



CITY OF SEATAC

PLANNING COMMISSION MEETING

Riverton Room, SeaTac City Hall, 4800 S. 188th Street
March 21, 2017, 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 March 7, 2017 regular meeting (Exhibit A)
- 4) Worksession: S. 154th St. Station Area regulations (Exhibit B)
- 5) Worksession: Comprehensive Plan amendment process (Exhibit C)
- 6) CED Director's Report
- 7) Planning Commission Comments (including suggestions for next meeting agenda)
- 8) 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 March 7, 2017
Regular Meeting

Members present: Roxie Chapin, Tom Dantzler, Pam Pollock, Robert Scully, Jim Todd
Members absent: None
Staff present: Jeff Robinson, Acting CED Director; Steve Pilcher, Planning Manager; Al Torrico, Senior Planner

1. Call to Order

Chair Todd called the meeting to order at 5:32 p.m.

2. Public Comment

Earl Gipson, SeaTac resident, spoke in favor of expanding the size of the Planning Commission to seven (7) members.

3. Approval of Minutes

Moved and seconded to approve the minutes of the February 21, 2017 regular meeting as written. **Passed 4-0.**

4. Election of Officers

Jim Todd was nominated to serve as Chair; there were no other nominations. **Passed 4-0.**
Pam Pollock was nominated to serve as Vice-Chair; there were no other nominations. **Passed 4-0.**

5. Presentation on Autonomous Vehicles

Steve Marshall and John Niles of CATES (Center for Advanced Transportation and Energy Solutions) briefed the Commission on the changing technology and the coming advent on autonomous vehicles. They are proposing that the City hire their firm for a 90-day contract to explore opportunities for launching autonomous vehicle services within the city. They will be looking for both federal and private funding sources.

Mr. Marshall and Mr. Niles provided an example of “Ollie Transport”, a driverless van-size, electric vehicle that could be used to transport individuals from the airport to hotels, from park’n’ride lots to the airport, etc. The concept is to use SeaTac as a test model for how this new technology can be fit into a community and be economically viable.

The Commission asked numerous questions and indicated it was generally supportive of the City studying the issue further, as proposed.

6. Worksession on S. 154th Station Area regulations

Senior Planner Al Torrico presented staff’s recommended code revisions regarding open space standards.

Mr. Torrico mentioned that staff has met with City of Tukwila staff to discuss their planning process for the TIB area. He noted their project likely won’t be completed until early 2018. Their consultants noted there is currently limited demand for additional commercial development in this area (no more than 40,000 sq. ft. in total).

Mr. Torrico then reviewed the staff’s recommended approach to modifying the existing open space standards. For the most part, staff is suggesting adopting language very similar to what was established in the Angle Lake District regulations.

In discussing the proposed code language, the Commission asked that staff provide a clear definition of the difference between public and private open space. Otherwise, the Commission concurred with the proposed changes.

7. Comprehensive Plan process

Planning Manager Steve Pilcher provided a brief overview of the schedule for considering Comprehensive Plan amendments this year. The final date on which amendments may be initiated will be April 28th. He also reviewed the proposed sorting criteria for items placed on the preliminary docket and then the decision criteria under which final docket proposals will be evaluated.

8. CED Director’s Report

Acting CED Director Jeff Robinson provided information regarding an upcoming community meeting on March 29 regarding the new park being developed along Angle Lake, east of the new Residence Inn. He also noted that the City Council will be having a Town Hall meeting on April 26.

Mr. Pilcher reminded the Commission on an upcoming “Planning Short Course” training opportunity that will be held at the City of Kent on March 30th.

9. Adjournment

Moved and seconded to adjourn. Motion passed 5-0. The meeting adjourned at 7:25 p.m.





MEMORANDUM

COMMUNITY & ECONOMIC DEVELOPMENT

Date: March 21, 2017
To: Planning Commission
From: Albert Torrico, Jr., Senior Planner
Subject: S. 154th Street Station Area Overlay District, Staff Recommendations for Sections 15.305.400 to 15.305.460 – Parking

As we continue working through the S 154th Street Station Area regulations, tonight we will discuss parking standards. The discussion will cover recommendations for the following sections:

- 15.305.400 Parking Standards
- 15.305.410 Off-Street Parking Requirements and Reductions
- 15.305.420 Off-Street Loading Requirements
- 15.305.430 Bicycle Parking
- 15.305.440 General Parking Design and Construction
- 15.305.450 Surface Parking
- 15.305.460 Structured Parking

The attached recommendation matrix outlines staff recommendations on parking standards for the Planning Commission to consider. In some cases staff has proposed to use the existing language, replace the language with the language used in Angle Lake Station Area Overlay District, or replaced with new language that is consistent with the S. 154th Street Station Area Action Plan (policy document). The matrix includes the existing language found in the S. 154th Street Station Area regulations; Angle Lake Station Area regulations and staff recommendation. A quick summary of these changes is as follows:

Section	Title	Recommendation/Revision
15.305.400	Parking Standards	Delete existing language and replace with Angle Lake Station Area Overlay District language describing the “purpose” of Parking Standards.
15.305.410	Off-Street Parking Requirements and Reductions	Delete existing language; and replace with Angle Lake Station Area Overlay District language.
15.305.420	Off-Street Loading Requirements	No changes
15.305.430	Bicycle Parking	Staff recommends that the

Section	Title	Recommendation/Revision
		existing language be deleted and replaced with one of two options.
15.305.440	General Parking Design and Construction	Staff recommends deleting the existing language. The new language follows the Angle Lake Station Area standards for “General Parking Design and Construction”.
15.305.450	Surface Parking	Staff recommends deleting the existing language and replacing it with the language from the Angle Lake Station Area standards, which mostly follows the existing language.
15.305.460	Structured Parking	Staff recommends deleting the existing language and using the more streamlined language from the Angle Lake Station Area standards.

