



# CITY OF SEATAC

## PLANNING COMMISSION MEETING

City Council Chambers, SeaTac City Hall, 4800 S. 188<sup>th</sup> Street  
March 31, 2015, 5:30 p.m.

### MEETING AGENDA

- 1) Call to Order/Roll Call – 5:30 p.m.
- 2) Approve Minutes of March 3, 2015 Planning Commission Meetings (Exhibit A)
- 3) Public Comment: Public comment will be accepted on items not scheduled for a public hearing
- 4) Review of Draft Angle Lake District Station Area Plan (Exhibit B)
- 5) CED Director's Report
- 6) Planning Commission Comments (including suggestions for next meeting agenda)
- 7) 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 March 3, 2015  
Regular Meeting**

**Members present:** Roxie Chapin, Tom Dantzler, Robert Scully  
**Members absent:** Joe Adamack (excused); Jim Todd (excused)  
**Staff present:** Joe Scorcio, CED Director; Steve Pilcher, Planning Manager; Kate Kaehny, Senior Planner; Mike Scarey, Senior Planner

**1. Call to Order**

Vice-Chair Scully called the meeting to order at 5:30 p.m.

**2. Public Comment**

None.

**3. Approval of minutes**

Moved and seconded to approve the minutes of the February 17, 201 meeting as written. **Passed 3-0.**

**4. Briefing on the Draft Angle Lake District Station Area Plan**

Senior Planner Kate Kaehny noted that this is the second review session of the final draft of the Plan. She provided the Commission members with complete copies of the draft document, noting that it still needs to be refined once imported into a publishing program.

In order to keep on schedule, the Commission was asked to consider whether they would be able to meet on March 31<sup>st</sup> (a 5<sup>th</sup> Tuesday this month). After discussion, the three members present decided this decision should be made at the next meeting when hopefully all members are in attendance.

Ms. Kaehny then reviewed the changes that have occurred since the Commission's last review. She noted that the Guiding Principles section has been changed to group the various principles under headings. The Commission concurred with these changes.

The Urban Design Framework section is intended to focus on developing the district as a pedestrian-friendly environment, with a distinctive character and with building that activate the street. There are now four subdistricts being proposed, each intended to have a different character.

SubDistrict 1 (the Core) is intended to have the greatest intensity of development and feature active ground-floor uses that complement the light rail station plaza. The Commission discussed

the desirability of having food trucks at the plaza (and potentially elsewhere). Ms. Kaehny noted it will be necessary to amend zoning regulations to facilitate this idea.

The remaining subdistricts were then reviewed for their intended character and development.

Ms. Kaehny pointed out some differences between the proposed Plan boundary and the Interim Angle Lake Station Area regulations. For example, the boundary north of S. 200<sup>th</sup>, east of International Blvd, has been moved east to coincide with the Urban Center boundary.

The Commission suggested moving the western boundary, south of 200<sup>th</sup>, to the west to coincide with the SR-509 right-of-way.

Ms. Kaehny then reviewed the connectivity strategies. The Commission noted that roundabouts are not always a friendly environment for pedestrians. The Ped/Bike strategies were also reviewed. The Commission asked staff to find out what levels of lighting Sound Transit is providing as part of their required improvements in the area.

The Urban Design language was then reviewed. A discussion of street trees ensued, with the Commission expressing concern with maintenance and potential conflicts with lighting and pedestrian safety. The potential of forming a business improvement district in order to address maintenance was discussed.

Ms. Kaehny then reviewed the next steps to be taken, with the intent of having a public hearing on the proposal on either April 7 or April 21.

## **5. Briefing on Major Comprehensive Plan Update – Environment, PROS and Community Design Elements**

Senior Planner Mike Scarey noted that this evening would be the second time the Commission has reviewed these elements. Staff is seeking any final comments from the Commission before a final draft version of the complete plan is provided prior to the scheduled March 17<sup>th</sup> joint meeting with the City Council.

Mr. Scarey noted that the Environment element was last reviewed in June 2014. He reviewed the minor changes that have occurred since that time.

Changes to the PROS (Parks, Recreation and Open Space) element were reviewed. This had last been reviewed by the Commission in March 2014. The Commission noted that a cross-reference to the Capital Facilities Element should be included in this element.

Mr. Scarey reviewed the Community Design Element, noting that it has not been previously reviewed, as it was necessary to complete other elements first. He advised the Commission that these policies are not specifically intended to be a basis for a design review process or other code amendments.

**6. CED Director’s report**

Director Joe Scorcio reminded the Commission of the March 17<sup>th</sup> joint meeting with the City Council, to review the Comprehensive Plan.

