning of Community Business in the Urban Center (CB-C) to stimulate economic growth in that part of the City.

**Land Use Plan Map Amendment #10** – Change Comprehensive Plan designation for properties located in the vicinity of 30<sup>th</sup> Ave. S. west of the S. 154<sup>th</sup> St. Station Area.

- Alternative #1 (proposed by the Planning Commission)
  - Area A – Change the current designation from Residential Medium Density to Townhouse with a potential zoning of Townhouse at 18 units per acre.
  - Area B – The current designation of Residential Medium Density would remain with a potential zoning of UM2400
  - Area C – Change the current designation from Commercial Low Density to Commercial Medium Density with a potential zoning of Office/Commercial Medium
  - Area D – Change the current designation from Residential Medium Density to Commercial Medium Density with a potential zoning of Office/Commercial Medium

- Alternative #2 (proposed by staff)
  - Area A – Change the current designation from Residential Medium Density to Townhouse with a potential zoning of Townhouse at 18 dwelling units per acre
  - Area B – The designation of Residential Medium density would remain with a potential zoning of UM2400
  - Area C – Change the current designation of Commercial Low Density to Residential High Density with a potential zoning of Urban High Density in the Urban Center (UH-UCR)

**Informational Map Amendment #11** – Amend Bike Routes and Pedestrian Trails Map (Map 9.5) to include planned facilities.

**Informational Map Amendment #12** – Amend Map 8.1, Wetland & Stream Classifications, with current information. Mr. Scarey indicated that staff is recommending that this be postponed to 2007.

**Informational Map Amendment #13** – Amend Map 1.4, Existing Land Use Map, with current information, and update associated text.

**Informational Map Amendment #14** – Amend Map A4.4 and Map 3.1, Existing and Proposed Roadway System, with current information. Mr. Scarey indicated that staff is recommending that this be postponed to 2007.

**Land Use Element Text Amendment #1** – Amend text of Land Use Goals & Policies, Strategies, and/or Background Report to address issues that may emerge from the station area planning process.

**Land Use Element Text Amendment #2** – Amend Policy 1.1E to remove reference to Map 1.6 (Phasing Map, which was removed with 2005 Amendments).

**Land Use Element Text Amendment #3** – Amend Policy 1.1F to reference the ¼ mile and ½ mile walking distance from transit stations, and provide a map to show same.

**Transportation Element Text Amendment #4** – Amend text of Transportation Goals & Policies, Strategies, and/or Background Report to address issues that may emerge from the station area planning process.

**Capital Facilities Element Text Amendment #5** – Annual update to Capital Facilities Plan.

**Capital Facilities Element Text Amendment #6** – Amend Fire Services LOS as necessary. Mr. Scarey indicated that staff is recommending that this be postponed to 2007.

**Utilities Element Text Amendment #7** – Amend Policy 5.3G regarding siting of Wireless Communication Facilities.

The City Council is scheduled to review the 2006 Proposed Comprehensive Plan Amendments at their November 28 meeting, with action scheduled for December 12.

**B. Public Hearing on the 2006 "Final Docket" of Proposed Comprehensive Plan Amendments**

The Chair opened the Public Hearing at 6:22 pm.

V.F. Armstrong, 15051 29 AVE S: The City is proposing townhouses across street from the Armstrong residence, and the concern is about how the traffic and influx of people will impact the neighborhood. Ms. Armstrong suggested an 8' wall on the south side of 152<sup>nd</sup> Street to contain the townhouses, and that all traffic be routed off 154<sup>th</sup> Street or 30<sup>th</sup> Avenue rather than off 152<sup>nd</sup> Street. She is also concerned about a potential conflict of interest as a councilmember owns property in that area.

Roger Kadeg, 15248 29 AVE S: Mr. Kadeg, his parents, and neighbors are concerned about the entire block of designations. Apparently, there was consideration by the Planning Commission due to the area being perceived as being "squeezed out" and not addressed. He noted that the area from 30<sup>th</sup> Avenue South, on both sides across South 152<sup>nd</sup> to 150<sup>th</sup> Street, and south to 154<sup>th</sup> Street is in the heart of remaining residential areas in north SeaTac, and they're concerned that townhouses (in both Alternatives #1 and #2 of Map Amendment #10) will overshadow the remaining residential area. Further, the street was not designed to handle the amount of traffic that change would create. South 154<sup>th</sup> Street is one of the busiest streets in the City and is ill-equipped to handle an additional load. They do not, and have not for many years, wanted development of a roadway or right-of-way through South 152<sup>nd</sup> to 154<sup>th</sup> Street.

John Wilkins, 3732 S 188 ST: Mr. Wilkins addressed Map Amendment #8, and stated the area has been residential for many years, and he now finds out there is a proposal to construct a two story commercial/multifamily building with a parking garage below within six feet of his property line and bedroom window; he understood the properties were going to be changed to single family residential. He also expressed concern about having to back out of his property onto the street, and not wanting to turn his front yard into a turnaround. He opposes commercial property in an area that has been residential for many years.

