



CITY OF SEATAC

PLANNING COMMISSION MEETING

City Council Chambers, SeaTac City Hall, 4800 S. 188th Street
March 15, 2016, 5:30 p.m.

MEETING AGENDA

- 1) Call to Order/Roll Call – 5:30 p.m.
- 2) Approve Minutes of March 1, 2016 Planning Commission meeting (Exhibit A)
- 3) Public Comment: Public comment will be accepted on items not scheduled for a public hearing
- 4) Public Hearing: Minor, non-substantive amendments to SMC Title 15, Zoning Code (Exhibit B1-B3)
- 5) Briefing on GMA Consistency Code Amendments
- 6) Briefing on Implementing Regulations for the Angle Lake Station Area Plan (Exhibit C)
- 7) Review & discussion of draft letter re: Recreational Marijuana regulations
- 8) CED Director's Report
- 9) Planning Commission Comments (including suggestions for next meeting agenda)
- 10) 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 1, 2016
Regular Meeting**

Members present: Joe Adamack, Roxie Chapin, Tom Dantzler, Robert Scully, Jim Todd
Members absent: None
Staff present: Steve Pilcher, Planning Manager; Mike Scarey, Senior Planner; Anita Woodmass, Senior Planner; Kate Kaehny, Senior Planner; Justin Rowland, Planning Intern

1. Call to Order

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

2. Approval of minutes

Moved and seconded to approve the minutes of the February 16, 2016 meeting as presented.
Passed 5-0.

3. Public Comment

None.

4. GMA Consistency amendments – Critical Areas

Senior Planner Mike Scarey reminded the Commission of the State requirement to amend these regulations by June 30, 2016. The amendments presented this evening relate to wetland mitigation requirements, which are required when a development impacts a wetland or its required buffers.

The draft amendments to the text were reviewed; Mr. Scarey noted that these provide greater flexibility for wetland buffer alterations. He also discussed compensatory mitigation standards, new definitions and a new section addressing illegal activities that impact wetlands and their buffers.

Mr. Scarey reviewed the upcoming schedule for continued Planning Commission, review, hearings and making a recommendation to the City Council.

4. Zoning Code Reformatting, Phase 1

Senior Planner Kate Kaehny introduced Planning Intern Justin Rowland, who reviewed other minor “clean-up” amendments that are being proposed. She noted that a public hearing has been scheduled for the next Planning Commission meeting, at which time staff hopes the Commission will be able to formulate their recommendation.

Mr. Rowland reviewed the proposed amendments, which include amending other sections of the Municipal Code to ensure accurate cross-references to the Zoning Code; adding names and descriptions of existing zones; reinserting electric vehicle infrastructure definitions that were inadvertently left out of the reformatted code; and some minor corrections to SMC 15.455.150 concerning parking.

5. Implementing Regulations for the Angle Lake Station Area

Senior Planner Anita Woodmass provided an overview of the topics for which staff is hoping to receive Commission input/direction. Staff is aware of concerns regarding the Port of Seattle's Sustainable Airport Master Plan and will remain in discussions with the Port regarding community concerns.

Ms. Woodmass reviewed the Angle Lake Plan's vision for the District Center. She noted the need to address transitions between new and existing development and also to maintain high quality standards in order to attract desired development.

The Commission reviewed those parcels staff is suggesting to be included as part of the District Center. They suggested that the Center should also include parcels #40 and #33.

Ms. Woodmass reviewed other proposed concepts relating to the location of parking; open space to be required (5% - more than currently required in this area, but less than required in S. 154th St. Station area and the City Center); building setbacks; and ground floor building design. There was discussion concerning desired ground floor height and depth requirements, including needs for transparency, regardless of the future use of the ground floor space. She noted that staff is recommending there *not* be a ground floor commercial standard applicable to multifamily development.

Ms. Woodmass then reviewed some of the uses that, under the Interim Regulations, require special review. Staff is seeking direction on whether some of the uses should be prohibited in the District Center or only allowed outside the Center subject to granting of a conditional use permit. Or there could be conditions by which a use might be allowed (e.g., park'n'fly in a garage structure only). Ms. Woodmass will prepare a possible framework for the issues for Commission review at a future meeting.

The Commission expressed concern of how the City might impose restrictions of the Port's possible expansion plans in the area.

6. CED Director's Report

Planning Manager Steve Pilcher noted that CED Director Scorcio was on vacation for this meeting, but is returning to the office on March 2nd.

He noted that Mary Kate McGee is working in the Building Division on an interim basis now that Asst. Building Official Trace Justice has left City employment. He also mentioned that Cortlee Harris has begun as a new Code Compliance Program Coordinator.