Mr. Scorcio advised the Commission of movement of offices and workspaces occurring within the CED Department.

Mr. Scorcio provided some statistics concerning registration and anticipated attendance for various sessions at the National APA Convention in April.

**8. Adjournment**

Moved and seconded to adjourn. Motion passed 3-0. The meeting adjourned at 7:43 p.m.

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# Angle Lake District Station Area Plan



City of SeaTac  
everywhere's possible

Planning Commission – Special Meeting  
March 31, 2015

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## DISCUSSION ITEMS

1. Revised Plan Review Schedule
2. Continued Review of Angle Lake District Plan
  - Updated District Boundary
  - Ch. 5: Urban Design Framework  
*(As needed)*
  - Ch. 6: Implementation

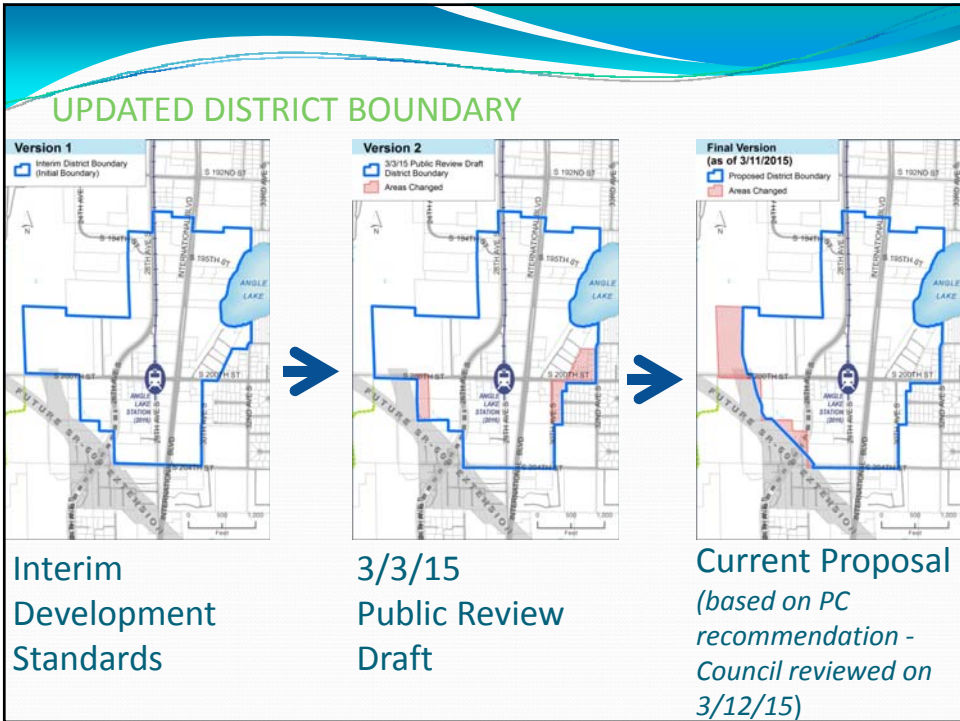


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### REVISED PLAN REVIEW SCHEDULE

JANUARY	
1/6	✓ Ch. 1: Introduction ✓ Ch. 2: Existing Conditions ✓ Ch. 4: Community Vision
MARCH	
3/3	✓ Ch. 3: Economic Opportunity ✓ Ch. 5: Urban Design Framework
3/31	Ch. 5 Urban Design Framework (as needed) Ch. 6: Implementation
MAY	
5/5	Open House & Public Hearing
5/19	Recommendation to City Council

\*\*\*Council action in June\*\*\*



## CHAPTER 5: URBAN DESIGN FRAMEWORK

**Please Note:** The following Urban Design Framework slides (#s 6-12) are provided as references.

Because the full text of Chapter 5 was not available for the March 3<sup>rd</sup> Planning Commission meeting, these slides have been provided to allow for any follow up questions or comments on Chapter 5 before commencing the review of Chapter 6: Implementation.

