



CITY OF SEATAC

PLANNING COMMISSION MEETING

Riverton Room, SeaTac City Hall, 4800 S. 188th Street
December 2, 2014, 5:30 p.m.

MEETING AGENDA

- 1) Call to Order/Roll Call – 5:30 p.m.
- 2) Approve Minutes of November 18, 2014 Planning Commission Meetings (Exhibit A)
- 3) Public Comment: Public comment will be accepted on items not scheduled for a public hearing
- 4) Briefing on update to Transportation Element of the Comprehensive Plan (by Transpo) (Exhibit B)
- 5) Briefing on Major Comprehensive Plan Update – Capital Facilities Policies (Exhibit C)
- 6) CED Director's Report
- 7) Planning Commission Comments (including suggestions for next meeting agenda)
- 8) Adjournment

The Planning Commission consists of five members appointed by the Mayor and confirmed by the City Council. The Commission primarily considers plans and regulations relating to the physical development of the city, plus other matters as assigned. The Commission is an advisory body to the City Council.

All Commission meetings are open to the public and comments are welcome. Please be sure to be recognized by the Chair prior to speaking.

**CITY OF SEATAC
PLANNING COMMISSION
Minutes of November 18, 2014
Regular Meeting**

Members Present: Joe Adamack, Roxie Chapin, Tom Danztler, Robert Scully, Jim Todd

Staff present: Joe Scorcio, CED Director; Steve Pilcher, Planning Manager; Kate Kaehny, Senior Planner

1. Call to Order

Chairman Adamack called the meeting to order at 5:30 p.m.

2. Approve minutes of November 4, 2014 Meeting

Moved and seconded to approve the minutes as written. **Passed 5-0.**

It was noted that the minutes were incorrectly identified as being for November 7, 2014. Moved and seconded to correct the date from November 7 to November 4. **Passed 5-0.**

3. Public Comment

None.

4. Briefing on Wright Runstad presentation to City Council

Senior Planner Kate Kaehny overviewed the PowerPoint presentation made by Cindy Edens of Wright Runstad at the November 12 City Council study session. Their site is one under consideration by the Federal General Services Administration for a future Federal Aviation Administration building. A site selection decision is due in March 2015. (The Port of Seattle has a site on the west side of 26th Ave. So., just north of South 200th St., which is also under consideration.)

The site has many advantages due to its topography. Until full build-out of the site, the current park'n'fly operation will remain in operation.

5. Extension of Interim Regulations for the Interim Angle Lake Station Area

Senior Planner Kate Kaehny stated that staff is requesting the Commission make a recommendation to the City Council on whether to extend the current Interim Regulations. They are due to expire at the end of the year. Staff is suggesting the maximum 6 month extension as

allowed by law. The City Council will be holding a public hearing on this matter at its December 9, 2014 regular meeting.

Ms. Kaehny indicated that staff may request another 6 month extension if final regulations for the Angle Lake Station District cannot be adopted by June 30, 2015. The Station District Plan, which will be under formal review in the 1st quarter of 2015, will include recommendations for regulations. Ms. Kaehny noted that two development proposals are been considered under the interim regulations, which do not appear to have presented any significant difficulties to these projects.

The Commission had a few questions about the impacts of the regulations on the hotel projects underway and on Wright Runstad's plans.

Moved and seconded to recommend the City Council extend the Interim Regulations until June 30, 2015. **Passed 5-0.**

6. Update on Angle Lake Station Area Plan

Senior Planner Kate Kaehny provided an update to the Commission on progress in completing a draft Plan. She noted that staff has reached out to major property owners in the area, asking them to complete a short questionnaire regarding several issues under consideration. To date, only 6 property owners have responded. She also noted that staff is suggesting the station area be referred to as the "Angle Lake Station District," rather than a "Station Area."

She reviewed some of the demographic background information obtained from the Puget Sound Regional Council's Growing Transit Communities report. The Commission requested clarifications in some of the information.

The Commission also discussed perceived problems of crime in the city and that it needs to be addressed to make the city a more livable community. CED Director Scorcio offered to as Police Chief Mulligan to attend a future Commission meeting to address this issue.

Ms. Kaehny then reviewed non-motorized circulation issues, the transit environment and upcoming steps in the plan process.

7. CED Director's Report

CED Director Joe Scorcio reviewed a recent webinar that staff and Commissioner Todd participated in, regarding "failed commercial corridors." The seminar included a lot of useful information about commercial real estate and how some communities are re-purposing empty storefronts.

He also noted that the City Council approved the budget on November 12th. The budget includes the imposition of a utility tax and assumes the adoption of increases in many fees. Action on the fee schedule will occur on November 25.

8. Commissioner's report

Commissioner Adamack noted he had participated in a recent meeting regarding the future of the Grandview Dog Park. The current group (SODA) that has been maintaining the park will no longer be doing so. A new volunteer group is forming.

9. Adjournment

Moved and seconded to adjourn. Motion passed 5-0. The meeting adjourned at 7:34 p.m.

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Exhibit: B1
Date: 12/2/14

CITY OF SEATAC

Transportation Element Update & Transportation Master Plan

Presented by
transpogroup 

Planning Commission Meeting
December 2, 2014



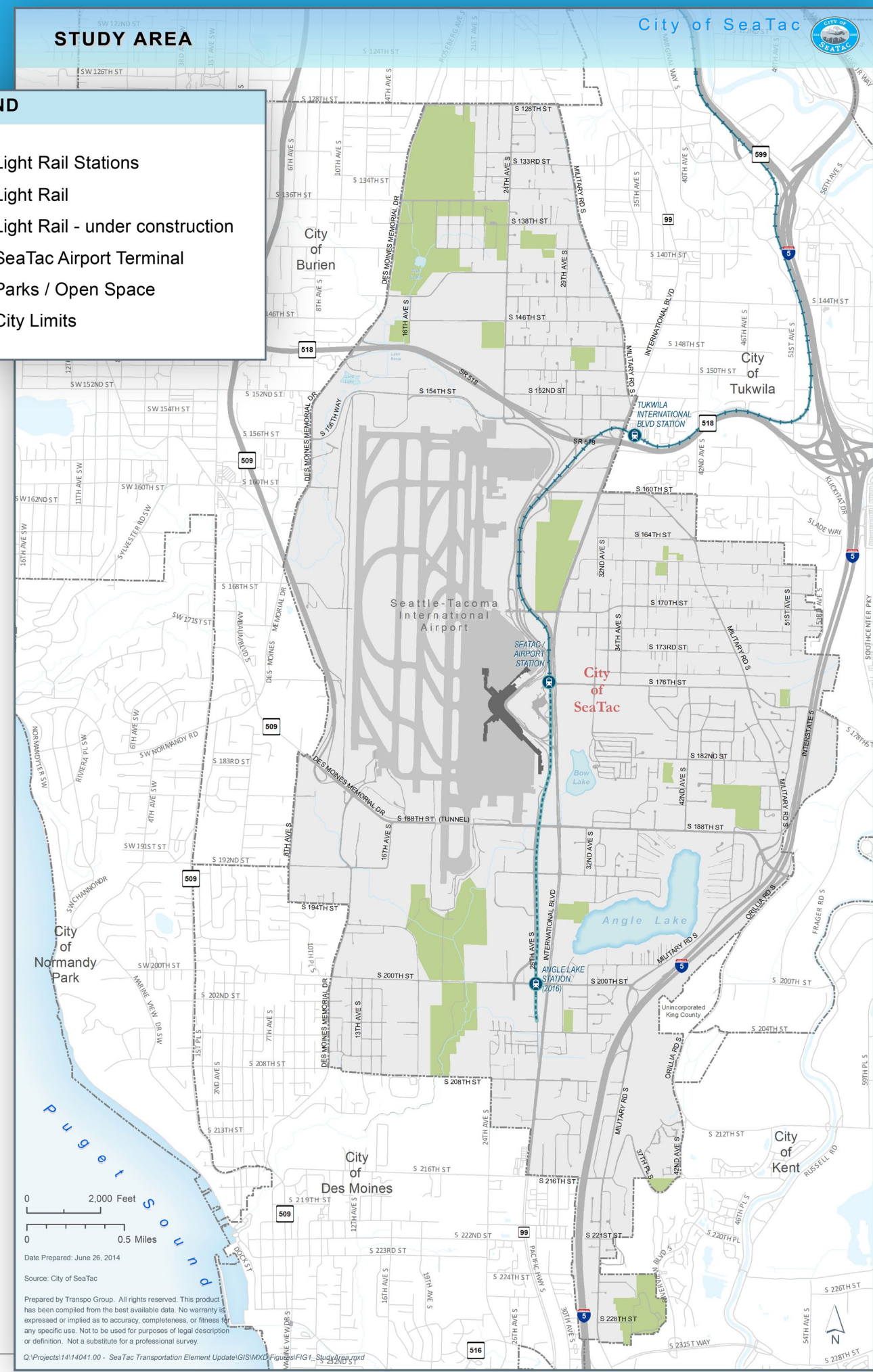


Agenda

- > Objectives and Work Program
- > Travel Forecasts
 - Assumptions and Alternatives
 - 2025 without SR 509
 - SR 509 Phase I and Interim Airport South Access
 - SR 509 Phase 2 and South Airport Expressway
 - Framework for Transportation Element
- > Transportation Improvement Projects and Programs
 - Existing Transportation Improvement Program (2015-2024)
 - Draft Safe and Complete Streets Projects
 - Potential Additional Improvement Projects
- > Level of Service Standards and Concurrency
- > Transportation Finance and Impact Fees
- > Next Steps for Transportation Element
- > Comprehensive Plan Review Schedule