S. 154 th St Station Area Overlay District (Existing Regulations)	Angle Lake Station Area Overlay District (Regulations)	Staff Recommendation																														
<p>15.305.400 Parking Standards Purpose: Minimize parking as a dominant land use. Parking should be screened through its placement behind structures and via landscaping. Parking shall be provided in such a way as to facilitate the achievement of the urban design vision set forth in SMC 15.300.005(A)(1) Urban Design Vision.</p>	<p>15.310.400 Parking Standards A. Purpose: Minimize parking as a dominant land use. Parking should be screened through its placement behind structures and via landscaping. B. The following parking standards shall be in addition to, or, in some cases, supersede applicable parking provisions required in Chapter 15.455 SMC, Parking and Circulation.</p> <p style="text-align: center;">Figure: SUMMARY TABLE, PARKING REQUIREMENTS</p> <table border="1" data-bbox="1162 530 2076 1669"> <tr> <td colspan="2" data-bbox="1162 530 1712 606">Angle Lake Station Area Overlay District: Parking</td> <td data-bbox="1712 530 2076 606">Applies To: All development.</td> </tr> <tr> <td colspan="3" data-bbox="1162 606 2076 727">Note: This is a summary of parking requirements within the Angle Lake Station Area Overlay District. See code references for supplemental details.</td> </tr> <tr> <td colspan="3" data-bbox="1162 727 2076 778">PARKING STANDARDS (see SMC 15.310.400)</td> </tr> <tr> <td data-bbox="1162 778 1463 899">Maximum Parking Specified</td> <td colspan="2" data-bbox="1463 778 2076 899">Yes. 10% increase above standards in SMC 15.455.120, Parking Chart for Required Off-Street Spaces.</td> </tr> <tr> <td data-bbox="1162 899 1463 979">Minimum Parking Required</td> <td colspan="2" data-bbox="1463 899 2076 979">Yes. Parking study required</td> </tr> <tr> <td data-bbox="1162 979 1463 1030">Bicycle Parking</td> <td colspan="2" data-bbox="1463 979 2076 1030">Require 1 space for every 10 parking stalls</td> </tr> <tr> <td data-bbox="1162 1030 1463 1201">Surface Parking Lots</td> <td colspan="2" data-bbox="1463 1030 2076 1201"> <ul style="list-style-type: none"> • Located behind or to the side of a building • Parking next to building: 20' setback with landscaping </td> </tr> <tr> <td data-bbox="1162 1201 1463 1292">Pedestrian Walkways through Parking Lots</td> <td colspan="2" data-bbox="1463 1201 2076 1292">Required if more than 100 parking spaces</td> </tr> <tr> <td data-bbox="1162 1292 1463 1453">Structured Parking</td> <td colspan="2" data-bbox="1463 1292 2076 1453">Architectural design elements required and high quality screening See also Chapter 15.455 SMC, Parking and Circulation.</td> </tr> <tr> <td data-bbox="1162 1453 1463 1669">Structured Parking: Ground Floor</td> <td colspan="2" data-bbox="1463 1453 2076 1669"> Adjacent to public street, 100% of ground floor to be constructed as commercial space <ul style="list-style-type: none"> • 20' min depth and 13' ceiling height • 50% of commercial use can be office associated with parking operation </td> </tr> </table>	Angle Lake Station Area Overlay District: Parking		Applies To: All development.	Note: This is a summary of parking requirements within the Angle Lake Station Area Overlay District. See code references for supplemental details.			PARKING STANDARDS (see SMC 15.310.400)			Maximum Parking Specified	Yes. 10% increase above standards in SMC 15.455.120 , Parking Chart for Required Off-Street Spaces.		Minimum Parking Required	Yes. Parking study required		Bicycle Parking	Require 1 space for every 10 parking stalls		Surface Parking Lots	<ul style="list-style-type: none"> • Located behind or to the side of a building • Parking next to building: 20' setback with landscaping 		Pedestrian Walkways through Parking Lots	Required if more than 100 parking spaces		Structured Parking	Architectural design elements required and high quality screening See also Chapter 15.455 SMC, Parking and Circulation.		Structured Parking: Ground Floor	Adjacent to public street, 100% of ground floor to be constructed as commercial space <ul style="list-style-type: none"> • 20' min depth and 13' ceiling height • 50% of commercial use can be office associated with parking operation 		<p><i>Staff recommends using the following language for purpose:</i></p> <p>15.305.400 Parking Standards <i>Purpose: Minimizing parking as a dominant land use. Parking should be screened through its placement behind structures and via landscaping.</i></p> <p><i>Staff will insert a summary table similar to the one used in the Angle Lake Station Area standards once we have the Planning Commission's recommendations.</i></p>
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<p>15.305.410 Off-Street Parking Requirements and Reductions A. Required Off-Street Parking Spaces</p> <p>1. Minimum Parking Requirements. The minimum parking</p>	<p>15.310.410 Off-Street Parking Requirements and Reductions A. Required Off-Street Parking Spaces.</p> <p>1. Minimum Parking Requirements. The minimum parking spaces</p>	<p><i>Staff recommends the following revisions:</i></p> <p><u>15.305.410 Off-Street Parking Requirements and Reductions</u></p>																														

S. 154th Street Station Area Overlay District Revisions (Sections 15.305.400 to 15.305.460 – Parking) - Staff Recommendations