### Ch. 5: URBAN DESIGN FRAMEWORK

#### Angle Lake District Development Concept

- Identifiable place
- Diverse mix of uses
- Connected & multi-modal
- High quality urban design
- Pedestrian-friendly built environment
- District Center is focal point







### Pedestrian Facility Strategies

- New/improved facilities
- Design guidelines

**Note: Additional SR509 Extension mitigation added to maps**

- Future roadway along I-5 connecting S 204<sup>th</sup> to S 211<sup>th</sup>

### Bicycle Facility Strategies

- All ages and abilities network
- Design guidelines

## Urban Design

### **Buildings & Site Design Strategies:**

- Compact development
- Frame the street
- Human scale
- Engage with sidewalk
- Enhance visual environment
- Creative & unique design
- Minimize visual impact of parking



### **Streetscape Design Strategies:**

- Safe, accessible, attractive streets
- Sufficient pedestrian infrastructure
- Plantings & amenities

### **District Center**

### **Pedestrian-Oriented Design Strategies:**

- Activate the street
- Enhanced ground floor design
- Public amenities



## CHAPTER 6: IMPLEMENTATION

### Ch. 6: IMPLEMENTATION

- **Ch. 6 is a road map for implementing:**
  - *Urban design framework development strategies*
  - *Community vision*
- **Long term effort**
- **Implementing mechanisms:**
  - *Development codes*
  - *Capital projects*
  - *Public/private collaboration*
  - *Grants*
  - *Other City-led activities*

## Implementation Categories

- Land Use
- Connectivity
- Urban Design
- Community & Economic Opportunity
- Administrative

### Land Use Implementation

**Sub-Districts:**

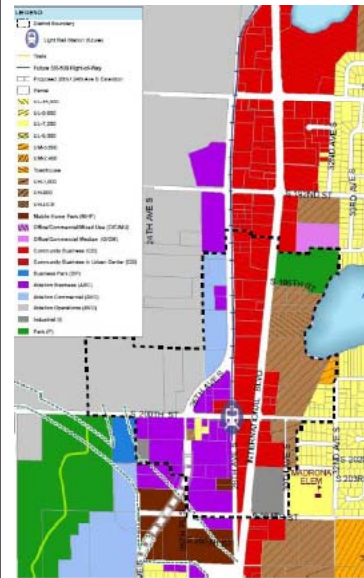
1. District Center
2. Commercial/Residential Mixed
3. Commercial/Flex
4. Port of Seattle Properties



### Zoning Code Changes

- Ensure mix of transit-oriented uses
- Discourage auto-focused uses (esp. in District Center)
- Promote active ground floor uses (esp. in District Center)
- Encourage higher intensity development in District Center
- Consider allowing food trucks and food carts

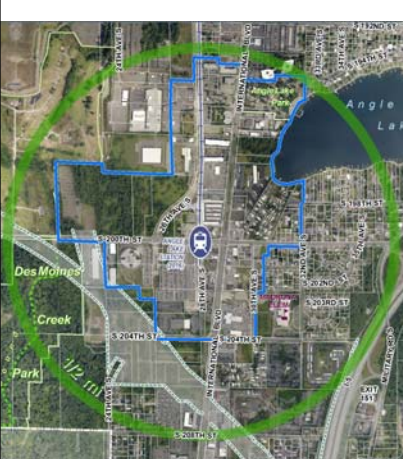
**Land Use Implementation**



**Zoning Code Changes (cont.)**

- Promote a variety of housing types & remove barriers to high density housing
  - *Decrease or eliminate ground floor commercial requirement for multifamily projects in commercial zones*
  - *Consider removing unit/lot area requirement for all multifamily in District (except parcels immediately adjacent to single family)*
  - *Consider micro-units, work-live housing & incentivizing units with 3+ bedroom*

**Land Use Implementation**



**Zoning Code Changes (cont.)**

- Preserve single family neighborhood
  - *Explore creating moderate densities along S 200<sup>th</sup> as buffer*

**Development Incentives**

- Create incentives that promote transit-oriented uses
- Adopt Multifamily Tax Exemption Program
  - *Already enacted near other light rail stations*

**Land Use Implementation**



**Public/Private Collaboration**

- Work with public and private property owners & developers to promote transit-oriented uses
  - **Sound Transit:**
    - Commercial space on plaza
    - TOD site behind garage
  - **Port of Seattle:**
    - Compatible uses adjacent to District Center
  - **Private Property Owners:**
    - Especially in District Center

**Zoning Code Changes**

- Promote provision of non-motorized connections by private development

**Project Priority & Funding to be Determined**

- East-west road
- S 202<sup>nd</sup> non-motorized connection
- Reconfiguring S 200<sup>th</sup> as a 3-lane street (coordinate with SR509 project)

**Connectivity Implementation**



**Public/Private Collaboration**

- **Angle Lake Path:** Work with Midway Sewer District, private property owners
- **New Signal on I.B.:** Work with WSDOT
- **Bus Transit on S 200<sup>th</sup>:** Encourage Metro to provide
- **SR509 Extension & Lake to Sound Trail:** Continue to support funding & construction
- **Sound Transit & Metro:** Continue to support expanded transit service