Mr. Pilcher handed out the presentation that staff made to the City Council in response to its concern of providing an opportunity to amend the Comprehensive Plan. After discussing with the Council, their desire was to open up the process beginning mid-year, with it concluding in 2017. Mr. Pilcher also explained the concept of the docket and paying a fee for a proposed amendment.

7. Planning Commissioner Comments

Chair Adamack suggested the Commission write a letter to the Council, suggesting they re-engage on I-502 Recreational Marijuana issues. He reminded the Commission that when they last discussed this issue, they had recommended allowing production and processing, but to hold off on retail sales for at least one year. Since that much time has now passed since retail stores became legal, he suggested the Commission should advocate allowing all aspects of recreational marijuana businesses.

After discussion, it was agreed that the Chair will draft two letters, one consistent with their past recommendation and one that also includes retail sales. These will be discussed at the next meeting.

Commission Todd noted that he appreciated the Council comments that were made after Port of Seattle staff made their presentation regarding the SAMP.

9. Adjournment

Moved and seconded to adjourn. Motion passed 5-0. The meeting adjourned at 7:30 p.m.

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Zoning Code

Minor Code Amendments

(Streamlining Project Phase 1)



Public Hearing
March 15, 2016

PRESENTATION OUTLINE

- 1) Project History and Goals**
- 2) Complete List of “Phase 1” Proposed Items**
- 3) Project Review Schedule**
- 4) Next Steps**

1) *PROJECT HISTORY AND GOALS*

History of Zoning Code Reformatting Project:

- In 2015, the Planning Commission recommended approval of and the City Council adopted a reformatted Zoning Code, SMC Title 15.

Main Goal of “Phase 1” of Streamlining Project:

Address follow up items from Zoning Code Reformatting Project including:

- Revising other titles of Municipal Code to make consistent with Zoning Code’s new numbering system
- Addressing “clean-up” items from reformatting project

Note:

These items DO NOT change the provisions in the code

2) Complete List of “Phase 1” Proposed Items

Update to Zoning Code References in SeaTac Municipal Code

- Out of 18 titles in the SMC, eleven contain at least one reference to the Zoning Code.
- Due to the reformatting of the Zoning Code, these references are now out of date.
- **Exhibit B2** is the list of SMC citations that contain a reference to sections within the Zoning Code.

2) Complete List of “Phase 1” Proposed Items (cont.)

Clarification of Zones in 15.200.010

- The updated zoning table under SMC 15.200.010 reflects the subcategories of specific zones.
- The changes can be seen in **Exhibit B3 page 1.**

15.430.015 Reinsertion of Electric Vehicle Infrastructure (EVI) Definitions

- EVI definitions inadvertently dropped during reformatting of the code
- See **Exhibit B3 pages 2-4**

2) *Complete List of “Phase 1” Proposed Items (cont.)*

**15.455.150 Rearranging/correcting section on
Location of Parking**

- Section mistakenly included in wrong section.
- See **Exhibit B3 pages 5 and 6.**

3) PROJECT REVIEW SCHEDULE

Required State Reviews

- ✓ Department of Commerce review completed
- ✓ SEPA: Exempt

Planning Commission:

- ✓ **1/19: Project Review #1**
- ✓ **3/1: Project Review #2**
- **3/15 : Public Hearing and PC Recommendation (Today)**

3) PROJECT REVIEW SCHEDULE (cont.)

City Council:

- **4/12: Council Study Session**
- **4/26: Anticipated Council Action**

4) *Current/Upcoming Zoning Code Proposals:*

- Final standards for Angle Lake Station Area
- Streamlining Phase 2 including:
 - *Reducing/consolidating uses in use charts and related changes to Definitions chapter*
- Updated standards for S. 154th St. Station Area
- Other miscellaneous amendments.