S. 154 th St Station Area Overlay District (Existing Regulations)	Angle Lake Station Area Overlay District (Regulations)	Staff Recommendation																										
<p>spaces required shall be those established in the parking chart in Chapter 15.455 Parking and Circulation SMC.</p> <p>a. One Bedroom Unit Exception to Minimum Parking Spaces Required. The minimum standard for a one (1) bedroom unit in a multi-family development shall be one (1) parking space.</p> <p>b. In cases where the minimum parking standards established under SMC Chapter 15.455 Parking and Circulation are greater than the maximum spaces allowed in this section, then the parking standards of SMC 15.305.(A)2 below shall supersede and also serve as the minimum number of parking spaces required.</p> <p>2. Maximum Parking Requirements</p> <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="text-align: center;">LAND USE</th> <th style="text-align: center;">MAXIMUM SPACES ALLOWED</th> </tr> </thead> <tbody> <tr> <td colspan="2" style="text-align: center;"><i>Where calculations result in fractions of parking spaces, the maximum number of parking stalls shall be determined by rounding up to the next whole number.</i></td> </tr> <tr> <td colspan="2">Residential Uses</td> </tr> <tr> <td>College Dormitory</td> <td>1 per bedroom unit</td> </tr> <tr> <td>Duplex/Townhouse</td> <td>2 per dwelling unit</td> </tr> <tr> <td>Multi-Family</td> <td>1 per bedroom, up to 2 per dwelling unit maximum</td> </tr> <tr> <td>Community Residential Facility</td> <td>1 per bed</td> </tr> <tr> <td>Convalescent Center/Nursing Home</td> <td>1 per 3 beds</td> </tr> <tr> <td>Retirement Apartments</td> <td>1 per unit</td> </tr> <tr> <td colspan="2">Recreational/Cultural Uses</td> </tr> <tr> <td>Conference/Convention Center</td> <td>5 per 1,000 SF of building area</td> </tr> <tr> <td>Library/Museum/Cultural Facility</td> <td>4 per 1,000 SF of building area</td> </tr> <tr> <td>Community Center/Recreation Center</td> <td>4 per 1,000 SF of building area</td> </tr> </tbody> </table>	LAND USE	MAXIMUM SPACES ALLOWED	<i>Where calculations result in fractions of parking spaces, the maximum number of parking stalls shall be determined by rounding up to the next whole number.</i>		Residential Uses		College Dormitory	1 per bedroom unit	Duplex/Townhouse	2 per dwelling unit	Multi-Family	1 per bedroom, up to 2 per dwelling unit maximum	Community Residential Facility	1 per bed	Convalescent Center/Nursing Home	1 per 3 beds	Retirement Apartments	1 per unit	Recreational/Cultural Uses		Conference/Convention Center	5 per 1,000 SF of building area	Library/Museum/Cultural Facility	4 per 1,000 SF of building area	Community Center/Recreation Center	4 per 1,000 SF of building area	<p>required are specified in SMC 15.455.120, Parking Chart for Required Off-Street Spaces.</p> <p>a. Parking Reduction. The number of required off-street parking spaces may be reduced for properties located within the Angle Lake Station Area Overlay District due to their proximity to a light rail station. Reductions shall be based on the submittal of a parking plan and as approved by the Director. The amount of reduction shall be based on the frequency of the transit service and shall be limited as follows:</p> <ul style="list-style-type: none"> i. Residential – Thirty-five percent (35%) maximum; ii. Government, business services, manufacturing – Forty percent (40%) maximum; iii. Recreational and cultural, retail and commercial – Thirty percent (30%) maximum. <p>2. Maximum Parking Requirements. The maximum parking spaces allowed shall be determined by increasing the number of minimum parking spaces required in SMC 15.455.120, Parking Chart for Required Off-Street Spaces, by a maximum of ten percent (10%).</p>	<p><i>A. Minimum Parking Requirements. The minimum parking spaces required are specified in SMC 15.455.120, Parking Chart for Required Off-Street Spaces.</i></p> <p><i>1. Parking Reduction. The number of required off-street parking spaces may be reduced for properties within the S. 154th Street Station Area when one (1) or more regularly scheduled high capacity public transit routes are within a 1/4 mile of a site. The amount of reduction shall be based on the frequency of the transit service, proximity and shall be limited as follows:</i></p> <ul style="list-style-type: none"> <i>a. Residential. Thirty-five (35) % maximum;</i> <i>b. Government, Business Services and Manufacturing. Forty (40%) percent maximum;</i> <i>c. Recreational and Cultural, Retail and Commercial. Thirty percent (30%) maximum</i> <p><i>B. Maximum Parking Requirements. The maximum parking spaces allowed shall be determined by increasing the number of minimum parking spaces required in SMC 15.455.120, Parking Chart for Required Off-Street Spaces, by a maximum of ten percent (10%).</i></p>
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S. 154 th St Station Area Overlay District (Existing Regulations)		Angle Lake Station Area Overlay District (Regulations)	Staff Recommendation
Sports/Fitness/Health Club	4 per 1,000 SF of building area		
Theater	0.75 per fixed seat, plus 1 per employee		
General, Educational and Health Services Uses			
General Service Uses	4 per 1,000 SF of building area		
Educational Uses	1 per employee, plus 1 per 2 students		
Health Services Uses	4 per 1,000 SF of building area		
Transitional Housing	1 per 2 bedrooms		
Government/Office, Business Uses			
Business Service/Office Uses	3 per 1,000 SF of building area		
Retail/Commercial/Manufacturing Uses			
Retail Uses	4 per 1,000 SF of leasable space		
Bed and Breakfast	1 per bedroom, plus 2 for residents		
Hotel/Motel and Associated Uses	1 per bedroom, plus the following for associated uses:		
—with restaurant/lounge/bar	4 per 1,000 SF of building area		
—with banquet/meeting room	5 per 1,000 SF of gross building area		
Manufacturing Uses	1 per employee, plus 2 per 1,000 SF of building area		
<p>B. — Parking Reductions.</p> <p>1. — There may be additions or reductions to allowed parking spaces based on a parking plan demonstrating an increased or decreased need to serve residents and/or customers.</p> <p>2. — See SMC Chapter 15.455 Parking and Circulation for available parking reductions.</p>			

S. 154th Street Station Area Overlay District Revisions (Sections 15.305.400 to 15.305.460 – Parking) - Staff Recommendations

S. 154 th St Station Area Overlay District (Existing Regulations)	Angle Lake Station Area Overlay District (Regulations)	Staff Recommendation
<p>15.305.420 Off-Street Loading Requirements Off-Street loading requirements shall be provided pursuant to SMC Chapter 15.455 Parking and Circulation.</p>	<p>15.310.420 Off-Street Loading Requirements Off-street loading requirements shall be provided pursuant to Chapter 15.455 SMC, Parking and Circulation.</p>	<p>Staff recommends the following:</p> <p>15.305.420 Off-Street Loading Requirements Off-street loading requirements shall be provided pursuant to Chapter 15.455 SMC, Parking and Circulation.</p>
<p>15.305.430 Bicycle Parking</p> <p>The provision of safe and convenient places to park bicycles is encouraged in the station area. Providing a secure and convenient place to store bicycles encourages their use.</p> <p>A. Bicycle parking shall be provided based on at least one (1) space for each ten (10) automobile parking spaces required.</p> <p>B. The location of bicycle racks and/or lockers shall be in a secured area and be highly visible to building occupants and security personnel. Racks shall have provisions for using bicycle locks and shall be compatible with building and site design.</p>	<p>15.310.430 Bicycle Parking</p> <p>The provision of safe and convenient places to park bicycles shall be provided in the district area. Providing a secure and convenient place to store bicycles encourages their use.</p> <p>A. Bicycle parking shall be provided based on at least one (1) space for each ten (10) automobile parking spaces required.</p> <p>B. The location of bicycle racks and/or lockers shall be highly visible to building occupants and security personnel. Racks shall have provisions for using bicycle locks and shall be compatible with building and site design.</p> <p>C. Covered Spaces. A minimum of fifty percent (50%) of required spaces shall be protected from rainfall by cover.</p> <p>D. Bicycle Racks. The rack(s) shall be securely anchored to the ground and provide a frame so a bicycle cannot be pushed or fall in a manner that may damage the wheels or components.</p>	<p>Staff recommends one of the following:</p> <p><u>Option 1:</u></p> <p>15.305.430 Bicycle Parking The provision of safe and convenient places to park bicycles shall be provided in the district area. Providing a secure and convenient place to store bicycles encourages their use.</p> <p>A. Bicycle parking shall be provided based on at least one (1) space for each ten (10) automobile parking spaces required.</p> <p>B. The location of bicycle racks and/or lockers shall be highly visible to building occupants and security personnel. Racks shall have provisions for using bicycle locks and shall be compatible with building and site design.</p> <p>C. Covered Spaces. A minimum of fifty percent (50%) of required spaces shall be protected from rainfall by cover.</p> <p>D. Bicycle Racks. The rack(s) shall be securely anchored to the ground and provide a frame so a bicycle cannot be pushed or fall in a manner that may damage the wheels or components.</p> <p style="text-align: center;">OR</p> <p><u>Option 2:</u></p> <p>15.305.430 Bicycle Parking</p> <p>A. Consider existing and future bicycle traffic to and through the site early in the process so that access and connections are integrated into the project along with other modes of travel.</p> <p>B. Facilities such as bike racks and storage, bike share stations, shower facilities and lockers for bicyclists should be located close to building entrances, be at ground level or accessible from ground level and have dedicated parking areas.</p> <p>C. Bike Rack Design Features.</p> <ol style="list-style-type: none"> 1. Bike racks should have two points of contact between the bicycle and the rack. 2. Racks should allow a good number of bicycles to be parked in a small area while providing adequate space between bicycles to facilitate parking and locking.