Hearing no further requests to speak, the Chair closed the Public Hearing at 6:34 pm.

**C. Brief Staff Presentation on Proposed Station Area Action Plans for the SeaTac/Airport and S. 154<sup>th</sup> Light Rail Station Areas**

Mike Scarey advised that the station north of SR518 in Tukwila is currently under construction. The system will be extended south to airport property at International

Boulevard and South 176<sup>th</sup> Street; both stations are scheduled to be operational by the end of 2009.

Goals for both station area action plans are to create pedestrian-friendly, transit-friendly areas with a mix of uses to provide a wide range of services, facilities for visitors and residents, and high quality design building on the strength of cultural diversity to enhance the community (especially for the South 154<sup>th</sup> Street Station Area). Particular to the SeaTac/Airport Station, the goal is to create a focal point for City identity.

Early in the process, numerous workshops and public meetings were held for stakeholders and residents. For the SeaTac/Airport Station, major issues included breaking up the megablocks, improving the pedestrian environment, increasing amenities for area residents, and encouraging a signature mixed use project at International Boulevard and South 176<sup>th</sup> Street where the pedestrian bridge will cross over into SeaTac from the station on Port property. For the South 154<sup>th</sup> Station area, major issues included improving the pedestrian environment, improving vehicular access, and encouraging mixed use/multifamily development.

### **SeaTac/Airport Station**

North of 176<sup>th</sup> Street - Signature mixed use development on the corner of South 176<sup>th</sup> Street and International Boulevard. Sound Transit will be constructing a plaza to include benches, trees, and other pedestrian amenities at the base of an elevator connecting to the bridge and station. Potential development may include a hotel with retail development and structured parking, a new central north-south street (30<sup>th</sup> Avenue), office space, public gathering places, a central parking garage with perhaps residential above, and structured parking integrated with a hotel and neighborhood-oriented retail space, as well as surface parking along the curb of new streets (including South 173<sup>rd</sup> Street, a centrally located east-west street between South 170<sup>th</sup> and 176<sup>th</sup> Streets).

South of 176<sup>th</sup> Street - Generalized office complex including a central parking structure and multifamily on the eastern edge along 32<sup>nd</sup> Avenue, using the elevation differential to provide access.

The City doesn't anticipate building new streets unless property owners propose new developments that require enhanced access.

### **South 154<sup>th</sup> Street Station Area**

Primarily a residentially focused redevelopment of the station area with commercial areas in the eastern portion (currently designated commercial) featuring a gateway retail development at South 154<sup>th</sup> Street and International Boulevard (IB) with a public plaza, mixed use residential, retail, a mix of surface and structured parking, and

enhanced streetscape along IB. A section of Military Road south of 152<sup>nd</sup> Street (where it meets IB on a diagonal) would be closed to allow space for a new development and public plaza. The western portion of the station area would be primarily residential with townhouses along 30<sup>th</sup> Avenue.

Implementation would be accomplished through updating regulations, new streets, streetscape improvements, intersection improvements, new parking facilities, key public plazas and open spaces, and fostering partnerships with property owners, Sound Transit, and other agencies.

Discussion was held about stakeholder involvement in the process.

Mike Scarey advised that stakeholder meetings were held in October 2005; property owners in the station areas were invited and a number did attend. Well attended public meetings were held in January and June of this year, with open houses and presentations by the consultants in a give and take atmosphere with handouts and written materials to elicit public response.

#### **D. Public Hearing on the Proposed Station Area Action Plans for the SeaTac/Airport and S. 154<sup>th</sup> Light Rail Station Areas**

The Chair opened the Public Hearing at 7:08 pm.

Cathy Heiberg, 810 58 AVE NE, Tacoma: Ms. Heiberg stated that every square foot of her family's 40 acres is tied into long term ground leases, four acres used for commercial airport parking, with millions of dollars in taxes paid. Her family continues to responsibly manage and develop the property, with the long term goal to maintain ownership and assist tenants to stay successful. They encourage open communications with the City and Port during development of significantly altering plans regarding their property and tenants. Concerns are that the plan appears to be very ambitious, restrictive, and aggressive, a 64' wide street grid dissecting their property, and street construction timeline priorities. Ms. Heiberg stated they have no need for public access and circulation with private businesses already occupying this acreage. Also of concern is public access to private Bow Lake on their property (primarily safety, security, policing issues). The station area map is incorrect as it shows one parcel that actually should be shown as two separate long term ground leases.

Roger Kadeg, 15248 29 AVE S: Mr. Kadeg and his parents are concerned about the area just outside the station area, particularly the influx of residents and traffic the overall plan would bring to the area without benefit of addressing current severe traffic problems. Of particular concern is access to SR 518, which should have been designed on Pacific Highway rather than on South 154<sup>th</sup> Street (they have 20, 30, 40 cars a day turning around in their drive). Apparently, the issue is being addressed with WSDOT, but Mr. Kadeg would encourage that be handled along with other egress and access issues prior to implementation of these plans.