Zoning Code Reference Changes Needed in Other Titles

Title	Section	Current Reference(s)	New Reference
Title 1	1.15.025(D)	15.30	15.700
	1.15.160(E)	15.22.065(G)	15.115.070 or 16A,16A.17
	1.20.210	15.22.065	15.115.070 or 16A,16A.17
Title 2	2.15.120(F)	15.28.070(A)	15.315.010(A)
	2.25.140	15.10	15.105
Title 6	6.05.020	15.12.015	15.440.100
Title 7	7.15.010	15.10	15.105
	7.25.090	15.10	15.105
Title 9	9.05.050	15.11	15.200
Title 12	12.10.227	15.10.435	15.105 Open Space
Title 13	13.190.070	15.30	15.700
	13.270.070	15.16	15.600
Title 14	14.16.028	15.13.010	15.400.100 and 15.400.200
	14.16.058	15.10.564	15.700.015 Sensitive Areas
	14.16.110	15.22	15.115
	14.16.130	15.10.370	15.105 Lot Area
	14.16.138	15.10.385	15.105 Lot, Substandard
	14.17.100	15.22.020	15.115.010
	14.17.110	15.22	15.115
	14.19.060	15.13.080(F)	15.435
	14.21.010(E)	15.10	15.105
	14.21.010(E)	15.30	15.700
	14.22.010(B)	15.23	15.215
	14.22.030	15.23	15.215
	14.22.050	15.23.360	15.215.170
	14.22.050	15.23.440	15.215.250
	14.23.010(E)	15.10	15.105
14.23.010(E)	15.30	15.700	
14.23.010(I)(1)	15.23.350	15.215.160	
14.23.010(I)(2)	15.30	15.700	
14.23.010(I)(4)	15.19.560	15.510.560	
14.25.010(C)	15.22	15.115	
Title 16A	16A.03.030(D)(1)	15.22.020(C)	15.115.010(C)
	16A.03.030(D)(2)	15.22.030(B)	15.115.020(B)
	16A Appendix 3	15.17	15.465.500
	16A Appendix 3	15.13	15.400
	16A Appendix 3	15.16	15.600
	16A Appendix 3	15.20	15.475
	16A Appendix 3	15.22.020	15.115.010
	16A Appendix 3	15.12	15.205.040
	16A Appendix 3	15.22.030	15.115.020
	16A Appendix 3	15.41	
16A Appendix 3	15.05.040	15.100.020	
16A Appendix 3	15.22.035	15.115.040	

**Proposed Minor Code
Amendments**

Exhibit A

03-15-16

<i>Title</i>	<i>Section</i>	<i>Current Reference(s)</i>	<i>New Reference</i>
	16A Appendix 3	15.22.050	15.115.050
<i>Title 17</i>	17.20.040	15.14	15.445
	17.56.020(A)(2)	15.14.020	15.445.010
	17.56.020(C)(A)	15.14	15.445
	17.16.030(A)	15.35.620	15.300.620
	17.16.030(A)	15.35.100 through 15.35.160	15.300.055
<i>Title 18</i>	Title 18 Part 2	15.30	15.700
	18.315	15.14	15.445
	18.405	15.13	15.400
	18.520(l)	15.17	15.465.500

Exhibit B

15.200.010 Zones and Map Designations – Established

In order to accomplish the purposes of the code, the following zone classifications and zoning map symbols are established:

ZONE	MAP SYMBOL
Urban Low Density <u>(followed by a designation indicating minimum lot area in square feet)</u>	<u>UL-15,000</u> <u>UL-9,600</u> <u>UL-7,200</u>
Urban Medium Density <u>(followed by a designation indicating minimum lot area in square feet)</u>	<u>UM-3,600</u> <u>UM-2,400</u>
Urban High Density <u>(followed by a designation indicating minimum lot area in square feet)</u>	<u>UH-1,800</u> <u>UH-900</u>
Urban High – Urban Center Residential	UH-UCR
Townhouse	T
Mobile Home Park	MHP
Neighborhood Business	NB
Office/Commercial/Mixed-Use	O/C/MU
Office/Commercial Medium	O/CM
Aviation Business Center	ABC
Community Business	CB
Community Business in the Urban Center	CB-C
Aviation Business Center	ABC
Business Park	BP
Industrial	I
Park	P
Aviation Commercial	AVC
Aviation Operations	AVO

Chapter 15.430

Electrical Vehicle Infrastructure

SECTIONS:

15.430.005	Purpose
15.430.010	Authority and Application
<u>15.430.015</u>	<u>Definitions</u>
15.430.100	Battery Charging Station or Rapid Charging Station – Retrofitting in Existing Development
15.430.110	Electric Vehicle Charging Station Spaces – Allowed as Required Spaces
15.430.120	Off-Street Electric Vehicle Charging Station Spaces
15.430.130	Accessible Electric Vehicle Charging Stations
15.430.140	Electric Vehicle Charging Station Spaces – Signage
15.430.150	Stacking Spaces for Electric Vehicle Battery Exchange Stations

15.430.005 Purpose

To establish “electric vehicle infrastructure” (EVI) regulations for the City to allow EVI and to meet the intent of RCW [35.63.126](#) requiring the City to allow EVI in all zones except for residential zones.

15.430.010 Authority and Application

Electric vehicle infrastructure is allowed as specified in the citywide use charts under SMC 15.205 Use Charts, and within the use charts for the designated overlay districts.