S. 154th Street Station Area Overlay District Revisions (Sections 15.305.400 to 15.305.460 – Parking) - Staff Recommendations

S. 154 th St Station Area Overlay District (Existing Regulations)	Angle Lake Station Area Overlay District (Regulations)	Staff Recommendation
		<p>3. Covered bike shelter areas should be considered whenever possible. Such areas may be located, but are not limited to, underneath awnings, overhangs or stairways.</p>
<p>15.305.440 General Parking Design and Construction Standards General parking design and construction requirements shall be provided pursuant to SMC Chapter SMC Chapter 15.455 Parking and Circulation.</p>	<p>15.310.440 General Parking Design and Construction Standards Parking design and construction requirements shall be provided pursuant to Chapter <u>15.455</u> SMC, Parking and Circulation.</p>	<p><i>Staff recommends the following language.</i></p> <p><u>15.305.440 General Parking Design and Construction Standards</u> <i>Parking design and construction requirements shall be provided pursuant to Chapter 15.455 SMC, Parking and Circulation.</i></p>
<p>15.305.450 Surface Parking A. Location of Surface Parking Lots.</p> <p>1. No parking shall be located between the building and the front property line. An exception may be made in the case of passenger loading and off-loading in the driveway of a porte cochere in conformance with SMC 15.305.260 Driveway Entrances and approved by the Director. Surface parking shall be located behind a building or to the side of a building.</p> <p>2. Parking Next to Building. Parking located next to a building and within forty (40) feet of the front property line shall not occupy more than the width of one (1) lengthwise parking stall and one (1) travel lane, or thirty (30) feet, whichever is less.</p> <p>3. Parking Where Building Frontage Less than One Hundred (100) Feet. In cases where the minimum frontage on a public or private street is less than one hundred (100) feet, no parking shall be allowed in the first twenty (20) feet of the front property line, the front facade of the new or redeveloped building shall occupy at least sixty percent (60%) of the total lot frontage and the vehicular access way may be no wider than twenty four (24) feet.</p> <p>4. Parking on Corner Lots. On corner lots, no parking shall be located between the building and either of the two (2) front property lines. If a parcel abuts more than two (2) public or private streets, no parking shall be located between the building and the front property line abutting the two (2) public and/or private streets with the highest classification.</p> <p>B. Pedestrian Circulation Through Parking Lots</p> <p>1. Surface parking lots containing one hundred (100) parking spaces or more shall provide pedestrian walkways through the parking field.</p>	<p>15.310.450 Surface Parking A. Location of Surface Parking Lots.</p> <p>1. No parking shall be located between the building and the front property line. The Director may approve a driveway for passenger loading and off-loading only in conformance with SMC <u>15.310.260</u>, Driveway Design. Surface parking shall be located behind a building or to the side of a building.</p> <p>a. Within the District Center, driveways for passenger loading and off-loading is not permitted between the building and front property line along property frontage.</p> <p>2. Parking to the Side of the Building. Parking located next to a building shall be set back a minimum of twenty (20) feet from the front property line. The setback area shall be landscaped as per SMC <u>15.310.500</u>, Landscaping Standards.</p> <p>3. Parking on Corner Lots. On corner lots, no parking shall be located between the building and either of the two (2) front property lines. If a parcel abuts more than two (2) public or private streets, no parking shall be located between the building and the front property line abutting the two (2) public and/or private streets with the highest classification.</p> <p>B. Pedestrian Circulation through Parking Lots.</p> <p>1. Surface parking lots containing one hundred (100) parking spaces or more shall provide pedestrian walkways through the parking lot to provide for safe pedestrian movement.</p> <p>2. Pedestrian Walkway Design.</p> <p>a. Pedestrian walkways shall be a minimum of four (4) feet wide, separated from vehicular travel lanes to the maximum extent possible and designed to provide safe access to non-street front building entrances or existing pedestrian ways.</p> <p>b. Clearly distinguish the pedestrian way network from car or transit circulation. This is particularly important in areas where these various travel modes intersect, such as at driveway entrances and in parking lots.</p>	<p><i>Staff recommends the following language:</i></p> <p>15.305.450 Surface Parking A. Location of Surface Parking Lots.</p> <p>1. No parking shall be located between the building and the front property line. The Director may approve a driveway for passenger loading and off-loading only in conformance with SMC 15.305.260, Driveway Entrances. Surface parking shall be located behind a building or to the side of a building.</p> <p>2. Parking to the Side of the Building. Parking located next to a building shall be set back a minimum of twenty (20) feet from the front property line. The setback area shall be landscaped as per SMC 15.305.500, Landscaping Standards.</p> <p>3. Parking on Corner Lots. On corner lots, no parking shall be located between the building and either of the two (2) front property lines. If a parcel abuts more than two (2) public or private streets, no parking shall be located between the building and the front property line abutting the two (2) public and/or private streets with the highest classification.</p> <p>B. Pedestrian Circulation through Parking Lots.</p> <p>1. Surface parking lots containing one hundred (100) parking spaces or more shall provide pedestrian walkways through the parking lot to provide for safe pedestrian movement.</p> <p>2. Pedestrian Walkway Design.</p> <p>a. Pedestrian walkways shall be a minimum of four (4) feet wide, separated from vehicular travel lanes to the maximum extent possible and designed to provide safe access to non-street front building entrances or existing pedestrian ways.</p>

S. 154 th St Station Area Overlay District (Existing Regulations)	Angle Lake Station Area Overlay District (Regulations)	Staff Recommendation
<p>2.—Pedestrian Walkway Locations</p> <p>a.—For parking rows perpendicular to the principal building facade, pedestrian ways shall be located between two (2) rows of parking spaces at a minimum of one (1) pedestrian way every two hundred (200) feet.</p> <p>b.—For parking rows parallel to the principal building facade, pedestrian ways shall be incorporated adjacent to a series of aligned landscape islands at a minimum of one (1) walkway every twenty one (21) parking spaces.</p> <p>3.—Pedestrian Walkway Design</p> <p>a.—Pedestrian walkways shall be raised, and shall be a minimum of eight (8) feet wide, separated from vehicular travel lanes to the maximum extent possible and designed to provide safe access to non street front building entrances or existing pedestrian ways.</p> <p>b.—Clearly distinguish the pedestrian way network from car or transit circulation. This is particularly important in areas where these various travel modes intersect, such as at driveway entrances and in parking lots.</p> <p>e.—Where sidewalks or walkways cross vehicular driveways, provide a continuous raised crossing, or distinguish the crossing from the driveway surface by marking with a contrasting paving material.</p>	<p>c. Where sidewalks or walkways cross vehicular driveways, provide a continuous raised crossing, or distinguish the crossing from the driveway surface by marking with a contrasting paving material.</p>	<p>b. <i>Clearly distinguish the pedestrian way network from car or transit circulation. This is particularly important in areas where these various travel modes intersect, such as at driveway entrances and in parking lots.</i></p> <p>c. <i>Where sidewalks or walkways cross vehicular driveways, provide a continuous raised crossing, or distinguish the crossing from the driveway surface by marking with a contrasting paving material.</i></p>
<p>15.305.460 Structured Parking Purpose: Design parking structures to blend in with adjacent development. Emphasize design features that minimize the obtrusiveness of the parking use and encourage architectural compatibility with adjacent development. Parking structures shall be sited and designed to achieve the urban design vision set forth in SMC 15.305.005 Urban Design Vision.</p> <p>A.—General.—Parking structures shall comply with the following minimum requirements:</p> <p>1.—Only one (1) freestanding parking structure shall be allowed per development site unless completely integrated into a commercial, residential or mixed use building. (Also see definition of “Development Site Stand Alone Parking Structures” in SMC Chapter 15.05 Definitions.)</p> <p>2.—Parking structures providing off street parking for retail, commercial, office, service, public, or residential use(s) shall</p>	<p>15.310.460 Structured Parking Purpose: Design parking structures to blend in with adjacent development. Emphasize design features that minimize the obtrusiveness of the parking use and encourage architectural compatibility with adjacent development.</p> <p>A. Parking Structure Design.</p> <p>1. The following parking structure design standards shall be in addition to or, in some cases, supersede applicable design standards in other sections in this chapter, and in Chapter <u>15.455</u> SMC, Parking and Circulation.</p> <p>2. Minimizing Views into the Parking Structure Interior.</p> <p>a. For portions of parking structures without a ground floor retail, commercial, office, service or public use, a five (5) foot wide facade landscaping strip is required consisting of:</p> <p>i. A mix of evergreen shrub groupings spaced no more than four (4) feet apart that do not exceed a height of six (6) feet at maturity.</p>	<p><i>Staff recommends the following language:</i></p> <p><u>15.305.460 Structured Parking</u> Purpose: Design parking structures to blend in with adjacent development. Emphasize design features that minimize the obtrusiveness of the parking use and encourage architectural compatibility with adjacent development.</p> <p>A. Parking Structure Design.</p> <p>1. <i>The following parking structure design standards shall be in addition to or, in some cases, supersede applicable design standards in other sections in this chapter, and in Chapter 15.455 SMC, Parking and Circulation.</i></p> <p>2. Minimizing Views into the Parking Structure Interior.</p> <p>a. <i>For portions of parking structures without a ground floor retail, commercial, office, service or public use,</i></p>

