



# CITY OF SEATAC

## PLANNING COMMISSION MEETING

Riverton Room, SeaTac City Hall, 4800 S. 188<sup>th</sup> Street  
December 20, 2016, 5:30 p.m.

### MEETING AGENDA

- 1) Call to Order/Roll Call – 5:30 p.m.
- 2) Public Comment: Public comment will be accepted on items not scheduled for a public hearing
- 3) Approval of minutes of December 6, 2016 regular meeting (Exhibit A)
- 4) Work Session: S. 154<sup>th</sup> St. Station Area regulations (Exhibit B)
- 5) CED Director's Report
- 6) Planning Commission Comments (including suggestions for next meeting agenda)
- 7) Adjournment

*A quorum of the City Council may be present*

*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 December 6, 2016  
Regular Meeting**

**Members present:** Tom Dantzler, Robert Scully, Jim Todd  
**Members absent:** Roxie Chapin  
**Staff present:** Joe Scorcio, Acting City Manager; Steve Pilcher, Planning Manager; Kate Kaehny, Senior Planner

**1. Call to Order**

Chair Todd called the meeting to order at 5:34 p.m.

**2. Public Comment**

None.

**3. Approval of Minutes**

Moved and seconded to approve the minutes of the November 15, 2016 regular meeting as written. **Passed 3-0.**

**4. Worksession on City Center Park'n'Fly amendments**

Senior Planner Kate Kaehny reminded the Commission of the purpose and goals of these proposed code amendments. Although the primary reason is to address park'n'fly operations, these regulations would apply to any parking structure within the City Center.

Ms. Kaehny reviewed the time schedule, noting that January 17, 2017 is targeted as the public hearing date. She then provided an overview of the proposed structure for the code, noting that staff is recommending a few changes to enhance its ease of use. She then presented a few images of parking garages from both SeaTac and other jurisdictions, noting how they match up with the code.

The Commission then reviewed the table of draft changes. Regarding potential bonuses for public art, it was agreed that staff would draft some alternatives for allowing a greater parking bonus to encourage its provision.

The Commission concurred with the proposed changes included within sections B (Ground Floor Uses) and C (Site Design). In section D (Structure Design), the Commission recommended adding commercial uses to the list allowed means to comply with "Appearance and Integrated Design."

Concerning vertical façade changes, it was agreed to retain the recommended 40 ft. variation standard. In section D.3.b, Architectural Focal Points, it was agreed to allow art installations as an option. It was agreed to remove D.4.a.i in its entirety. The Commission concurred with the proposed language in (5), Building Materials.

The Commission agreed to proceed to public hearing on January 17, 2017. Staff was asked to bring forth final draft code language at that time.

#### **5. CED Director's Report**

Planning Manager Steve Pilcher noted that Acting CED Director Jeff Robinson was on vacation. He announced that former Senior Planner Anita Woodmass has accepted a Management Analyst position in the City Manager's Office. He inquired the Commission of their availability for a December 20<sup>th</sup> meeting and indicated he will confirm with Roxie Chapin, as Commissioner Dantzler will not be in attendance.

Acting City Manager Joe Scorcio commented the recently adopted City budget and provided a copy of the press release announcing its adoption.

#### **6. Commissioners' Reports**

None.

#### **7. Adjournment**

Moved and seconded to adjourn. Motion passed 3-0. The meeting adjourned at 7:22 p.m.



# MEMORANDUM

To: Planning Commission  
From: Albert Torrico, Senior Planner  
Date: December 20, 2016  
Re: S. 154<sup>th</sup> Street Area Overlay District Regulations

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Staff continues to work on revising the S. 154<sup>th</sup> Street Station Area Overlay District Regulations. Over the course of the next several months we will be bringing sections of the existing regulations with proposed revisions for discussion with the Planning Commission.