LEGEND

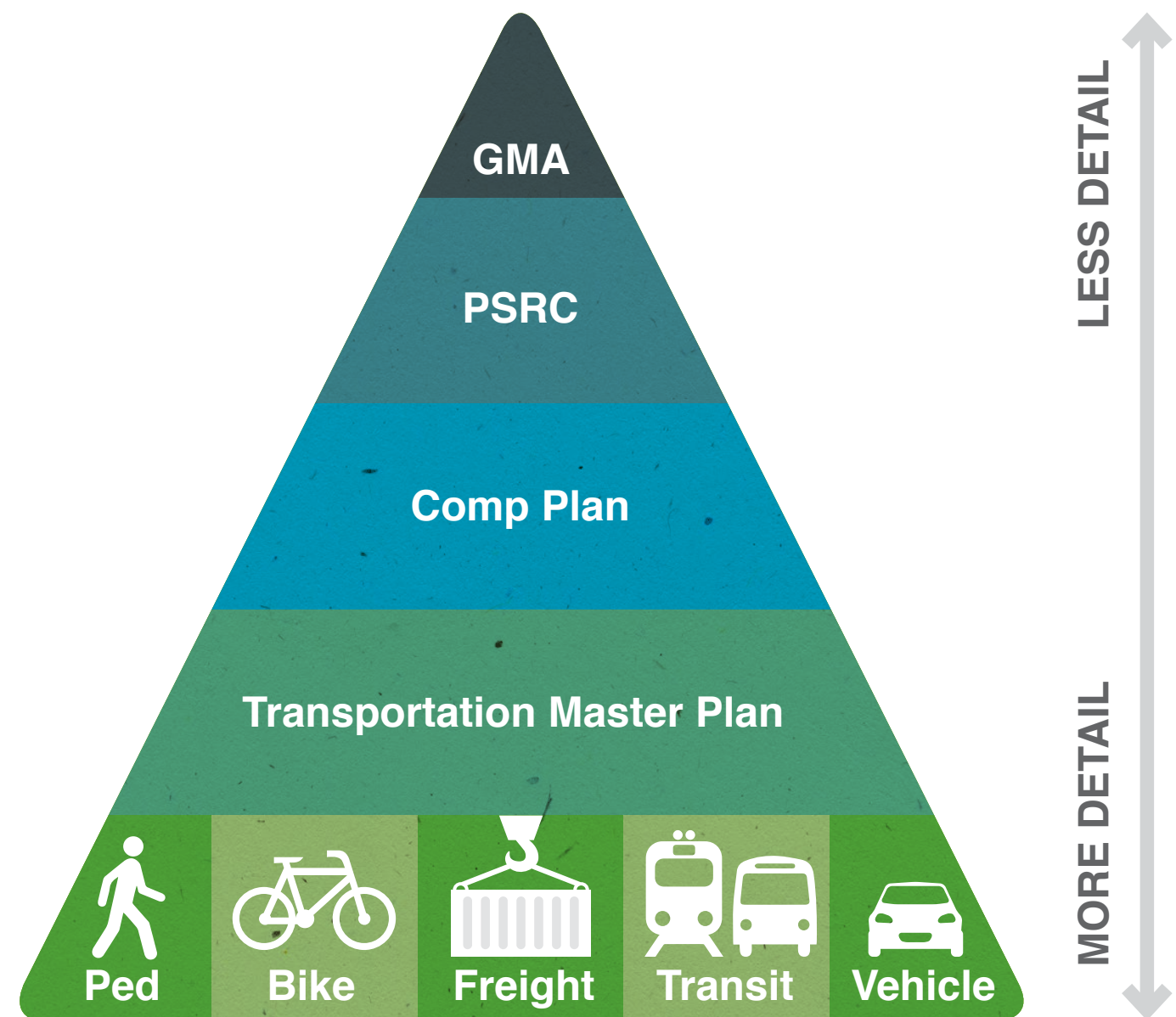
- Light Rail Stations
- Light Rail
- Light Rail - under construction
- SeaTac Airport Terminal
- Parks / Open Space
- City Limits





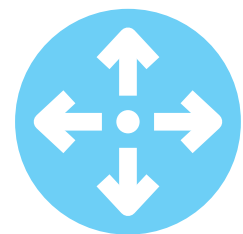
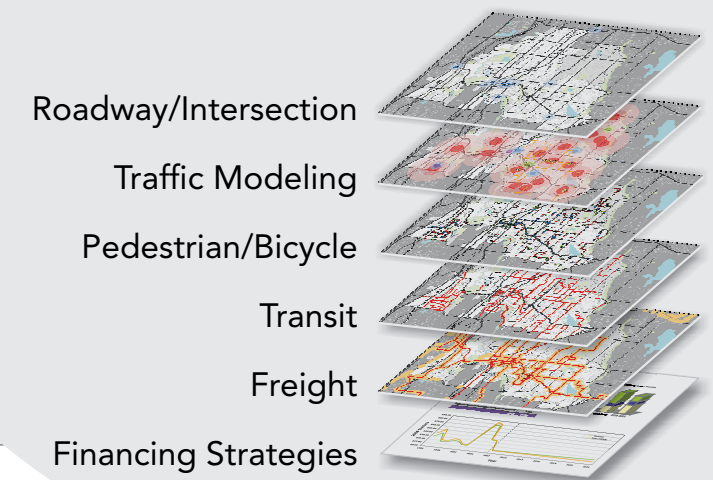
Transportation Element and Transportation Master Plan Objectives

- > Support overall Comprehensive Plan and City vision
- > Meet requirements of the Growth Management Act (GMA) and Vision 2040
- > Reflect Neighbors' planning
- > Integrate and prioritize transportation improvements serving all modes
- > Review and update transportation policies
- > Revisit level of service standards/ concurrency program
- > Update transportation funding analyses and strategies





Primary Work Program Tasks



Agency coordination and public outreach



Evaluate existing transportation systems conditions and issues
>Traffic operations
>Safety
>All travel modes
>Economic development



Prepare travel forecasts and evaluate options
>Integration of transportation and land use planning
>Coordinated travel demand model with Port of Seattle
>Evaluate alternatives for SR 509 phasing



Define multimodal improvement projects
>Complete Streets framework
>Potential trade-offs
>Costs
>Project priorities



Transportation policies
>Consistency with Vision 2040 / GMA requirements
>Transportation funding and impact fees
>Level of service standards and concurrency