15.430.015 Definitions

Battery Charging Station

An electrical component assembly or cluster of component assemblies designed specifically to charge batteries within electric vehicles, which meets or exceeds any standards, codes, and regulations set forth in Chapter 19.28 RCW and consistent with rules adopted under RCW 19.27.540.

Battery Electric Vehicle (BEV)

Any vehicle that operates exclusively on electrical energy from an off-board source that is stored in the vehicle’s batteries, and produces zero (0) emissions or pollution when stationary or operating.

Battery Exchange Stations

A fully automated facility that will enable an electric vehicle with a swappable battery to enter a drive lane and exchange the depleted battery with a fully charged battery through a fully automated process, which meets or exceeds any standards, codes, and regulations set forth by Chapter 19.27 RCW and consistent with rules adopted under RCW 19.27.540.

Charging Levels

Means the standardized indicators of electrical force, or voltage, at which an electric vehicle's battery is recharged. The terms 1, 2, and 3 are the most common EV charging levels, and include the following specifications:

- Level 1 is considered slow charging.
- Level 2 is considered medium charging.
- Level 3 is considered fast or rapid charging or DC fast charge.

Level 1 is present in homes and businesses and typically operates on a fifteen (15) or twenty (20) amp breaker on a one hundred (120) volt alternating current (AC) circuit and standard outlet.

Level 2 is expected to become the standard for home and public charging and typically operates on a forty (40) amp to one hundred (100) amp breaker on a two hundred eight (208) or two hundred forty (240) volt AC circuit.

Level 3 is primarily for commercial and public applications (e.g., taxi fleets and charging along freeways) and typically operates on a sixty (60) amp or higher dedicated breaker on a four hundred eighty (480) volt or higher three (3) phase circuit with special grounding equipment.

Note that the term "Level 3" is recommended to identify the increased power need in a numerical fashion (i.e., "3"), but the Level 3 charging level is also sometimes referred to as "DC Fast" charging and "Rapid" charging (see definition of "Rapid Charging Station").

Electric Scooters and Motorcycles

Any two (2) wheel vehicle that operates exclusively on electrical energy from an off-board source that is stored in the vehicle's batteries and produces zero (0) emissions or pollution when stationary or operating.

Electric Vehicle

Any vehicle that operates, either partially or exclusively, on electrical energy from the grid, or an off-board source, that is stored on-board for motive purpose. "Electric vehicle" includes: (A) a battery electric vehicle (BEV); (B) a plug-in hybrid electric vehicle (PHEV); (C) a neighborhood electric vehicle; and (D) medium-speed electric vehicle.

Electric Vehicle Charging Station

A public or private parking space that is served by battery charging station equipment that has as its primary purpose the transfer of electric energy (by conductive or inductive means) to a battery or other energy storage device in an electric vehicle. An electric vehicle charging station equipped with Level 1 or Level 2 charging equipment is permitted outright as an accessory use to any principal use.

Electric Vehicle Charging Station – Public

An electric vehicle charging station that is (A) publicly owned and publicly available (e.g., park and ride parking, public library parking lot) or (B) privately owned and publicly available (e.g., shopping center parking, nonreserved parking in multi-family parking lots).

Electric Vehicle Charging Station – Private

An electric vehicle charging station that is (A) privately owned and has restricted access (e.g., single-family home, multi-family parking, executive parking, designated employee parking) or (B) publicly owned and restricted (e.g., fleet parking with no access to the general public).

Electric Vehicle Infrastructure

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

Electric Vehicle Parking Space

Any marked parking space that identifies the use to be exclusively for the parking of an electric vehicle.

Electric Vehicle Waiting Space

An off-street parking space where an electric vehicle, plug-in hybrid electric vehicle, electric scooters, and motorcycles wait to use a public electric vehicle charging station.

Medium-Speed Electric Vehicle

A self-propelled, electrically powered four (4) wheeled motor vehicle, equipped with a roll cage or crush-proof body design, whose speed attainable in one (1) mile is more than twenty-five (25) miles per hour but not more than thirty-five (35) miles per hour and otherwise meets or exceeds the Federal regulations set forth in 49 CFR 571.500.