**Connectivity Implementation (cont.)**



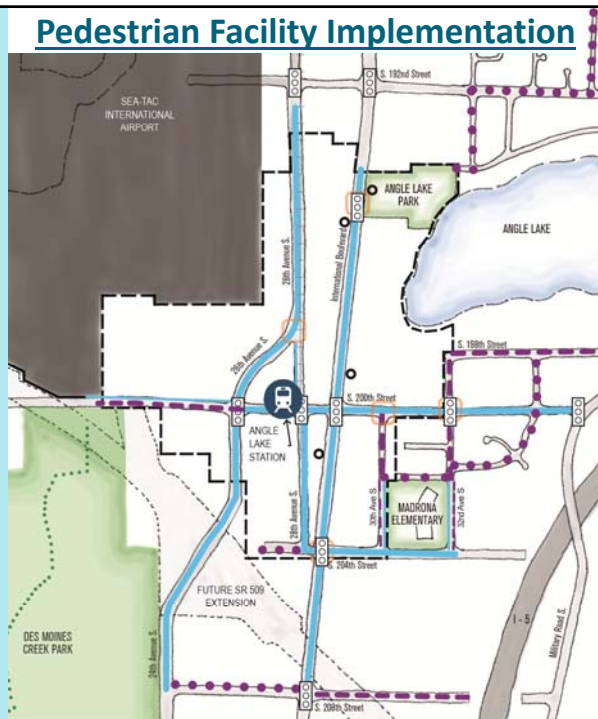
**Zoning Code Changes**

- Ensure provision of sidewalk improvements as part of frontage requirements
- Develop pedestrian facility design standards for District

**Project Priority & Funding to be Determined**

- Accessibility of intersections

**Pedestrian Facility Implementation**



### Bicycle Facility Implementation

**Project Priority & Funding to be Determined**

- Create all ages and abilities network
- Consider separated bike facilities on arterials with speeds above 35mph
- Provide separated bicycle facilities on 24<sup>th</sup>/28<sup>th</sup> & S 200<sup>th</sup>


### Bicycle Facility Implementation (cont.)

**Project Priority & Funding to be Determined (cont.)**

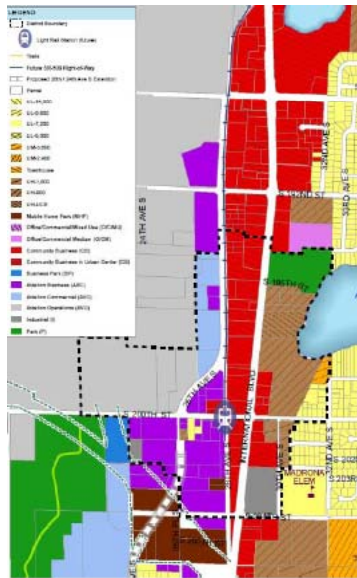
- Consider bicycle facilities on shared local streets
- Develop bicycle facility design standards for District



<p><b>Ped/Bike Facility Development Incentives</b></p> <ul style="list-style-type: none"><li>• Create connectivity &amp; facility incentives in zoning code</li></ul> <p><b>Grants &amp; Other Funding</b></p> <ul style="list-style-type: none"><li>• Explore funding opportunities for design and construction of road/ped/bike improvements</li></ul>	<p><b><u>Connectivity &amp; Ped/Bike Facility Implementation</u></b></p>  
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<p><b><u>Urban Design Implementation</u></b></p> 	<p><b>Zoning Code Changes</b></p> <p><i>SITE DESIGN</i></p> <ul style="list-style-type: none"><li>• Facilitate transit-oriented, human scale development<ul style="list-style-type: none"><li>• <i>Establish a defined percentage of lot frontages occupied by buildings</i></li><li>• <i>Consider requiring master plans for larger sites</i></li></ul></li></ul>
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## Urban Design Implementation



## Zoning Code Changes

- In the District Center:
  - *Ensure buildings located close to all streets*
  - *Establish maximum setback in Aviation Business Center (ABC zone)*

*Note: ABC zone is highlighted in purple in Zoning Map*


## Urban Design Implementation




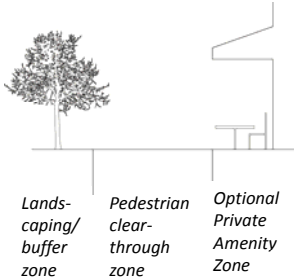
## Zoning Code Changes


### BUILDING DESIGN

- Ensure development standards facilitate:
  - *Human scale building facades with high quality materials*
  - *Ground floors that activate sidewalks (esp. in District Center)*
  - *Ground floor features such as minimum ceiling heights and building depths to accommodate a variety of pedestrian-oriented uses (esp. in District Center)*