S. 154 th St Station Area Overlay District (Existing Regulations)	Angle Lake Station Area Overlay District (Regulations)	Staff Recommendation
<p>clearly reserve and designate all required off-street parking spaces for those use(s).</p> <p>B. Parking Structure Placement and/or Setbacks</p> <p>1. Parking structures shall be located within the maximum front yard setback, as specified in SMC 15.305.210 Building Placement/Setbacks, or built to the side or rear of the subject property when located behind or to the side of additional buildings on site.</p> <p>C. Parking Structure Design</p> <p>1. The following parking structure design standards shall be in addition to or, in some cases, supersede applicable design standards in other sections in this chapter, and in SMC Chapter 15.455 Parking and Circulation.</p> <p>2. Appearance and Integrated Design</p> <p>a. All freestanding or above ground parking structure facades shall have the appearance of an office building or hotel building.</p> <p>b. Parking structures shall be architecturally integrated or designed with an architectural theme similar to the main building.</p> <p>3. Parking Structure Character and Massing.</p> <p>a. Parking structure elevations over one hundred (100) feet in length shall incorporate vertical and horizontal variation in setback, material or fenestration design along the length of the applicable facade. In order to incorporate architectural variation within a project, a minimum of one (1) vertical facade change and a minimum of one (1) horizontal facade change shall be provided in the following ways:</p> <p>b. Vertical Facade Changes. Incorporate intervals of architectural variation at least every forty (40) feet over the length of the applicable facade, such as:</p> <p>i. Varying the arrangement, proportioning and/or design of garage floor openings;</p> <p>ii. Incorporating changes in architectural materials;</p>	<p>b. Any portion of a parking structure ground floor with exposed parking areas adjacent to a public or private street shall screen and minimize views into the parking structure interior by incorporating architectural elements on the parking structure facade without compromising the open parking structure requirements of the Building Code.</p> <p>c. In addition to the above, minimize views into the upper floors of parking structures through one (1) or more of the following methods:</p> <p>i. High quality screening using architectural elements on the parking structure upper floor facades; and/or</p> <p>ii. Upper parking floors designed as a pattern of window-like openings on the parking structure facade.</p> <p>3. Parking Structure Character and Massing. Parking structure elevations over one hundred (100) feet in length shall incorporate vertical and horizontal variation in setback, material or fenestration design along the length of the applicable facade. In order to incorporate architectural variation within a project, a minimum of one (1) vertical facade change and a minimum of one (1) horizontal facade change shall be provided in the following ways:</p> <p>a. Vertical Facade Changes. Incorporate intervals of architectural variation at least every forty (40) feet over the length of the applicable facade, such as:</p> <p>i. Varying the arrangement, proportioning and/or design of garage floor openings;</p> <p>ii. Incorporating changes in architectural materials;</p> <p>iii. Projecting forward or recessing back portions or elements of the parking structure facade.</p> <p>b. Horizontal Facade Changes. Designed to differentiate the ground floor from upper floors, such as:</p> <p>i. Stepping back the upper floors from the ground floor parking structure facade;</p> <p>ii. Changing materials between the parking structure base and upper floors; and/or</p> <p>iii. Including a continuous cornice line or pedestrian weather protection element between the ground floor and upper floors.</p> <p>4. Parking Floors Located under or within Buildings.</p>	<p><i>a five (5) foot wide facade landscaping strip is required consisting of:</i></p> <p><i>i. A mix of evergreen shrub groupings spaced no more than four (4) feet apart that do not exceed a height of six (6) feet at maturity.</i></p> <p><i>b. Any portion of a parking structure ground floor with exposed parking areas adjacent to a public or private street shall screen and minimize views into the parking structure interior by incorporating architectural elements on the parking structure facade without compromising the open parking structure requirements of the Building Code.</i></p> <p><i>c. In addition to the above, minimize views into the upper floors of parking structures through one (1) or more of the following methods:</i></p> <p><i>i. High quality screening using architectural elements on the parking structure upper floor facades; and/or</i></p> <p><i>ii. Upper parking floors designed as a pattern of window-like openings on the parking structure facade.</i></p> <p>3. Parking Structure Character and Massing. Parking structure elevations over one hundred (100) feet in length shall incorporate vertical and horizontal variation in setback, material or fenestration design along the length of the applicable facade. In order to incorporate architectural variation within a project, a minimum of one (1) vertical facade change and a minimum of one (1) horizontal facade change shall be provided in the following ways:</p> <p>a. Vertical Facade Changes. Incorporate intervals of architectural variation at least every forty (40) feet over the length of the applicable facade, such as:</p> <p><i>i. Varying the arrangement, proportioning and/or design of garage floor openings;</i></p> <p><i>ii. Incorporating changes in architectural materials;</i></p>