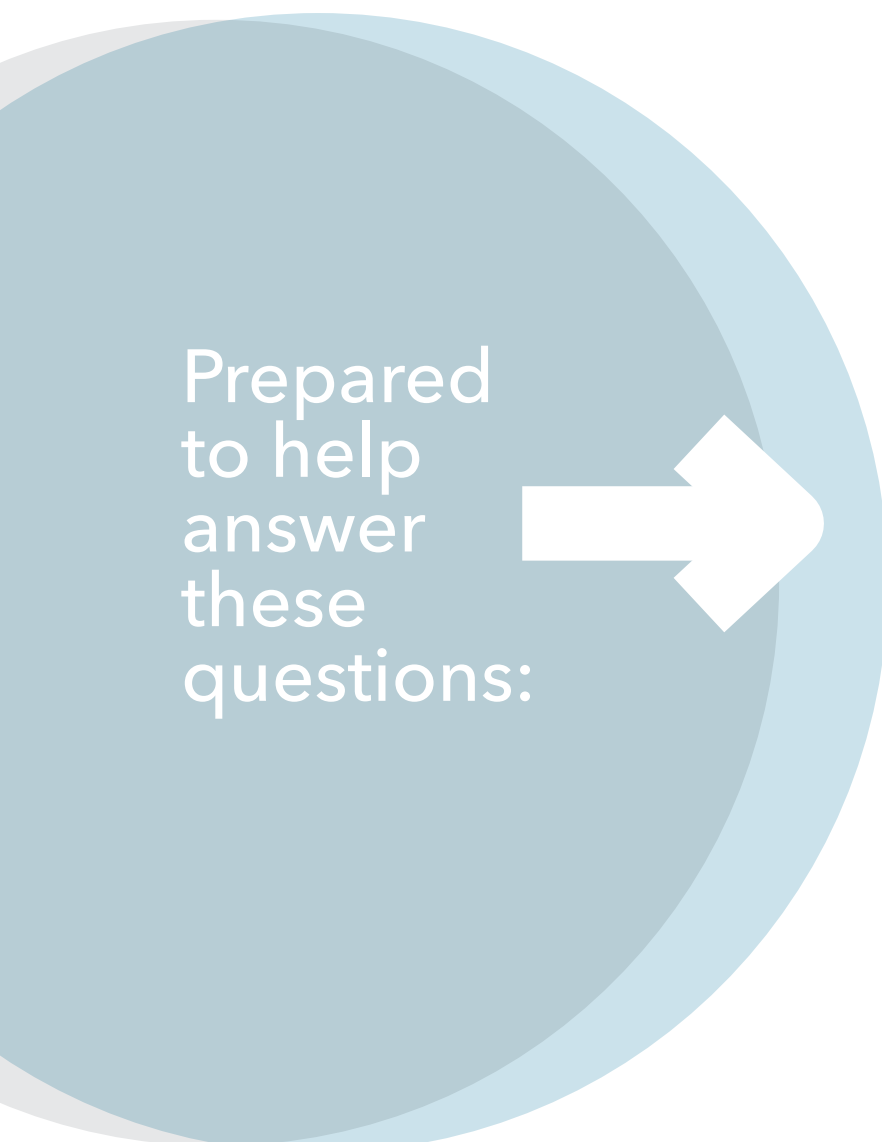
Documentation and Environmental Review



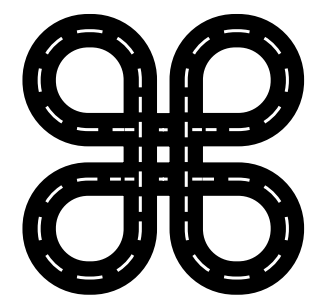
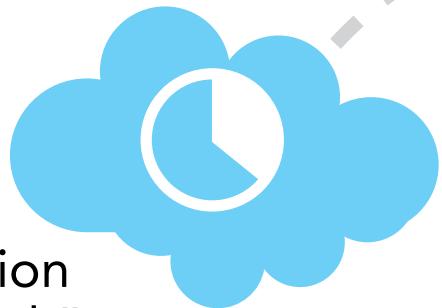
PUBLIC OUTREACH



Travel Forecasts & Alternatives Evaluation



How long will the transportation system "work" without the SR 509 extension?



How will completion of the SR 509 Phase I with an Interim Airport South Access via 24th/28th Avenue S meet future traffic demands?
How long will it meet the demands?



What additional benefit would the full SR 509 and South Airport Expressway (SAE) provide?





Travel Forecasts 2010 – 2035 Growth Assumptions

> City Growth

- Households forecast to increase by 6,600 housing units
- Employment forecast to increase by 32,600 jobs, not including growth at Sea-Tac