Neighborhood Electric Vehicle

A self-propelled, electrically powered four (4) wheeled motor vehicle whose speed attainable in one (1) mile is more than twenty (20) miles per hour and not more than twenty-five (25) miles per hour and conforms to Federal regulations under Title 49 CFR Part 571.500. (Ord. 10-1024 § 19)

Nonelectric Vehicle

Any vehicle not defined as an electric vehicle under SMC 15.10.239. (Ord. 10-1024 § 20)

Plug-In Hybrid Electric Vehicle (PHEV)

An electric vehicle that (1) contains an internal combustion engine, and also allows power to be delivered to the drive wheels by an electric motor; (2) is able to recharge its battery by connecting to the grid or other off-board electrical source; and (3) has the ability to travel short distances (typically ten (10) miles or more) powered all, or substantially all, by electricity. (Ord. 10-1024 § 21)

Rapid or DC Fast Charging Station

An industrial grade electrical outlet that allow for faster recharging of electric vehicle batteries through higher power levels, which meets or exceeds any standards, codes, and regulations set forth by Chapter 19.28 RCW and consistent with rules adopted under RCW 19.27.540. (Ord. 10-1024 § 22)

15.455.150 Location of Parking

A. **Off-Street Parking Facilities.** Off-street parking facilities shall not be located more than five hundred (500) feet from the building they are required to serve for all uses, except those specified below, and a marked pedestrian walkway shall be incorporated into the layout. Where parking facilities do not abut the building they serve, the required maximum distance shall be measured along the pedestrian walkways from the parking facility to the nearest building entrance.

1. **Assisted Living Facility ~~Senior Citizen Assisted Housing~~ and Community Residential Facilities (CRFs).** All senior citizen assisted housing facilities and CRFs shall have the parking facilities connected to the building they are required to serve.
2. **Residential Dwellings Except for ~~Senior Citizen Assisted Housing~~ Assisted Living Facility and CRFs.** For all other residential dwellings, the parking facilities shall not be located more than one hundred (100) feet from the building(s) they are required to serve.
3. **Religious Organizations and Hospitals.** For all religious organizations and hospitals, the parking facilities shall not be located more than one hundred fifty (150) feet from the building they are required to serve.
4. ~~Accessory Uses or Uses Up to Thirty Percent (30%) of Primary Use. The Director may authorize a portion of the required parking for an accessory use (or for up to thirty percent (30%) of the primary use) to be located on a site other than the subject property if:~~
 - a. ~~Adequate parking exists for the primary use on the property receiving the additional parking. For the purpose of this section, adequate parking is parking that conforms to current off-street parking requirements for the primary use on the property.~~
 - b. ~~Adequate pedestrian, van or shuttle connection between the sites exists;~~
 - c. ~~The sites are within one (1) mile of each other; and~~
 - d. ~~The site used for off-site parking is zoned to allow public/private parking as a permitted use.~~

B. **Off Site Parking Facilities Allowed Off-Site.**

41. **Accessory Uses or Uses Up to Thirty Percent (30%) of Primary Use. The Director may authorize a portion of the required parking for an accessory use (or for up to thirty percent (30%) of the primary use) to be located on a site other than the subject property if:**

- a. Adequate parking exists for the primary use on the property receiving the additional parking. For the purpose of this section, adequate parking is parking that conforms to current off-street parking requirements for the primary use on the property.
- b. Adequate pedestrian, van or shuttle connection between the sites exists;
- c. The sites are within one (1) mile of each other; and
- d. The site used for off-site parking is zoned to allow public/private parking as a permitted use.

2. Off-Site Parking Criteria. Criteria to be used by the Director in authorizing off-site parking are:

- ~~1~~a. Off-site parking shall be accessed only by employees, not by the general public.
- ~~2~~b. The proposed connections between the sites are safe for pedestrians and vehicles.
- ~~3~~c. The proposed plan is compatible with adjacent uses.
- ~~4~~d. Off-site impacts are negligible or minimized.
- ~~5~~e. A contingency plan is submitted by the applicant and approved by the City that would provide for the parking to be developed on the subject property or established elsewhere if the off-site parking arrangement is no longer available.
- ~~6~~f. Legal documentation is required for the approved, off-site parking location and shall be recorded with the City of SeaTac City Clerk and the Department. Off-site parking may be removed only if alternative parking is provided in conformance with the code and such parking is approved by the Director.



MEMORANDUM

To: Planning Commission
From: Anita Woodmass, Senior Planner
Date: March 11, 2016
Re: Briefing on the Angle Lake Station Area Zoning Implementing Regulations

Staff continues with the drafting of standards for implementing the Angle Lake Station Area Plan. Currently interim standards exist for this district with the goal of finalizing it on June 30, 2016.

The following topics will be reviewed and discussed at this meeting to further the finalization of the standards:

- Review and discuss minimum and maximum parking within the Angle Lake District;
- Overview of meeting staff held with Wright Runstad
- The presentation will include an overview of the plan's vision and intent, and analysis of some of the key issues;
- Planning Commission input will be sought with regard to the proposed options and general direction regarding parking standards