S. 154 th St Station Area Overlay District (Existing Regulations)	Angle Lake Station Area Overlay District (Regulations)	Staff Recommendation
<p>iii. Projecting forward or recessing back portions or elements of the parking structure facade.</p> <p>e. Horizontal Facade Changes. Designed to differentiate the ground floor from upper floors, such as:</p> <p>i. Stepping back the upper floors from the ground floor parking structure facade;</p> <p>ii. Changing materials between the parking structure base and upper floors; and/or</p> <p>iii. Including a continuous cornice line or pedestrian weather protection element between the ground floor and upper floors.</p> <p>4. Parking Structure Top Floor Wall Design. Parking structure top floor wall designs must conform to one (1) or more of the following options:</p> <p>a. Top Floor Wall with Architectural Focal Point. A top floor wall focal point refers to a prominent wall edge feature.</p> <p>b. Top Floor Wall Line Variation.</p> <p>i. Projecting Cornice. Top floor wall line articulated through a variation or step in cornice height or detail. Cornices must be located at or near the top of the wall or parapet.</p> <p>ii. Articulated Parapet. Top floor wall line parapets shall incorporate angled, curved or stepped detail elements.</p> <p>5. Minimizing Views into the Parking Structure Interior</p> <p>a. Facades of parking structures facing a public or private street or pedestrian way as defined by SMC 15.305.130 Pedestrian Requirements shall be designed without continuous horizontal parking floor openings.</p> <p>b. For portions of parking structures without a ground floor retail, commercial, office, service or public use, a five (5) foot wide facade landscaping strip is required consisting of:</p>	<p>a. Parking located under or within buildings shall subordinate the garage entrance to the pedestrian entrance in terms of prominence on the street, location and design emphasis.</p> <p>b. Parking at grade under a building shall be completely enclosed within the building or wholly screened through any combination of walls, decorative grilles, or trellis work with landscaping.</p> <p>5. Parking Structure Lighting.</p> <p>a. In addition to the following standards, lighting of parking structures shall be provided pursuant to Chapter 17.28 SMC, Parking Structures.</p> <p>b. Lighting on and/or within multi-level parking structures shall be screened, hooded or otherwise limited in illumination area so as to minimize excessive “light throw” to off-site areas.</p> <p>B. Ground Floor Uses in Parking Structures.</p> <p>1. Front Facade. A parking structure front facade shall be designed so that a minimum of one hundred percent (100%) of the length of the exterior ground floor facade(s), excluding vehicle entrances and exits, provides ground floor commercial space suitable for retail and commercial uses.</p> <p>a. Minimum Depth. The applicable ground floor area shall extend in depth a minimum of twenty (20) feet from the exterior parking structure facade; provided, that the minimum required may be averaged, with no depth less than fifteen (15) feet.</p> <p>b. Minimum Ceiling Height. The minimum clear interior ceiling height standard for the retail/commercial or service use portion of parking structures shall be thirteen (13) feet for all street level building space.</p> <p>c. Fire Suppression. Parking structure ground floors shall include fire suppressing sprinkler systems at the time of construction.</p> <p>2. A maximum of fifty percent (50%) of the ground floor leasable commercial/retail or service space may be occupied by office uses related to the operation of the parking structure.</p>	<p>iii. Projecting forward or recessing back portions or elements of the parking structure facade.</p> <p>b. Horizontal Facade Changes. Designed to differentiate the ground floor from upper floors, such as:</p> <p>i. Stepping back the upper floors from the ground floor parking structure facade;</p> <p>ii. Changing materials between the parking structure base and upper floors; and/or</p> <p>iii. Including a continuous cornice line or pedestrian weather protection element between the ground floor and upper floors.</p> <p>4. Parking Floors Located under or within Buildings.</p> <p>a. Parking located under or within buildings shall subordinate the garage entrance to the pedestrian entrance in terms of prominence on the street, location and design emphasis.</p> <p>b. Parking at grade under a building shall be completely enclosed within the building or wholly screened through any combination of walls, decorative grilles, or trellis work with landscaping.</p> <p>5. Parking Structure Lighting.</p> <p>a. In addition to the following standards, lighting of parking structures shall be provided pursuant to Chapter 17.28 SMC, Parking Structures.</p> <p>b. Lighting on and/or within multi-level parking structures shall be screened, hooded or otherwise limited in illumination area so as to minimize excessive “light throw” to off-site areas.</p> <p>B. Ground Floor Uses in Parking Structures.</p> <p>1. Front Facade. A parking structure front facade shall be designed so that a minimum of one hundred percent (100%) of the length of the exterior ground floor facade(s), excluding vehicle entrances and exits, provides ground floor commercial space suitable for retail and commercial uses.</p> <p>a. Minimum Depth. The applicable ground floor area</p>

S. 154 th St Station Area Overlay District (Existing Regulations)	Angle Lake Station Area Overlay District (Regulations)	Staff Recommendation
<p>i. A mix of evergreen shrub groupings spaced no more than four (4) feet apart that do not exceed a height of six (6) feet at maturity;</p> <p>ii. Ground cover; and</p> <p>iii. Seasonal displays of flowering annual bedding plants.</p> <p>e. Any portion of a parking structure ground floor with exposed parking areas adjacent to a public or private street shall minimize views into the parking structure interior through one (1) or more of the following methods which are in addition to the above facade landscaping strip:</p> <p>i. Decorative trellis work and/or screening as architectural elements on the parking structure facade, without compromising the open parking structure requirements of the Building Code; and/or</p> <p>ii. Glass window display cases incorporated into ground floor walls built between two (2) structural pillars. Glass window display cases shall be at least two (2) feet deep, begin twelve (12) to thirty (30) inches above the finished grade of the sidewalk, and cover at least sixty percent (60%) of the area between two (2) pillars.</p> <p>d. In addition to the above, minimize views into the upper floors of parking structures through one (1) or more of the following methods:</p> <p>i. The use of planters integrated into the upper floors of parking structure facade design;</p> <p>ii. Decorative trellis work and/or screening as architectural elements on the parking structure upper floor facades; and/or</p> <p>iii. Upper parking floors designed as a pattern of window like openings on the parking structure facade.</p> <p>6. Parking Floors Located Under or Within Buildings</p> <p>a. Parking located under or within buildings shall subordinate the garage entrance to the pedestrian entrance in terms of prominence on the street, location and design emphasis.</p> <p>b. Parking at grade under a building shall be completely</p>		<p><i>shall extend in depth a minimum of twenty (20) feet from the exterior parking structure facade; provided, that the minimum required may be averaged, with no depth less than fifteen (15) feet.</i></p> <p><i>b. Minimum Ceiling Height. The minimum clear interior ceiling height standard for the retail/commercial or service use portion of parking structures shall be thirteen (13) feet for all street level building space.</i></p> <p><i>2. A maximum of fifty percent (50%) of the ground floor leasable commercial/retail or service space may be occupied by office uses related to the operation of the parking structure.</i></p>

S. 154th Street Station Area Overlay District Revisions (Sections 15.305.400 to 15.305.460 – Parking) - Staff Recommendations

S. 154 th St Station Area Overlay District (Existing Regulations)	Angle Lake Station Area Overlay District (Regulations)	Staff Recommendation
enclosed within the building or wholly screened through any combination of walls, decorative grilles, or trellis work with landscaping.		