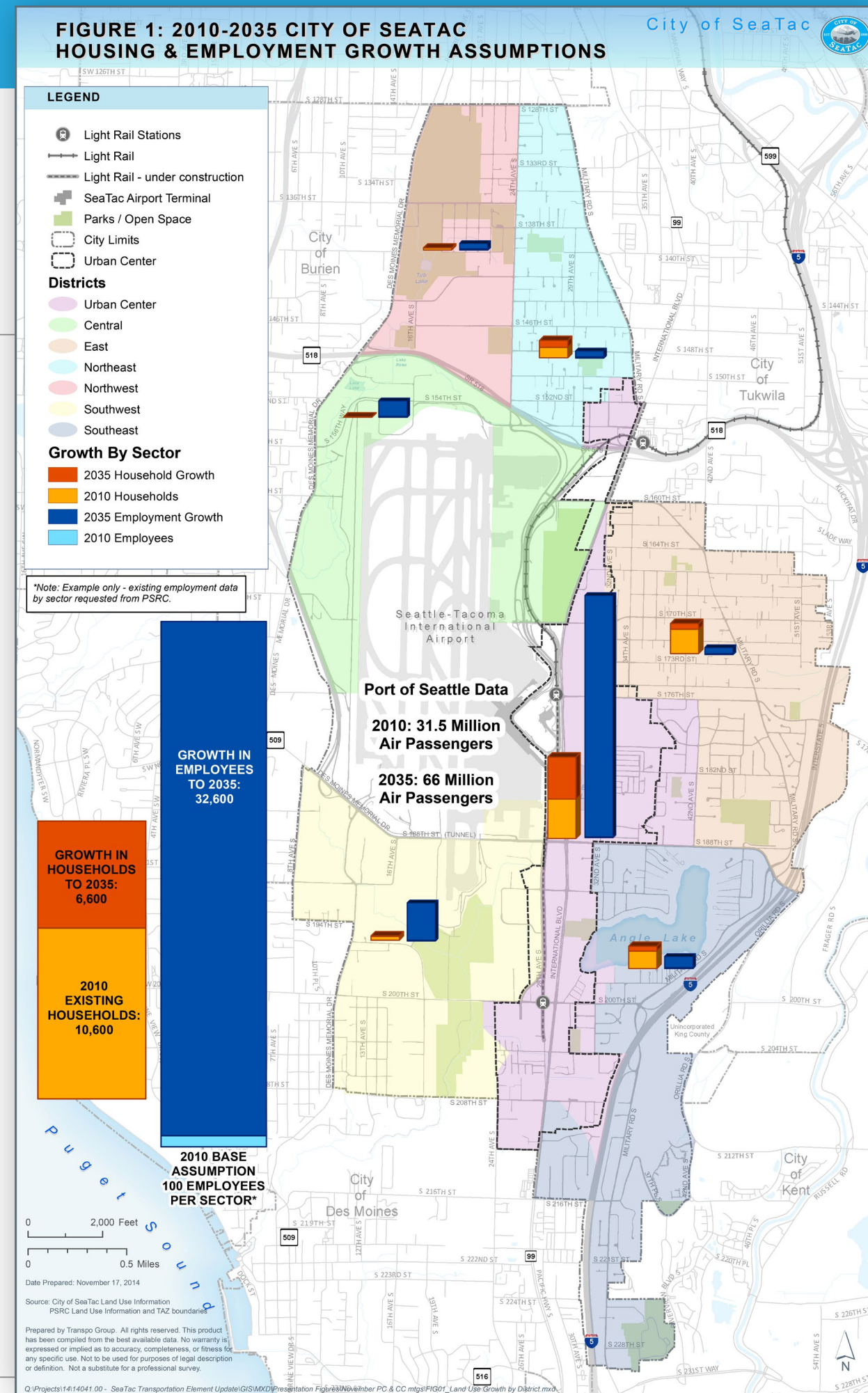
> Sea-Tac Airport

- 2010: 31.5 Million Air Passengers (MAP)
- 2035: 66 MAP

> Rest of Region

- Puget Sound Regional Council

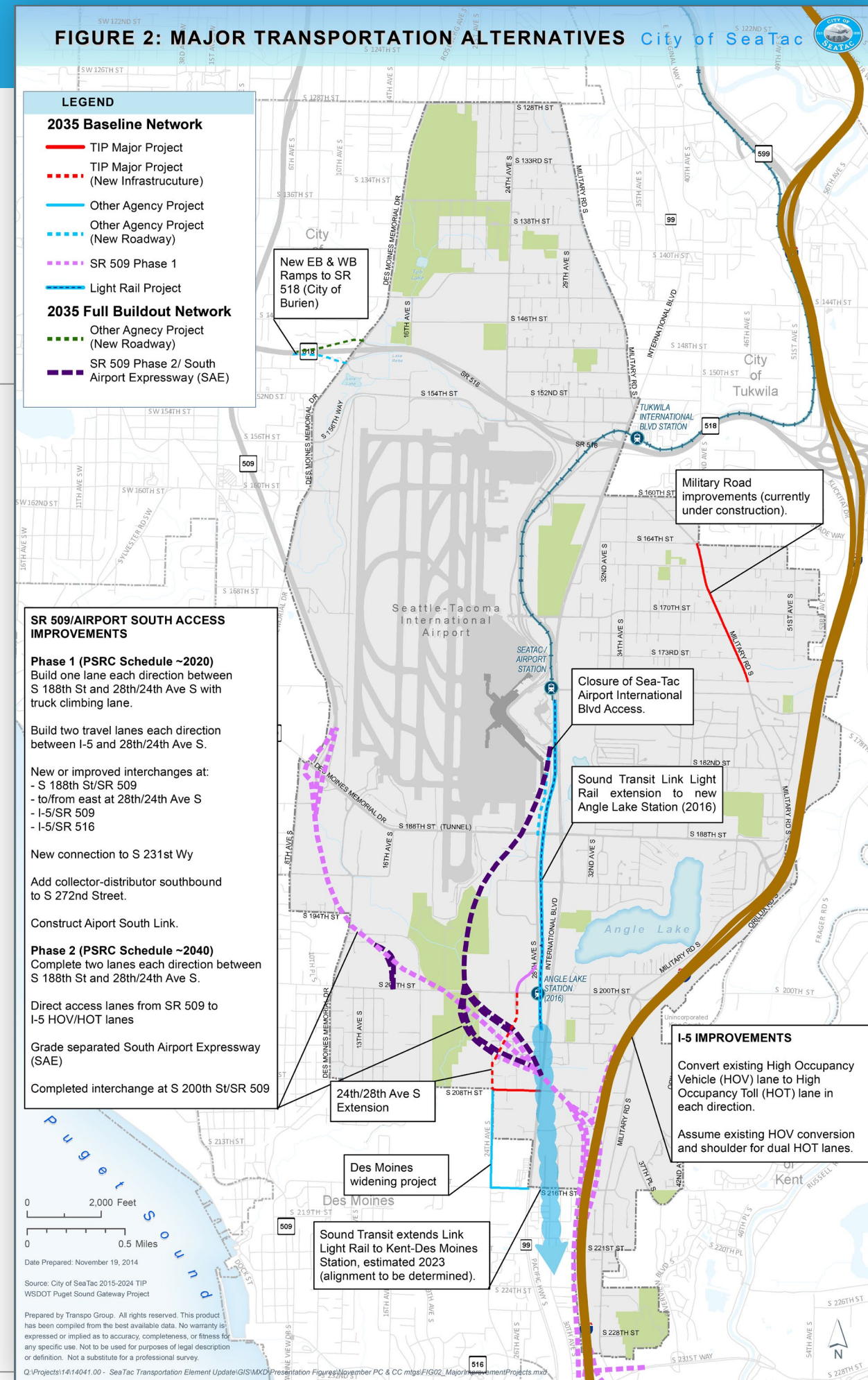
> Evaluated 2025 and 2035 horizons years





2035 Baseline Major Transportation System Assumptions for Travel Demand Forecasting

- > PM Peak Hour Evaluation – Average Conditions (not peak Airport demands)
- > 2035 Baseline:
 - SR 509 Phase 1 / Interim South Access (24th/28th Avenue S arterial)
 - Regional Transit Service Expansion
 - I-5 High Occupancy Toll (HOT) Lanes
 - SR 518 Eastbound Off-ramp to Des Moines Memorial Drive (Burien Project)
 - Tolling Assumptions
 - Completion of Local Area Transportation Improvements
- > 2035 Full Build with SR 509/South Airport Expressway (SAE)
 - 2035 Baseline Improvements
 - SR 509 widened to four lane freeway
 - Grade-separated South Airport Expressway
 - SR 509 Interchange at S 200th Street
 - SR 518 Westbound On-ramp from Des Moines Memorial Drive

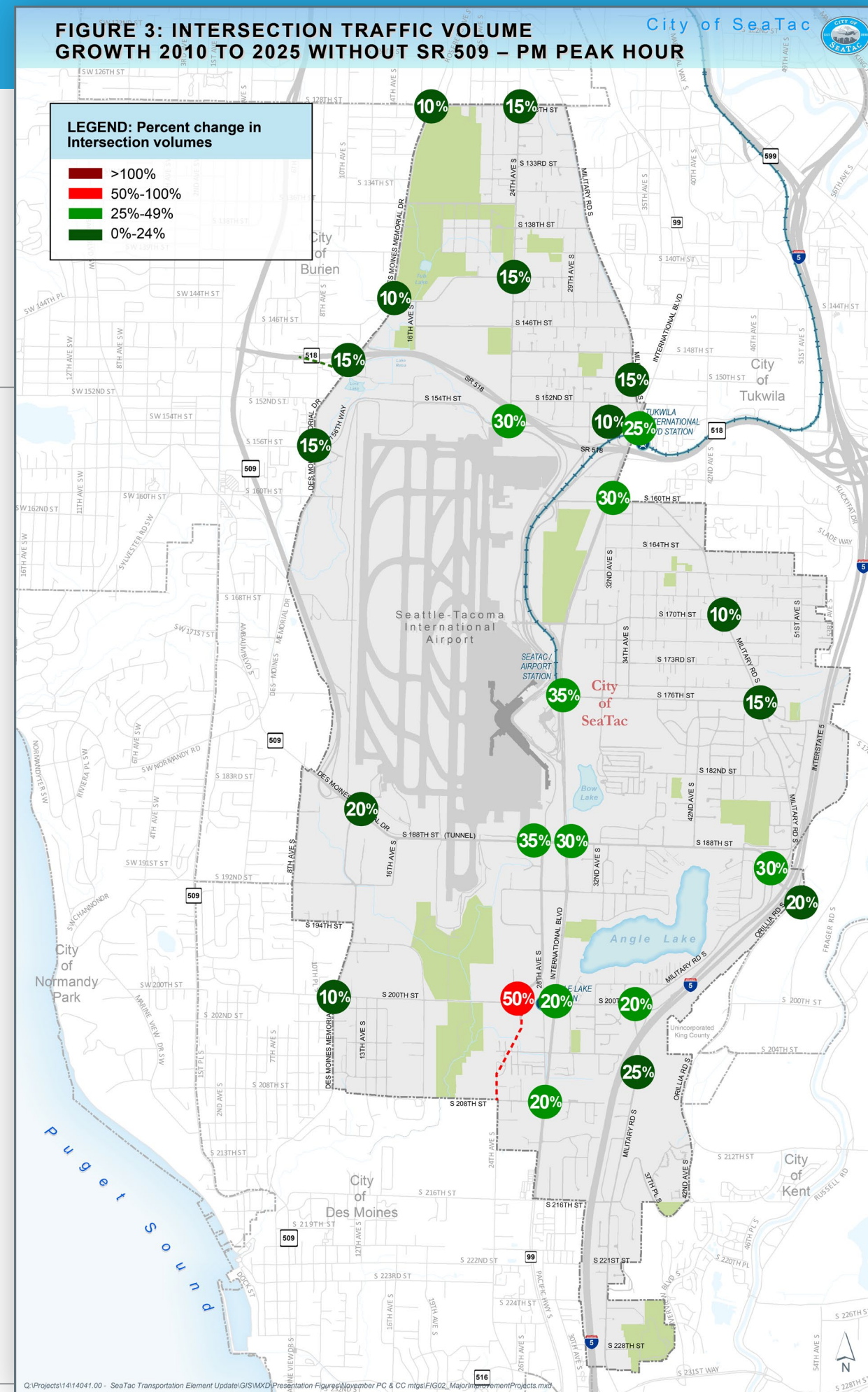




How long will the transportation system “work” without the SR 509 freeway extension?

- > By 2025, forecast traffic volumes during the PM hour at the most currently congested locations in the City will increase by 25 to 35% over 2014 volumes
- > No cost effective improvements to resolve forecast traffic issues at key intersections such as S 188 Street/ International Blvd
- > Intersection improvements would result in wider roadways and would be less accommodating to pedestrians and bicyclists