The following topics will be discussed at tonight's meeting:

- Quick Over of TOD principles
- Over view of the S. 154<sup>th</sup> Street Station Area Action Plan Vision
- Circulation over view;
- Vehicular Circulation; and
- Pedestrian Circulation

# DRAFT - South 154<sup>th</sup> Street Station Area Overlay District (Pedestrian and Vehicular Circulation)

Exhibit: B-1  
Date: 12/20/16

## ~~15.305.057—Pedestrian-Oriented Use Requirements~~

~~New development and redevelopment projects that are located on streets intended for high levels of pedestrian activity shall provide street level pedestrian oriented retail, restaurant, public or personal service uses. For specific locations of streets with pedestrian oriented use requirements, see Primary and Secondary Pedestrian-Oriented Streets Map at the end of this section.~~

~~A. **Pedestrian-Oriented Uses.** These uses are limited to the following: retail, restaurant/food establishment, personal services or public facilities. For definitions of pedestrian-oriented uses, see SMC 15.305.050(A) Land Use Definitions Specific to the S. 154<sup>th</sup> Street Station Area Overlay District.~~

~~B. **Primary Pedestrian-Oriented Street.** On primary pedestrian oriented streets, a minimum of seventy five percent (75%) of the length of the exterior ground floor facing the street, excluding vehicle entrances, exits, and alleys, shall be pedestrian-oriented retail, restaurant, personal service or public uses. For specific locations of primary pedestrian-oriented streets, see the Primary and Secondary Pedestrian-Oriented Streets Map at the end of this section.~~

### ~~1. Existing Primary Pedestrian-Oriented Streets:~~

- ~~a. International Boulevard: west side of International Boulevard between S. 154th Street and S. 152nd Street.~~
- ~~b. S. 154th Street: north side of S. 154th Street west of International Boulevard.~~
- ~~c. Military Road: west side of Military Road from International Boulevard to S. 152nd Street.~~
- ~~d. S. 152nd Street: south side of S. 152nd Street west of International Boulevard and Military Road.~~

### ~~2. New Primary Pedestrian-Oriented Streets:~~

- ~~a. New north-south street: the southern portion of the new north-south street north of S. 154th Street. (Pedestrian-oriented uses shall be provided on both sides of the street.)~~
- ~~b. New east-west street: the eastern portion of the new east-west street west of International Boulevard. (Pedestrian-oriented uses shall be provided on both sides of the street.)~~

~~C. **Secondary Pedestrian-Oriented Street.** On secondary pedestrian-oriented streets, a minimum of sixty percent (60%) of the length of the exterior ground floor facing the~~

## DRAFT - South 154<sup>th</sup> Street Station Area Overlay District (Pedestrian and Vehicular Circulation)

~~street, excluding vehicle entrances, exits, and alleys, shall be pedestrian-oriented retail, restaurant, personal service or public uses. Locations of secondary pedestrian-oriented streets are identified on the Primary and Secondary Pedestrian-Oriented Streets Map at the end of this section.~~