Allen Linville, 17344 33 AVE S: Mr. Linville stated that 33<sup>rd</sup> Avenue becomes an "SIR" on Saturday nights. He is concerned about how the City intends to handle parking. For the past twenty years, residents have been unable to find parking even in front of their own homes; adjacent apartment dwellers have consumed the parking for about two blocks up 33<sup>rd</sup> Avenue with vehicles, limos, and taxis. The City has never addressed these issues, and it's about time they did.

Hearing no further requests to speak, the Chair closed the Public Hearing at 7:20 pm.

**E. Discussion and Recommendation to the City Council about the 2006 "Final Docket" of Proposed Comprehensive Plan Amendments and the Proposed Station Area Action Plans for the SeaTac/Airport and S. 154<sup>th</sup> Light Rail Station Areas**

**2006 "FINAL DOCKET" OF PROPOSED COMPREHENSIVE PLAN AMENDMENTS**

Discussion was held about the Commercial Medium Density designation allowing residential on the ground floor, but not requiring it; and Text Amendment #6 being postponed until 2007 (withdrawn from this year's "Final Docket").

A motion was made, seconded, and unanimously passed to recommend that the City Council approve Text Amendments #1, #2, #3, #4, #5, and #7.

A motion was made, seconded, and unanimously passed to recommend that the City Council delete Text Amendment #6 from the 2006 "Final Docket" postponing the amendment until 2007.

A motion was made, seconded, and unanimously passed to recommend that the City Council approve Map Amendments #1a, #1b, #2, #3, #4, #5, #6, #7, #8, and #9.

A motion was made and seconded to recommend that the City Council approve Map Amendment #10 Alternative #1.

Commissioner Lucas stated he doesn't believe residential designations should be applied to properties abutting Port property.

A vote was taken; three to recommend approval, and one to recommend rejection (Commissioner Lucas).

A motion was made, seconded, and unanimously passed to recommend that the City Council approve Map Amendments #11, #12, #13, and #14.

**SOUTH 154<sup>TH</sup> STREET STATION AREA ACTION PLAN**

A motion was made and seconded to recommend that the City Council reject the South 154<sup>th</sup> Street Station Area Action Plan.

Commissioner Lucas stated that on both plans, existing property owners need to be taken more into consideration and be allowed to do whatever they wish to improve their properties, unhampered by restrictions in the station area plans, particularly for development projects currently underway (should be grandfathered).

Commissioner Dixon stated he was uncomfortable with the "pie in the sky" station area plans being developed without sufficient public input.

Commissioner Jordan stated he was unhappy with the proposed station area plans.

Commissioner Snider has concerns about restrictions, particularly regarding the size of streets, and how property owners feel about redevelopment in their area.

A vote was taken. The Commission voted unanimously to recommend that the City Council reject the South 154<sup>th</sup> Street Station Area Action Plan.

#### **SEATAC/AIRPORT STATION AREA ACTION PLAN**

A motion was made and seconded to recommend that the City Council reject the SeaTac/Airport Station Area Action Plan.

Commissioner Dixon stated his comments were the same as for the South 154<sup>th</sup> Street Station Area Action Plan.

Commissioner Lucas stated he wanted the property owners to have the freedom to negotiate terms of development with the City without being constricted by this plan. He specifically pointed out that property owners at South 170<sup>th</sup> & IB were currently in negotiations with the City for the City to take over ownership of part of the property for a convention center.

Steve Butler commented that there were many property owners in both station areas, as well as others interested in improving the City, who were supportive of the station area plans. Further, all stakeholders and property owners received notice about, and participated in the many public meetings that were held during the two year development of the plans. It is disappointing that the Commission didn't convey their concerns earlier in the process so adjustments could have been considered.

A vote was taken. The Commission voted unanimously to recommend that the City Council reject the SeaTac/Airport Station Area Action Plan.

#### **4. Detailed Commission Liaison's Report:**

This item was tabled until the next meeting.

**5. Planning Director's Report:**

Steve Butler advised that a special joint meeting between SeaTac's Land Use & Parks Committee and Tukwila's Community Affairs & Parks Committee is scheduled for Thursday, November 20 from 4:45 to 6:15 pm. The Commissioners are invited to attend.

Mr. Butler thanked Mike Scarey, Kate Kaehny, and Alison Bridges for their hard work and countless hours dedicated to both the Comprehensive Plan Amendment process and the station area planning process. It was suggested that a letter from the Commission to staff thanking them be created.

The Port's Comprehensive Development Plan Draft EIS is now scheduled to be released in January. It was agreed the Commission would hold no meetings in December.

**6. Planning Commission Comments (including suggestions for next meeting's agenda)**

Commissioner Snider expressed appreciation to staff for their time and effort.

**7. Adjournment:**

The meeting was adjourned at 7:30