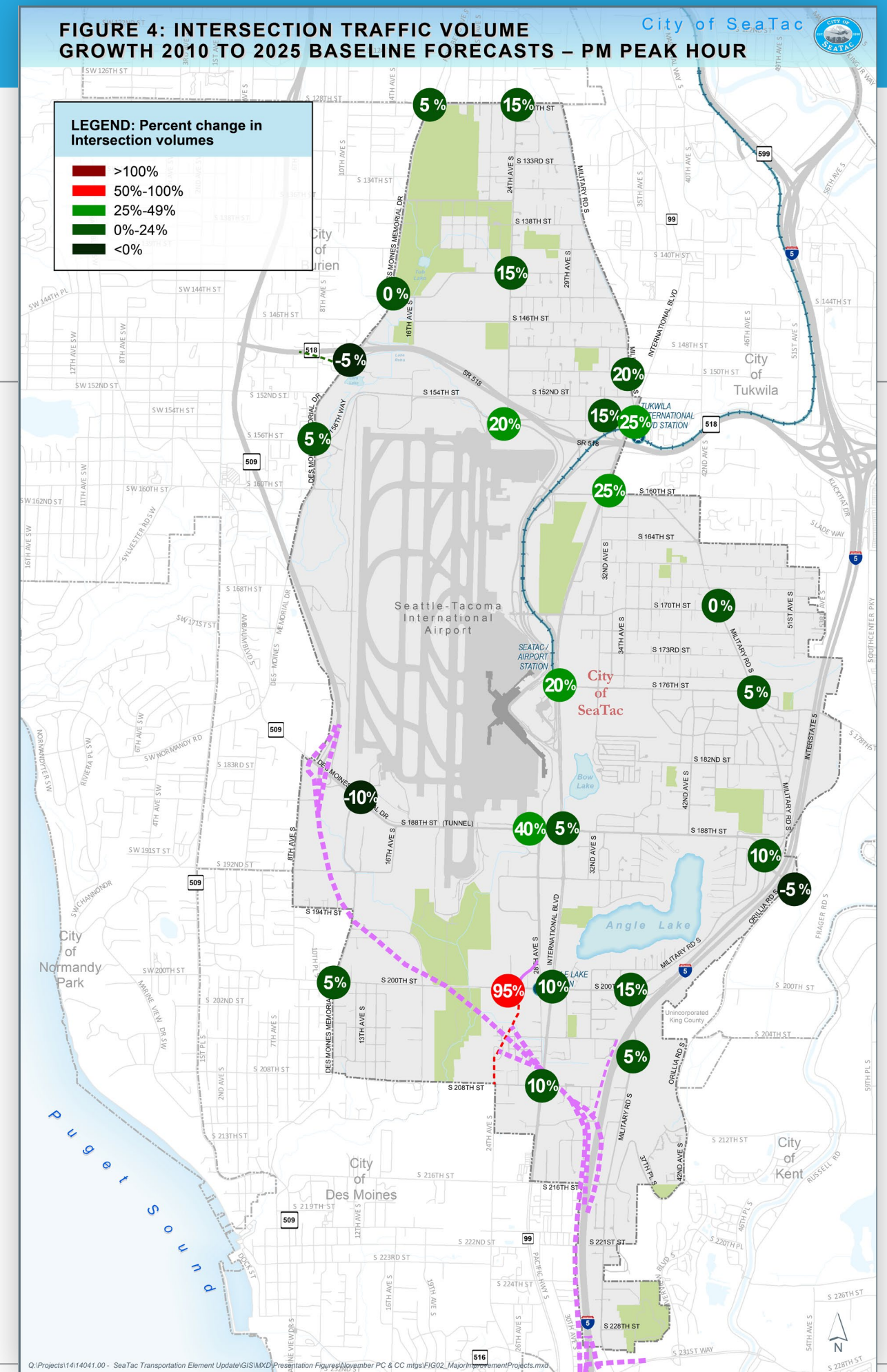
FIGURE 3: INTERSECTION TRAFFIC VOLUME GROWTH 2010 TO 2025 WITHOUT SR 509 – PM PEAK HOUR





How will Completion of SR 509 Phase I with an Interim Airport South Access Meet Future Traffic Demands?

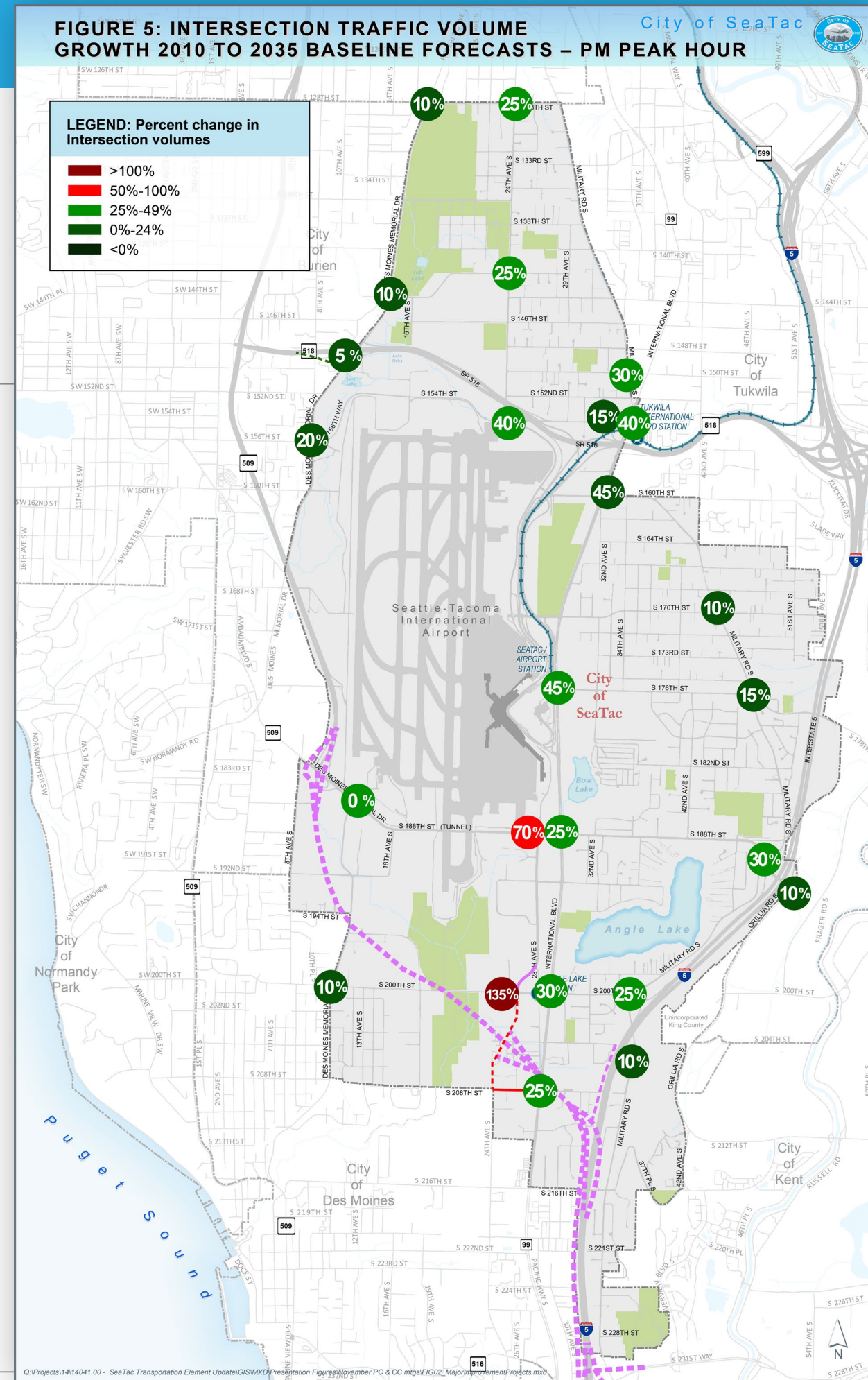
- > Through 2025, SR 509 and Interim Airport South Access:
 - Greatly reduces traffic growth along International Blvd South of S 176th Street
 - Reduces traffic volume growth at S 188th and S 200th Street Interchanges with I-5
 - Results in traffic volumes on Des Moines Memorial Drive similar to 2014 volumes
 - Would require improvements at S 188th Street/28th Avenue S to support Port's South Link and Interim Airport South Access
- > Supports increased development in City's Urban Center by enhancing accessibility and reduces congestion
- > Additional intersection improvements will be needed in north part of the City to meet 2025 traffic demands





How Long will SR 509 Phase I with Interim Airport South Access Serve Future Travel Demands?