### ~~1. Existing Secondary Pedestrian-Oriented Streets:~~

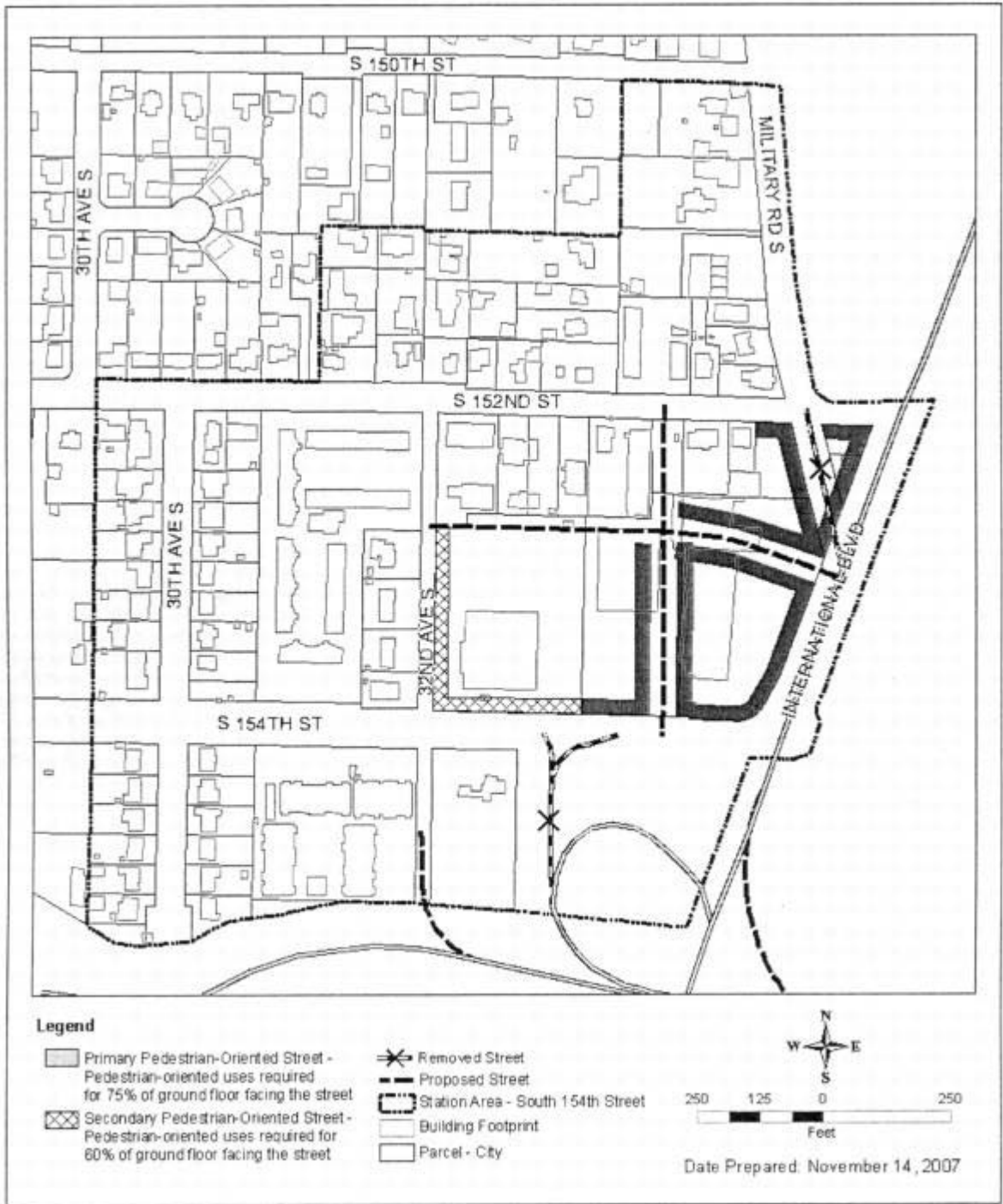
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- ~~a. S. 154th Street: north side of S. 154th Street east of 32nd Avenue South.~~
- ~~b. 32nd Avenue S: east side of 32nd Avenue S, north of S. 154th Street.~~

~~D. Other Streets. For projects that are not located on primary or secondary pedestrian-oriented streets, and that do not have a mixed use requirement, a minimum of sixty percent (60%) pedestrian-oriented retail, restaurant, personal service or public use is encouraged but not required for the ground floor facing the street.~~

~~E. Required Mixed Use Projects. For projects with required mixed use elements as specified in the use chart in SMC 15.305.055, see SMC 15.305.710 Mixed Use Development Standards for additional ground floor use standards. When projects with required mixed use elements are located on primary or secondary pedestrian-oriented streets, the ground floor use requirements for the primary or secondary pedestrian-oriented streets apply.~~

**DRAFT - South 154<sup>th</sup> Street Station Area Overlay District  
(Pedestrian and Vehicular Circulation)**



**Figure:  
PRIMARY AND SECONDARY PEDESTRIAN-ORIENTED STREETS MAP**

## **DRAFT - South 154<sup>th</sup> Street Station Area Overlay District (Pedestrian and Vehicular Circulation)**

### **15.305.100 Circulation**

**Purpose:** Create a station area overlay district with an emphasis on the needs of the pedestrian which is also accessible and convenient for vehicles. Sufficient vehicular and pedestrian circulation should be provided through the establishment of an adequate network of streets and sidewalks. Placement of structures, landscaping, circulation patterns and access points should collectively seek to promote an integrated, multi-modal transportation system. Creatively designed, clean and functional pedestrian connections are encouraged to provide access throughout the station area overlay district, between properties and to and from the public right-of-way. Pedestrian corridors should be inviting in their overall design, such as through the provision of street furniture and landscaping, and should feel secure by providing adequate safety measures, such as lighting. Circulation infrastructure within the station area shall be designed and constructed to achieve the urban design vision set forth in SMC 15.305.005(A)(1) Urban Design Vision.