EXHIBIT C
DATE: 03/21/2017

2017 Comprehensive Plan/ Development Regulations Amendment Process - Briefing #1 -

Planning Commission
March 21, 2017



Purpose of Briefing

1. Provide background on Comprehensive Plan & amendment process
2. Review Planning Commission's role in Comp Plan amendment review
3. Discuss Staff proposal regarding:
 - **Attaining Zoning Consistency with Comprehensive Plan's "Future Land Use Map"**
4. Review Anticipated Review Schedule

Background: Comprehensive Plan

The State Growth Management Act (GMA) requires local governments to manage growth by preparing comprehensive plans that identify goals for accommodating a 20-year population growth projection.

Regional Growth Plans Inform Local Plans:

- **Vision 2040** (Puget Sound Regional Council [PSRC], representing Snohomish, King, Pierce & Kitsap counties)
- **Countywide Planning Policies:** King County growth vision & framework

SeaTac Comprehensive Plan

Originally adopted in 1994, SeaTac's Plan contains:

- **Goals and policies** that provide guidance to the City regarding how to grow.
- **Future land use map**, a.k.a. "Comprehensive Plan Map," which sets land use policy by designating areas of the City for residential use, commercial use, etc.

****Major update completed in 2015***
(GMA requires every 7 years)*

SeaTac Comprehensive Plan (cont.)

The Plan outlines the City's growth policies in each of the following areas (called "Elements" or chapters):

Elements highlighted in blue required by State

- **Land Use**
- **Housing & Human Services**
- **Transportation**
- **Capital Facilities**
- **Utilities**
- **Community Design**
- **Economic Vitality**
- **Environment**
- **Parks, Recreation & Open Space**

2017 Amendment Process

Concurrent Comprehensive Plan/Development Regulation Amendment Process

- Ensures consistency between Comprehensive Plan and development regulations

Biennial Process

- Occurs in odd-numbered years
- Includes "subarea" plans (*City Center, S. 154th St. Station Area & Angle Lake Station Area plans*) & "functional" plans (*Shoreline Master Program*)

Process/Schedule

Five Step Process:

- 1) **Application Submittal** (*deadline April 28, 2017*)
- 2) **Preliminary Docket Compilation & Review**
- 3) **Establishment of Final Docket**
- 4) **Final Docket Review**
- 5) **City Council Adoption of Proposed Amendments**
(*before end of year*)

Preliminary Docket Review Criteria

For All Proposed Amendments:

- Sufficient City Resources for Review
- City-Led Process More Appropriate
- **Regional Policy Consistency**
- **Not in Conflict/Redundant with Comprehensive Plan**

Note:
Blue text = GMA
requirement

For Comprehensive Plan Map Changes:

- Site Suitability
- Sufficient Infrastructure/Public Facilities

Final Docket Review Criteria

For All Proposed Amendments:

Note:
Blue text = GMA requirement

- Changed Circumstance
- Comprehensive Plan Consistency
- Population/Employment Targets *(see table on next page)*
- Concurrency *(adequate infrastructure)*
- No Adverse Impacts *(does not adversely affect environment or City policies)*



Population/Employment Targets

20 year targets are estimates of potential future growth which the City must plan to accommodate

(Allocated through collaborative process between City & County staff)

Net New Growth for the Year 2035

	2012	2035	GROWTH TARGET
Employment	27,010	56,358	29,348
Households	9,680	15,833	6,153



PLANNING COMMISSION'S ROLE	
Spring/Summer <i>(4/28 Proposal Deadline)</i>	<u>Preliminary Docket Review</u> - Planning Commission review & recommendation on Final Docket
Summer/Fall	<u>Establishment of Final Docket</u> - Council review of PC recommendation - Council establishes Final Docket
Fall	<u>Final Docket Review</u> - Planning Commission review - Public Hearing & PC Recommendation - Council review
November/ December	<u>City Council Adoption</u>

Background: Staff Proposed Amendments

Where do staff proposals come from?:

- **Comprehensive Plan implementation strategies**
 - Each chapter/"Element" identifies recommended implementation strategies for its policies
- **Regular updates needed for:**
 - Capital Facilities Plan (*State law requires*)
 - Various Comprehensive Plan maps (*map maintenance*)
- **Changes in local or regional circumstances or policies**

Discussion on Staff Proposal

Background:

- **Proposal: Attain Zoning Consistency with Comp Plan “Future Land Use Map”**

Why Proposed?

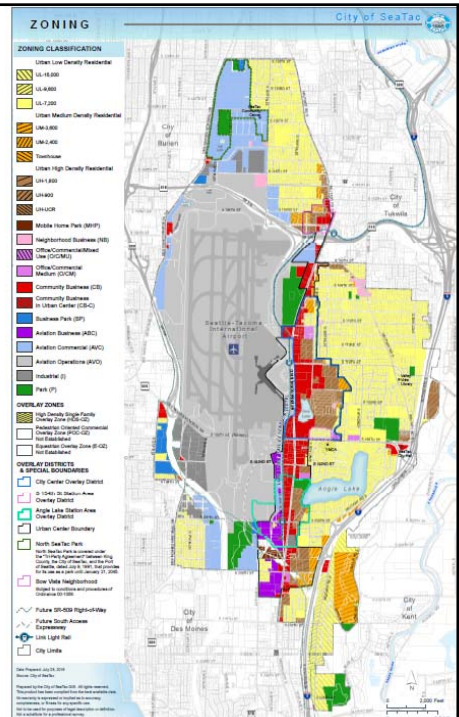
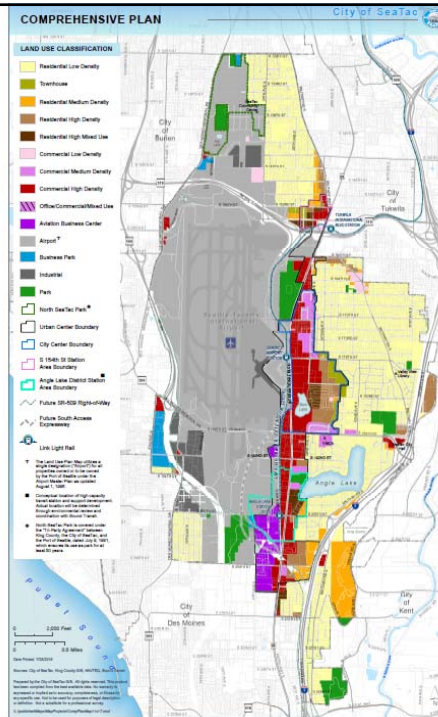
- **RCW 35A.63.105:** Requires that development regulations be consistent with Comprehensive Plan
- **SeaTac Comp Plan, Land Use Policy 2.1F:** Amend Zoning to Achieve Land Use Plan Map Center Vision

















Staff analysis of Zoning / Comp Plan inconsistency shows:

Approx. 18 Parcels in Conflict/ “Over-zoned”

Over 400 Parcels “Under-zoned”



	Comp Plan Designation	Zones Allowed in Designation	
 Residential Low Density	Residential Low Density	UL-15,000, UL-9,600, UL-7,200	Comp Plan & Zoning Classifications
 Townhouse	Townhouse	T	
 Residential Medium Density	Residential Medium Density	UM-3,600, UM-2,400, MHP	
 Residential High Density	Residential High Density	UH-1,800, UH-900	
 Residential High Mixed Use	Residential High Mixed Use	UH-UCR (<i>Urban High Urban Ctr</i>)	
 Commercial Low Density	Commercial Low Density	NB (<i>Neighborhood Business</i>)	
 Commercial Medium Density	Office/Commercial/Mixed Use	O/C/MU	
 Commercial High Density	Commercial Medium Density	O/CM (<i>Office/Commercial</i>)	
 Office/Commercial/Mixed Use	Commercial High	CB, CB-C	
 Aviation Business Center	Aviation Business Center	ABC	
 Airport ⁺	Business Park	BP	
 Business Park	Industrial	I	
 Industrial			
 Park			

“Over-zoned” vs. “Under-zoned” Parcels

“Over-zoned” Parcel:

- Parcel zoned at higher intensity than allowed by Comp Plan
- Example: **Walmart allowed in residential zone**
 - *Comp Plan Designation: Residential Low*
 - *Zoning: Commercial*

Why is this a problem?