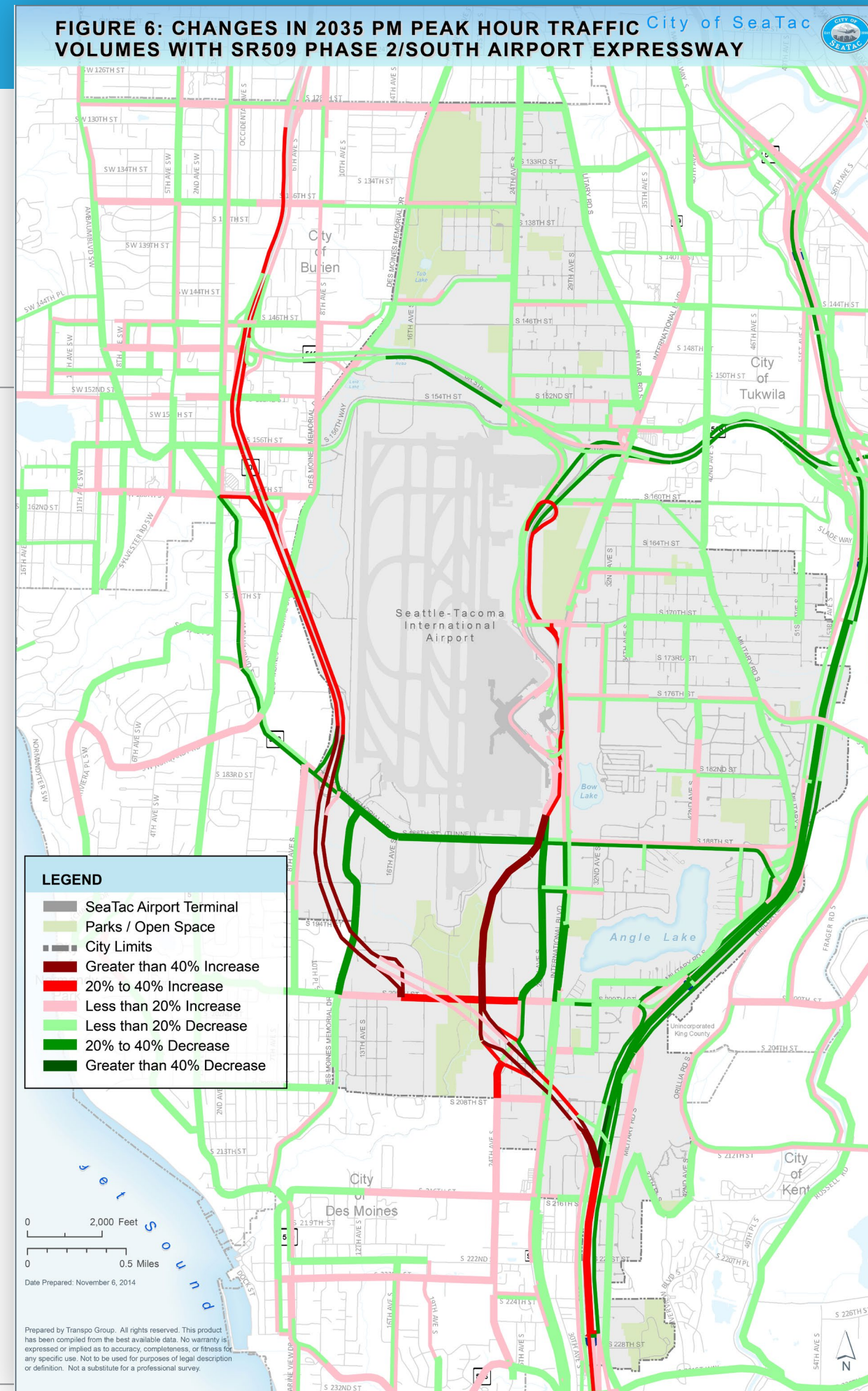
- > By 2035, the SR 509 Phase I/Interim South Access will not adequately accommodate traffic south of the Airport
- > Significant congestion will occur at S 188th Street at 28th Avenue S and International Blvd
 - The shorter term (2025) improvements will not meet 2035 traffic demands
 - Additional turn lanes would be required resulting in a large roadway footprint
 - Improvements would impact existing businesses
- > Additional improvements would be needed to accommodate traffic along S 200th Street near International Blvd
- > SR 509 Phase I/Interim South Access does not address congestion issues in north part of the City; additional intersection improvements would be needed





What Additional Benefit Would the Full SR 509 Project and South Airport Expressway (SAE) Provide?

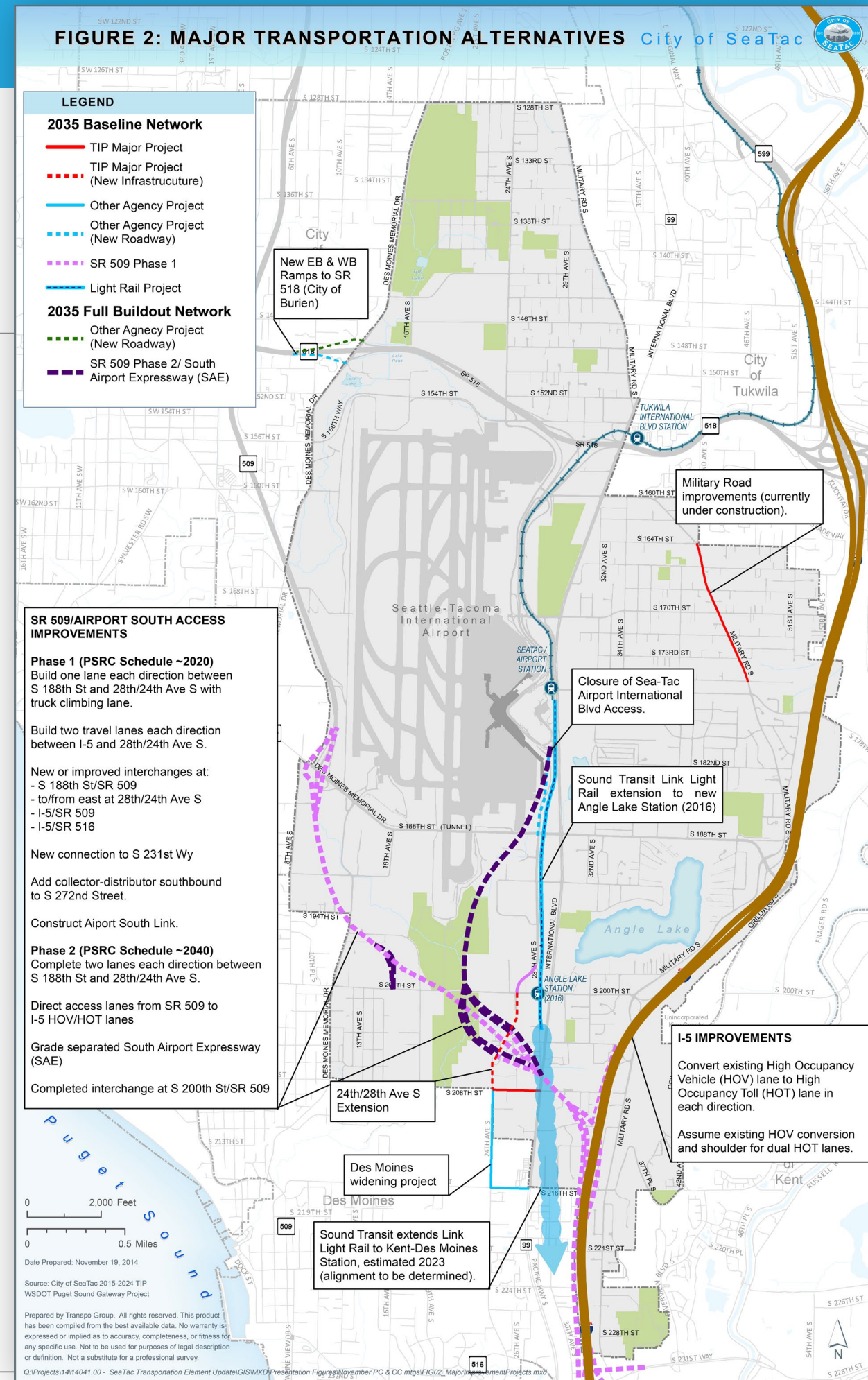
- > SR 509 and South Airport Expressway reduces traffic growth on:
 - International Blvd south of the Airport
 - 24th/28th Avenue S Arterial (Interim Airport South Access)
 - S 188th Street Corridor
 - I-5 Interchanges serving SeaTac
- > South Access Expressway provides a higher benefit to the City than the additional widening of SR 509 under Phase 2
 - Reducing future traffic volumes on City arterials
 - Reduces traffic at I-5 interchanges in SeaTac
- > SR 509 Phase 2 improvements:
 - Reduce traffic on Des Moines Memorial Drive
 - Increase traffic on S 200th