### **15.305.110 Vehicular Circulation Requirements**

Pedestrian and vehicular circulation within the S. 154th Street Station Area Overlay District is intended to provide for public access, safe traffic flow, and connections to established vehicular and pedestrian routes. ~~Vehicular circulation shall be as approved by both the and the Director of Public Works.~~

- A. All new or reconstructed S. 154th Street Station Area Overlay District streets, whether public or private, shall be constructed in accordance with ~~according to~~ the City's adopted street standards specified in SMC Title 11, Streets, Sidewalks, and Public Thoroughfares, and generally conform to the adopted South 154<sup>th</sup> Street Station Area Action Plan to the greatest extent possible. ~~Street specifications and requirements can be found in SMC Title 11 Streets, Sidewalks, and Public Thoroughfares.~~

~~1. Street sections available in SMC Title 11 include:~~

~~a. S. 154th Street west of 32nd Avenue S.~~

~~b. Military Road S.~~

~~c. S. 152nd Street east of 32nd Avenue S.~~

~~d. 32nd Avenue S.~~

~~e. 30th Avenue S.~~

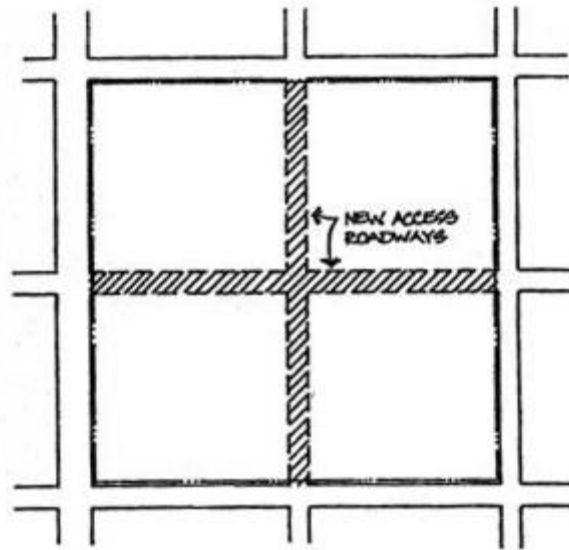
~~f. Other new public or private streets within the S. 154th Street Station Area Overlay District.~~

~~2. Street sections may differ at intersections to provide channelization for left and/or right turns. Modifications may also be needed to accommodate the existing terrain.~~



## DRAFT - South 154<sup>th</sup> Street Station Area Overlay District (Pedestrian and Vehicular Circulation)

- ~~3. For dimensions of sidewalks on public and private streets, see SMC 15.305.250 The Layout and Width of Street Front Pedestrian Zone.~~



- B. An owner or developer shall coordinate with owners of adjacent parcels and consolidate, wherever possible, vehicular circulation routes to interconnect public and/or private streets in conformance with the adopted S. 154th Street Station Area Action Plan. Where appropriate, circulation corridors shall extend to the boundary line of the site parcel in order to provide for future development of adjacent parcels and connections with existing public and/or private streets.
- C. **Internal Pedestrian/Vehicular Access Roads.** Development of mega-blocks shall improve vehicular and pedestrian connections by providing north-south and/or east west streets. These new connections may be public or private, be small in scale consisting of narrow streets with sidewalks and street trees, and would function to improve vehicular and pedestrian access. Providing new vehicular and pedestrian connections may allow for the departure from certain standards within SMC 15.305.010, Authority and Application, Departures for requirements and criteria. ~~Dead-end streets shall be permitted only where there is no feasible connection with an adjacent public and/or private street and during the phasing of the construction of new roads.~~
- ~~D. Half-streets or other partial streets shall not be allowed, except as an interim circulation route as approved by both the Director and the Director of Public Works, in which the other portion of the public or private street shall be developed on an adjacent parcel.~~