<p><b><u>Urban Design Implementation</u></b></p> 	<p><b>Zoning Code Changes</b></p> <p><i>BUILDING DESIGN (cont.)</i></p> <ul style="list-style-type: none"> <li>• Encourage creative and sustainable design</li> <li>• Consider allowing “5-over-1” or “5-over-2” construction beyond current 60’ height limit</li> </ul>
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<p><b><u>Urban Design Implementation</u></b></p> 	<p><b>Zoning Code Changes</b></p> <p><i>PARKING</i></p> <ul style="list-style-type: none"> <li>• Consider allowing port-cocheres with special frontage design</li> <li>• Consider requiring garages to be “wrapped” with active uses (esp. in District Center)</li> <li>• Consider limiting number of curb cuts</li> <li>• Facilitate bicycle parking &amp; storage</li> </ul> <p><b>Other Development Code Changes</b></p> <ul style="list-style-type: none"> <li>• Consider establishing on-street parking</li> </ul>
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<p><b><u>Urban Design Implementation</u></b></p>  <p>Landscaping/buffer zone      Pedestrian clear-through zone      Optional Private Amenity Zone</p>	<p><b>Zoning Code Changes</b></p> <p><i>STREETSCAPE DESIGN</i></p> <ul style="list-style-type: none"> <li>• Create streetscape design standards including:             <ul style="list-style-type: none"> <li>• <i>Defined pedestrian zones</i></li> <li>• <i>Features such as pedestrian lighting and “street furniture”</i></li> </ul> </li> </ul> <p><i>OPEN SPACE/LANDSCAPING/PUBLIC AMENITIES</i></p> <ul style="list-style-type: none"> <li>• Changes that provide more urban-style open space &amp; landscaping amenities</li> <li>• Consider creative options like open space payment-in-lieu programs &amp; integration of public art</li> </ul>
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<p><b><u>Urban Design Implementation</u></b></p> 	<p><b>Urban Design Development Incentives</b></p> <ul style="list-style-type: none"> <li>• Create urban design incentives             <ul style="list-style-type: none"> <li>• <i>Consider parking incentives such as parking reductions for projects located close to transit, residential projects, and/or in exchange for parking structures</i></li> </ul> </li> </ul> <p><b>Public/Private Collaboration</b></p> <ul style="list-style-type: none"> <li>• Explore partnerships to enhance existing or create new public spaces</li> </ul> <p><b>Grants &amp; Other Funding</b></p> <ul style="list-style-type: none"> <li>• Seek funding for public amenity strategy, public art &amp; branding</li> </ul>
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<p><b><u>Community &amp; Economic Opportunity Implementation</u></b></p> 	<p><b>City Activities</b></p> <ul style="list-style-type: none"> <li>• Work to attract variety of businesses, housing and other developments</li> <li>• Develop District brand with stakeholders for use in marketing area</li> </ul> <p><b>Public/Private Collaboration</b></p> <ul style="list-style-type: none"> <li>• Continue to work with property owners and groups like Small Business Development Center (SBDC) and others</li> <li>• Promote transit-oriented uses on City owned property like Station 45</li> <li>• Continue work with Sound Transit on leasing retail space and programming plaza</li> <li>• Encourage public agencies to locate civic uses in District (like library)</li> </ul>
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<p><b><u>Community &amp; Economic Opportunity Implementation</u></b></p>	<p><b>Grants &amp; Other Assistance</b></p> <ul style="list-style-type: none"> <li>• Explore funding options for transit-oriented development projects</li> <li>• Consider creation of Business Improvement District</li> </ul> <p><b>Development Incentives</b></p> <ul style="list-style-type: none"> <li>• Consider completing a programmatic EIS for District</li> <li>• Focus incentives on increasing business and community opportunities for all</li> </ul>
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<p><b>City Activities</b></p> <ul style="list-style-type: none"><li>• Create streamlined review processes, especially for public benefits</li><li>• Create internal tracking system for Angle Lake District Station Area Plan implementation</li></ul>	<p><b><u>Administrative Implementation</u></b></p>  <p>The illustration shows a transit station area. At the top, a blue and white train is on a track. Below the tracks, there are several buildings of different colors (blue, green, orange) and trees. A map of the area is shown in the bottom right corner, with a blue line indicating a route or boundary. The background features stylized mountains and a sky with a few birds.</p>
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