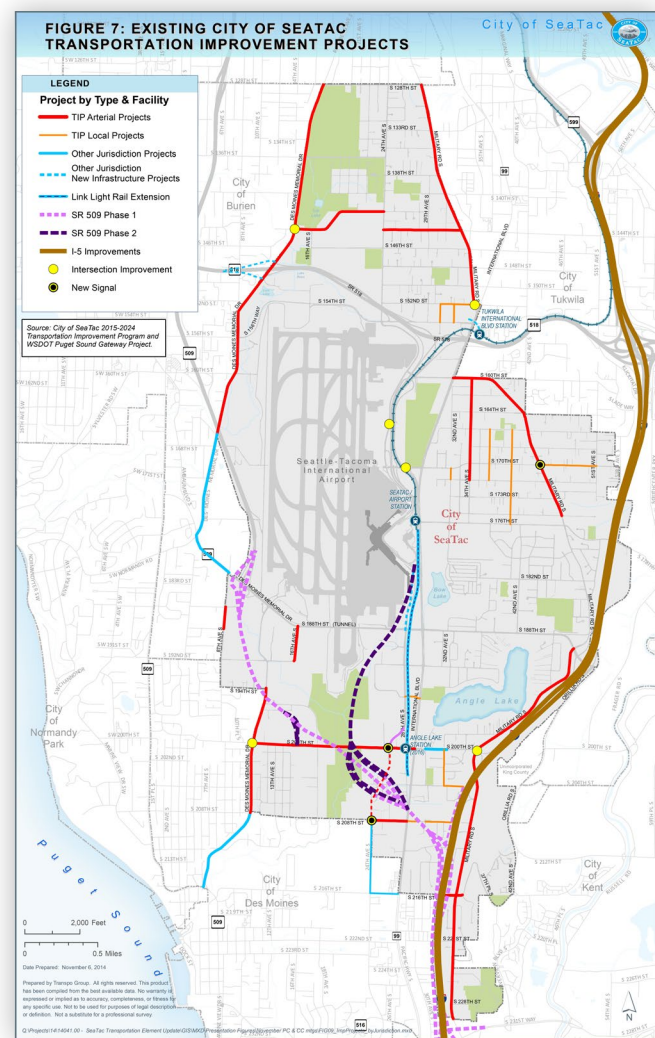
Setting the Framework for the 2035 Transportation Element

- > By 2025: Target funding and construction of SR 509 Phase I and Interim Airport South Access by 2025
 - Port planning for South Access connection to Terminal
 - Intersection and other associated improvements
 - Transportation improvements will support economic development through improved accessibility
- > By 2035: Work with Port and Regional Stakeholders to advance South Airport Expressway by 2035
 - Reduces need for larger intersection and roadway improvements
 - Reduces travel times to/from Airport compared to Interim Airport South Access
- > By 2040: Continue working with WSDOT and Regional Stakeholders to advance Phase 2 of SR 509 by 2040, consistent with PSRC vision 2040



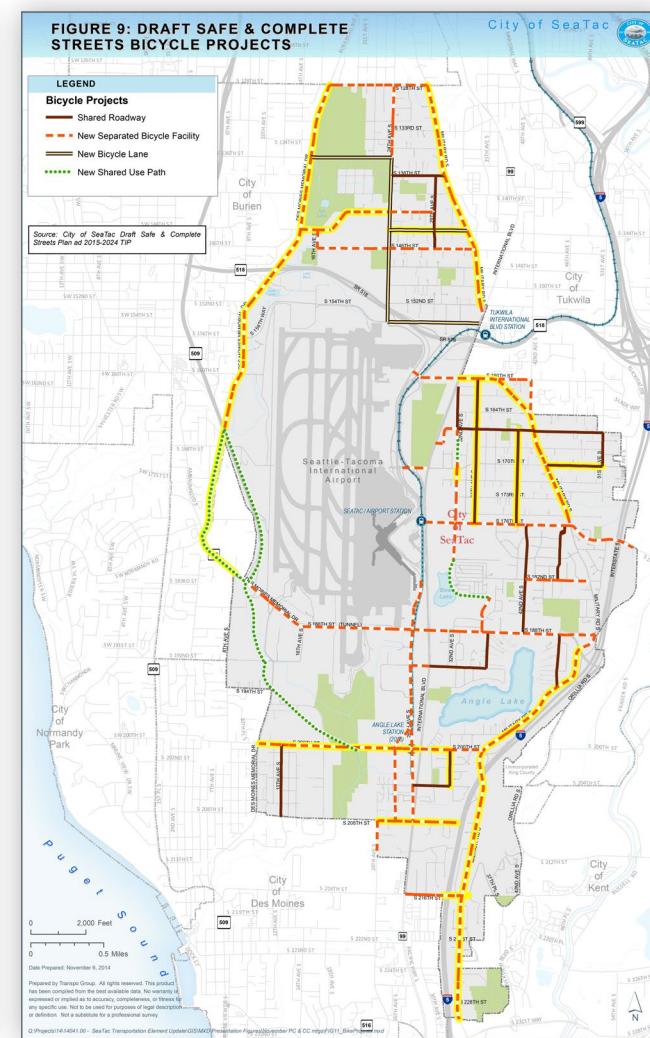
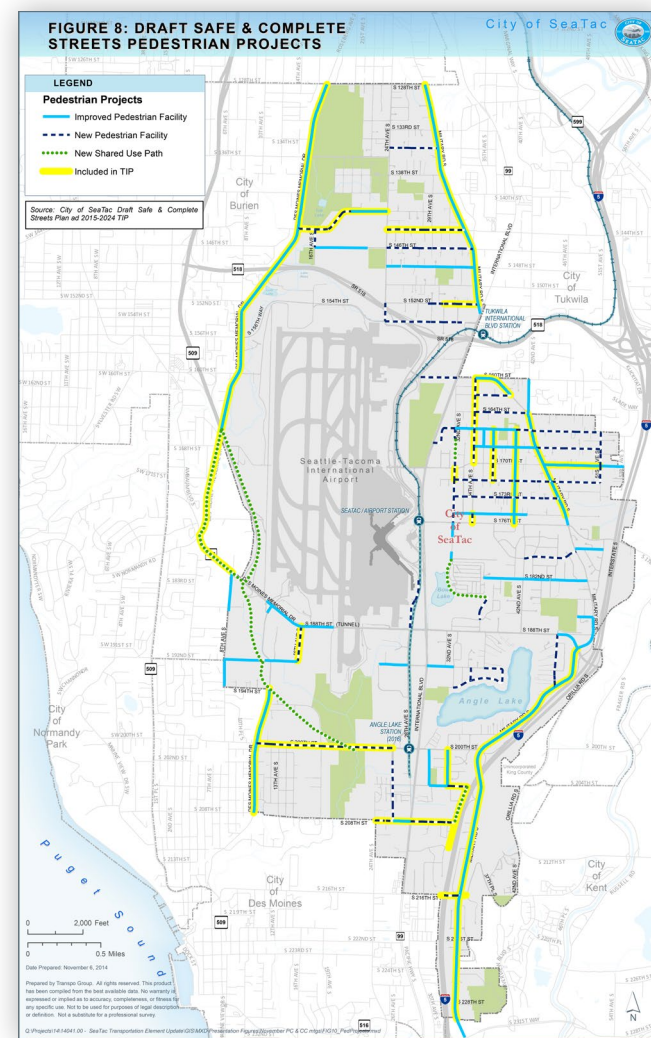
Transportation Improvement Projects

CITY'S EXISTING 2015-2024 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)



COMPLETE STREETS PLAN

- Pedestrian System Projects
- Bicycle System Projects



POTENTIAL ADDITIONAL ROADWAY AND INTERSECTION PROJECTS

- Capacity & Operational
- Safety
- Additional non-motorized improvements
- Transit connections



Level of Service Standards (LOS) and Transportation Concurrency

> City's Existing Level of Service Standards

- Auto-based
- PM Peak Hour Congestion at Intersections:
 - » Principal & Minor Arterials: LOS E
 - » Collector Arterials & Lower Classifications: LOS D
- Director of Public Works can provide exceptions

> Typically results in improvements that widen intersections and roadways to meet the standard