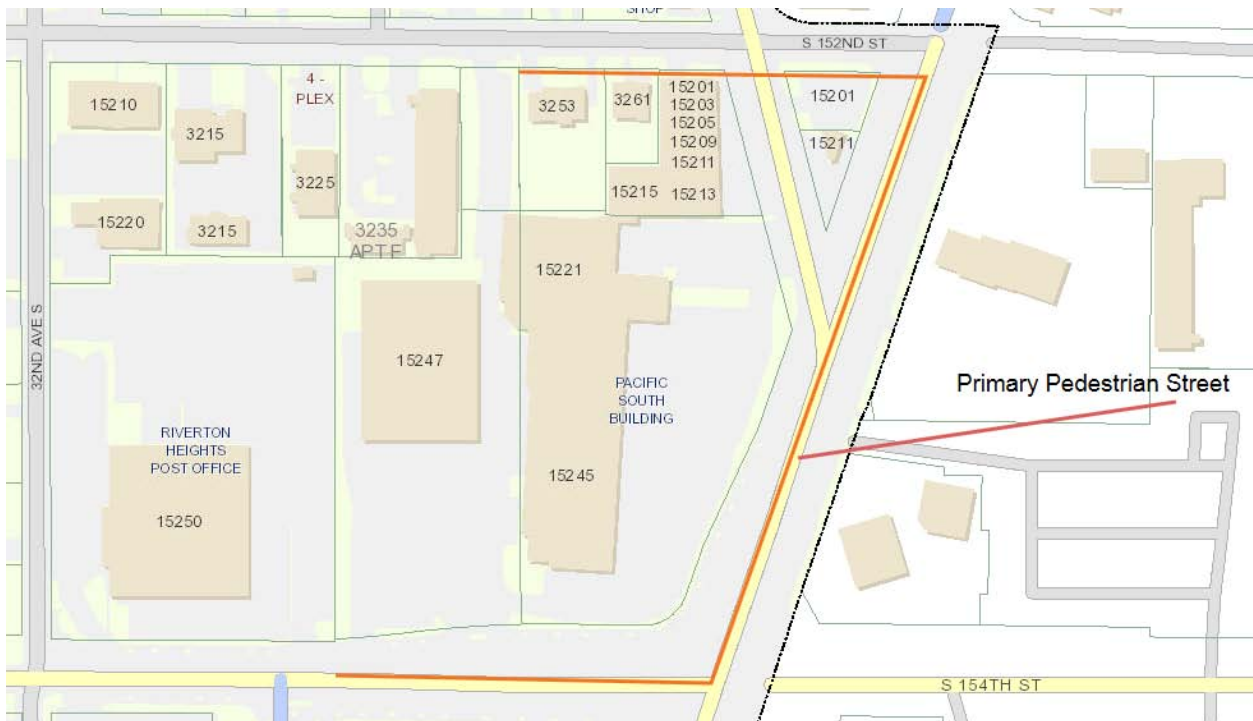
### **15.305.120 Internal Access Roads Primary and Secondary Pedestrian Sidewalks**

~~Internal access roads are established to provide vehicular and pedestrian access to the interior of the station area overlay district, to create connections between existing streets and to provide opportunities for new street frontages for retail and other business.~~

# DRAFT - South 154<sup>th</sup> Street Station Area Overlay District (Pedestrian and Vehicular Circulation)

## A. Primary Pedestrian Street Sidewalk Locations.

1. Primary Pedestrian Streets within the S. 154<sup>th</sup> Station Area Overlay District:
  - a. Approximately four hundred twenty five (425) feet west from the intersection S. 152<sup>nd</sup> Street and International Boulevard
  - b. The frontage along the west side of International Boulevard between S. 152<sup>nd</sup> Street and S. 154<sup>th</sup> Street
  - c. Approximately three hundred ninety five (395) feet west from the intersection of S. 154<sup>th</sup> Street and International Boulevard



## B. Secondary Pedestrian Street Sidewalk Locations.

1. Secondary Pedestrian Streets within the S. 154<sup>th</sup> Station Area Overlay District:
  - a. Approximately four hundred ninety (490) feet east from the intersection 32<sup>nd</sup> Ave South and S. 152<sup>nd</sup> Street
  - b. The frontage along the east side of 32<sup>nd</sup> Ave South between S. 152<sup>nd</sup> Street and S. 154<sup>th</sup> Street
  - c. Approximately three hundred (300) feet east from the intersection of 32<sup>nd</sup> Ave South and S. 154<sup>th</sup> Street

## DRAFT - South 154<sup>th</sup> Street Station Area Overlay District (Pedestrian and Vehicular Circulation)

C. Primary and Secondary Pedestrian Street standards are found in SMC 15.305.250, The Layout and Width of Street front Pedestrian Zone



### D. Sites with Multiple Buildings.

1. All site plans proposing multiple buildings designed for residential, commercial or other uses shall connect building entrances to one another and to pedestrian ways on adjacent public and/or private streets.

2. Public sidewalks may be considered part of the walkway system if they provide convenient movement between structures.

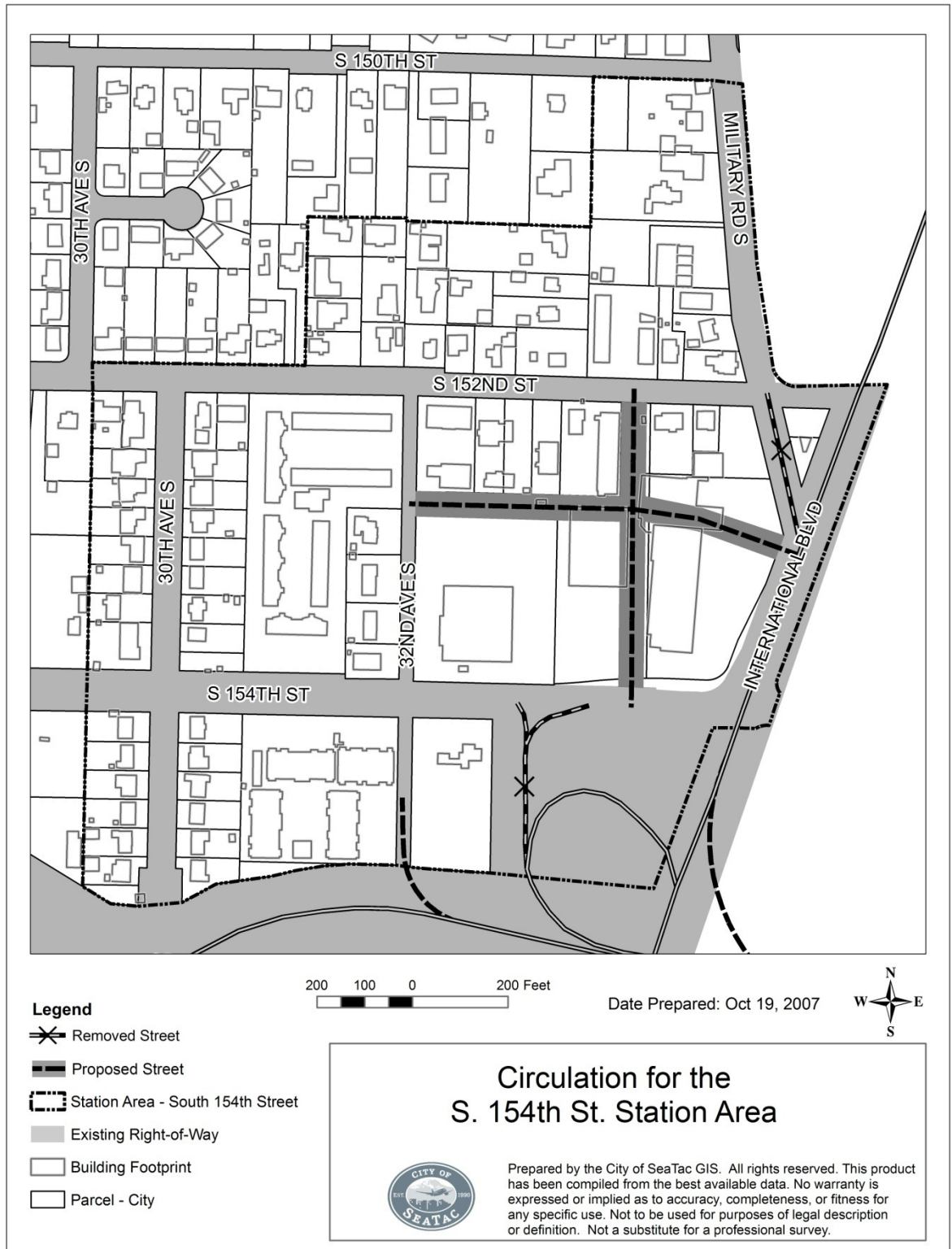
3. Fences, landscaping and other site improvements shall be located so as not to impede safe and convenient pedestrian circulation.