> Potential Program Objectives Moving Forward

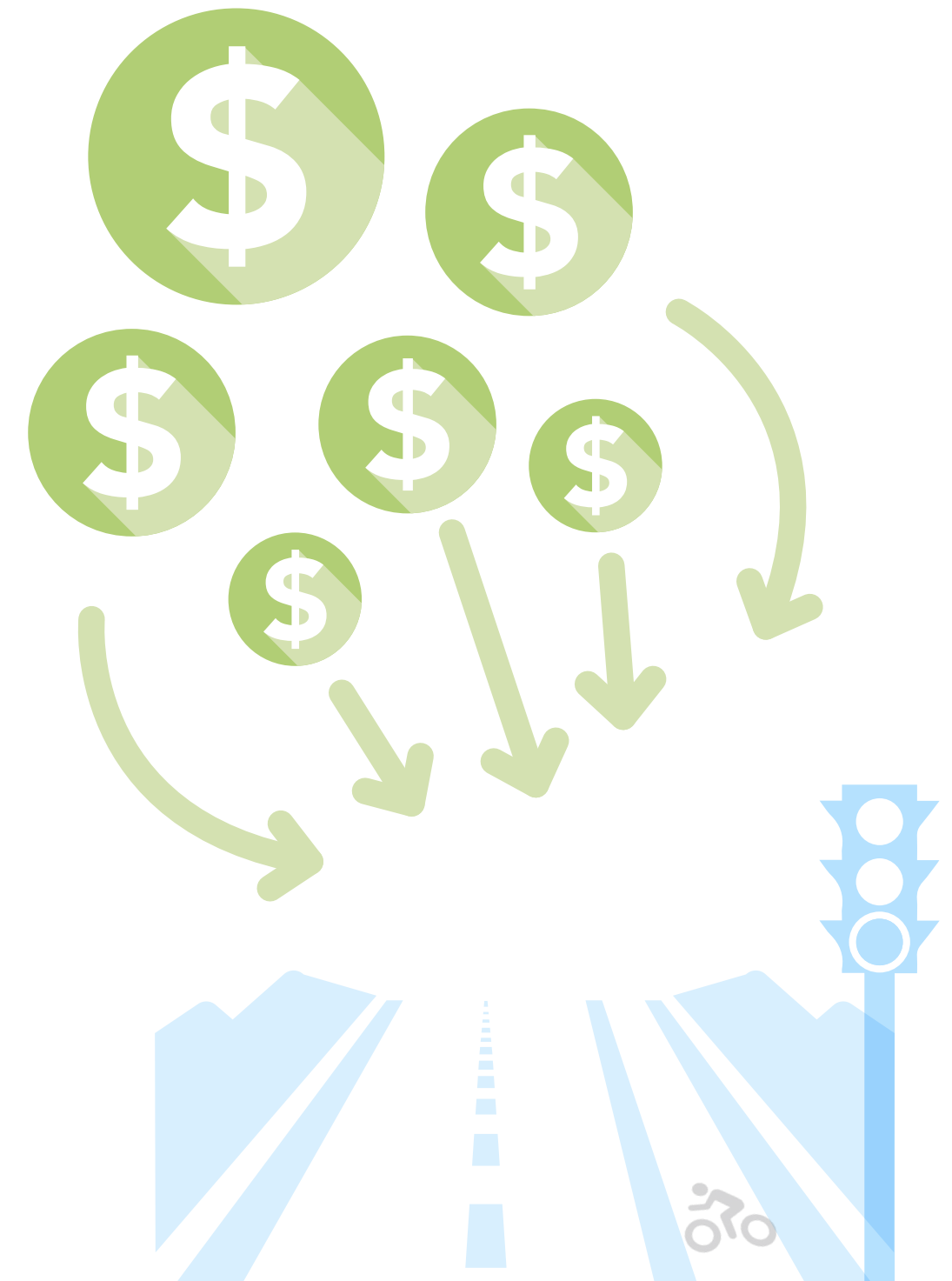
- Incorporate other travel modes
- Citywide vs. Subareas (e.g. Urban Center)
- Easy to understand and implement
- Project review vs. Comprehensive Plan-based review





Transportation Funding Program

- > Potential Transportation Funding Sources (see summary handout)
 - Motor Vehicle Excise Tax
 - Commercial Parking Tax
 - Local Improvement District (LID)
 - Local Improvement Impact Fees
 - Transportation Benefit Districts (TBD)
 - Real Estate Excise Tax (REET) 1
 - Real Estate Excise Tax (REET) 2
- > State Environmental Policy ACT (SEPA) Mitigation
- > Transportation Concurrency Mitigation





Transportation Impact Fee (TIF) Funding Program

> Current Program

- Adopted in 1995; Revised base fee in 2002
- Project list/cost and rates have not been updates
- Fee is \$1,020 per new PM peak hour trip generated

> Other Agencies

- Widely used statewide

> South King County Cities charge Transportation Impact Fees

- Range from \$948 to over \$4,000 per new PM peak hour trip
- City of SeaTac's rate in near the low end of rates in South King County and in Western Washington

South King County TIF Rates

Agency	Base Rate Per PM Peak Hour Trip	Rate per Single-family House	
		Citywide	Downtown
Auburn		\$3,641	\$2,950
Burien	\$948	\$957	
Covington		\$4,461	
Des Moines	\$3,194	\$3,656	
Enumclaw	\$2,907	\$2,937	
Federal Way		\$3,112	
Kent	\$4,006	\$3,877	\$3,141
Maple Valley	\$3,986	\$4,026	
Renton	\$2,503	\$2,857	
SeaTac	\$1,020		
Tukwilla	\$1,244	\$1,188	



Next Steps for Transportation Element



Finalize list of transportation improvements & programs

Prepare project cost estimates

Define Level of Service / Concurrency Program Strategy

Complete funding analyses / impact fee update

Assign project priorities

Update transportation policies

Prepare Draft Transportation Element

Prepare SEPA review

Meet with Planning Commission
and City Council in February

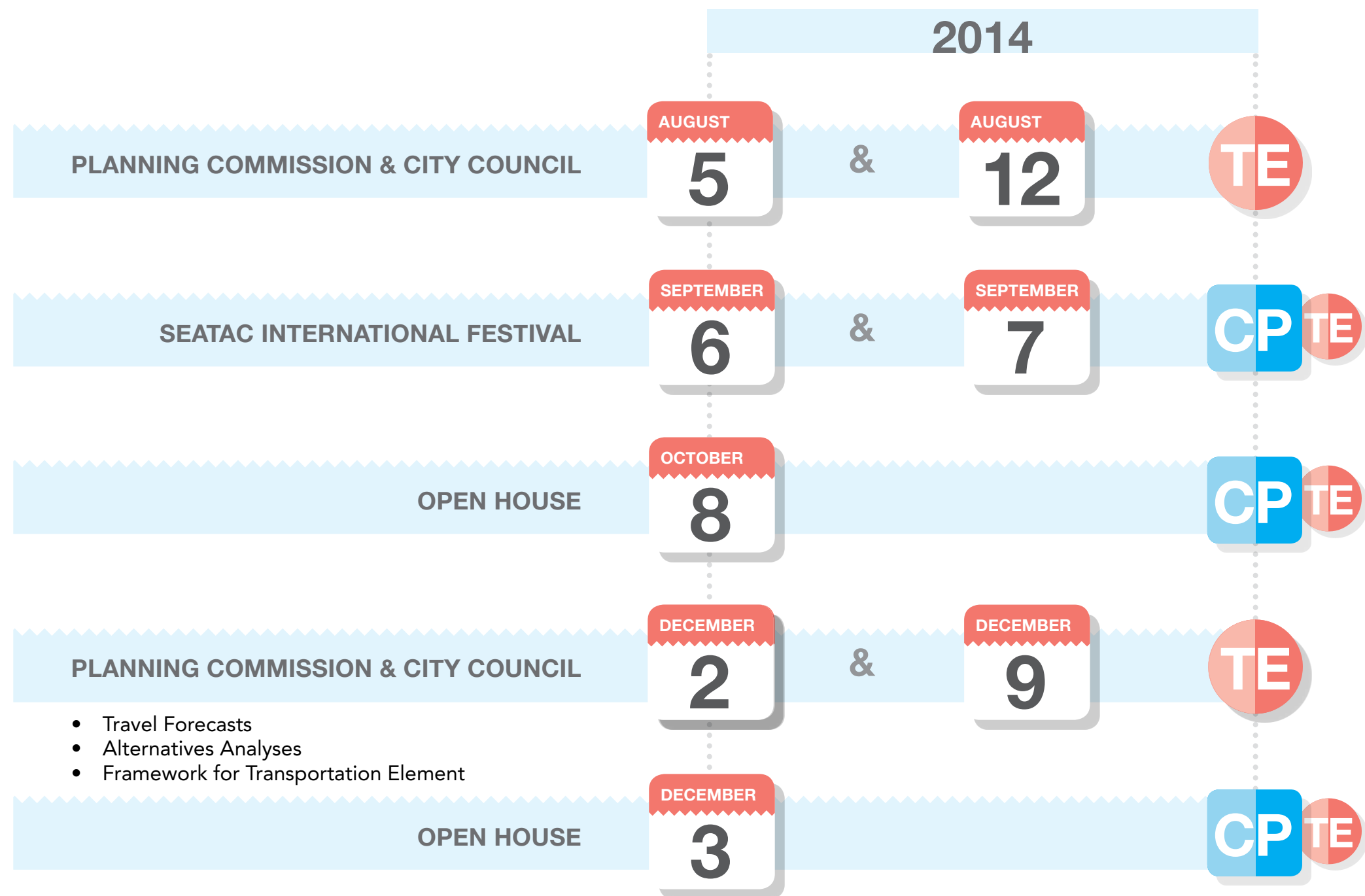
Ongoing public outreach as part of the
Comprehensive Plan update process



Schedule for Comprehensive Plan **CP** and Transportation Element **TE**



Where we have been & Where are we at?





Schedule for Comprehensive Plan **CP** and Transportation Element **TE**