~~A. Development shall provide internal access roads per the following (see Circulation in the S. 154th Street Station Area Overlay District Map below for the general alignment of the internal access roads):~~

~~1. A north-south street from S. 154th Street on the south connecting to S. 152nd Street on the north. This can be either a public or private street that can be implemented in phases as redevelopment occurs on applicable sites.~~

~~2. An east-west street from 32nd Avenue S. on the west to International Boulevard on the east. This is intended to be either a public or private street that can be implemented in phases as redevelopment occurs on applicable sites.~~

**DRAFT - South 154<sup>th</sup> Street Station Area Overlay District  
(Pedestrian and Vehicular Circulation)**



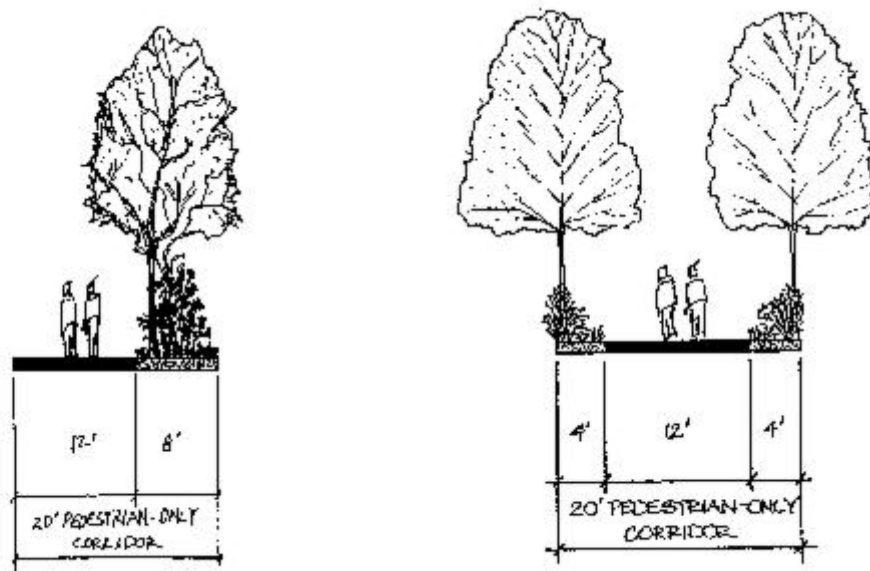
**Figure:  
CIRCULATION IN THE S. 154<sup>TH</sup> STREET STATION AREA OVERLAY DISTRICT**

# DRAFT - South 154<sup>th</sup> Street Station Area Overlay District (Pedestrian and Vehicular Circulation)

## 15.305.130 Pedestrian Requirements

Pedestrian requirements are intended to create a network of linkages for pedestrians to improve safety and convenience and enhance the pedestrian environment.

- A. ~~All site plans proposing multiple buildings designed for residential occupancy or business access shall connect building entrances to one another and to pedestrian ways on adjacent public and/or private streets via a minimum eight (8) foot wide walkway system separated from vehicular traffic. Public sidewalks may be considered part of the walkway system if they provide convenient movement between structures. Fences, landscaping and other site improvements shall be located so as not to impede safe and convenient pedestrian circulation.~~
- B. ~~On site pedestrian ways shall be designed to connect to off site pedestrian way systems on adjoining properties and public and/or private streets. On site extensions of pedestrian circulation systems shall align with existing pedestrian off site links.~~
- C. ~~Pedestrian only corridors separate from the vehicular street system shall be a minimum of twenty (20) feet wide with a minimum twelve (12) foot pathway of an approved surfacing material.~~



- D. ~~Public easements for pedestrian circulation shall be open to the public twenty four (24) hours a day. Private easements for pedestrian circulation should remain open to the maximum extent possible.~~
- E. ~~Primary pedestrian circulation and access shall be at grade. Elevated pedestrian walkways, if approved by the Director, may be permitted for the following purposes:~~
  - 1. ~~To provide an extension to or direct connection with an elevated walkway/moving sidewalk;~~

## DRAFT - South 154<sup>th</sup> Street Station Area Overlay District (Pedestrian and Vehicular Circulation)

2. To overcome obstacles of terrain;
  3. To connect immediately adjacent components of a single development; or
  4. To connect with elevated transit stations.
- F. To promote public transit use, paved sidewalks or walkways shall be provided between building entrances and the nearest transit stop located within or adjacent to the subject property. Wherever possible, buildings shall be sited adjacent to or connected with transit stop facilities. Lighting shall be provided along pedestrian walkway connections and adjacent to transit stop facilities.