- Inconsistency not in conformance with State requirement
- Allows development contrary to Comp Plan
- Could significantly/detrimentally impact neighboring parcels



“Over-zoned” vs. “Under-zoned” Parcels (cont.)

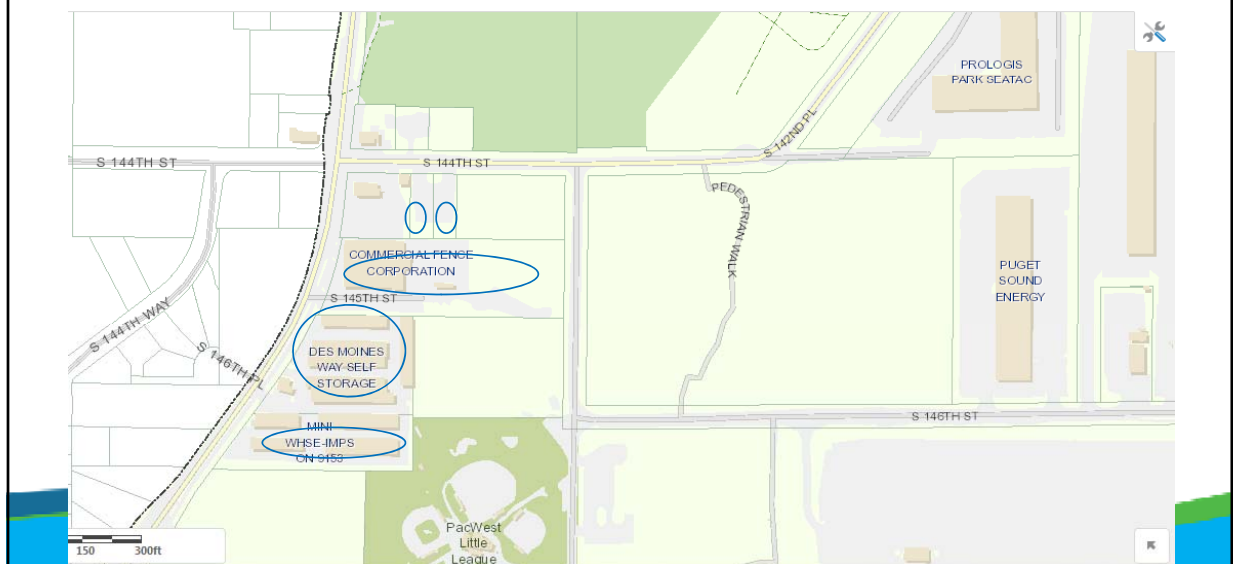
“Under-zoned” Parcel:

- Parcel zoned at lower intensity than allowed by Comp Plan
- Example: **Single family house allowed in industrial zone**
 - *Comp Plan Designation: Industrial*
 - *Zoning: Low Density Residential*

Why is this a problem?

- Could allow development contrary to Comp Plan
- Could detract from adjacent properties’ development opportunities

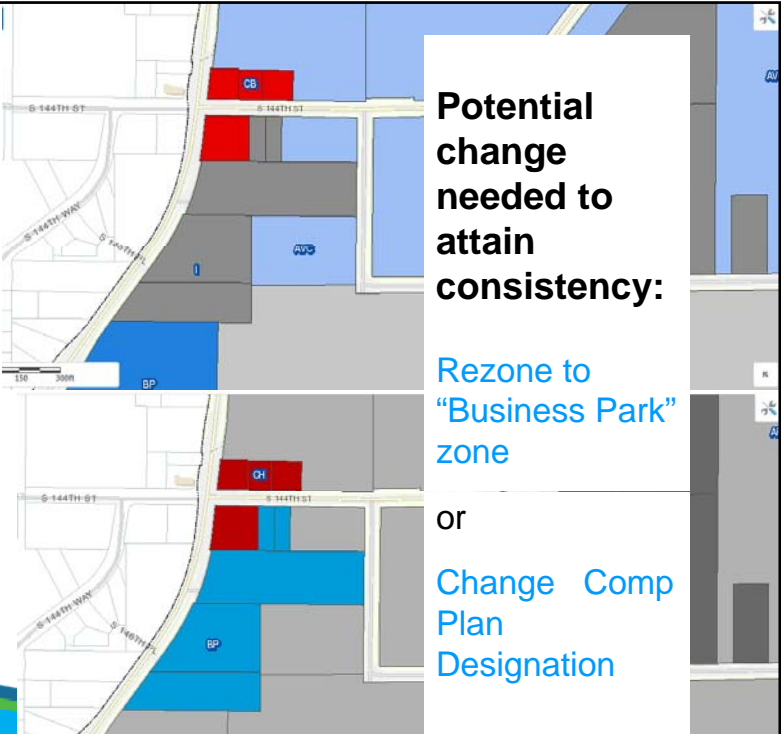
SeaTac “Over-Zoned” Example: Industrial Zone in Business Park Designation



Example (cont.):
5 parcels zoned “Industrial” with “Business Park” Comp Plan designation

Zoning:
- Industrial

Comp Plan:
- Business Park



Potential change needed to attain consistency:

Rezone to “Business Park” zone

or

Change Comp Plan Designation

History of SeaTac Efforts to Improve Zoning Consistency with Comprehensive Plan

Voluntary City-Sponsored Rezone Processes:

- After incorporation, SeaTac adopted Comprehensive Plan and zoning that changed designations of some parcels
- City initiated two city-sponsored rezone processes to invite property owners to voluntarily rezone (at no cost) to improve consistency

Required City-Sponsored Rezone Process:

- City undertook required city-sponsored rezones (at no cost) to ensure conformance with S. 154th St. Station Area Plan

Proposed Next Steps for Inconsistent Parcels

- **In 2017, address 18 “over-zoned” parcels through required City-sponsored process**
 - Address “under-zoned” parcels in subsequent years
- **Staff develops recommendation for each “inconsistent” parcel, either:**
 - City-sponsored rezone or change Comp Plan designation
- **Staff creates property owner input process**

Initial comments from Planning Commission
on proposal & next steps?

Anticipated Review Schedule

April: PC Continued Review of Staff Proposals

- 4/28: Deadline for proposals from public

May: PC Preliminary Docket Review

- 5/16: Planning Commission review of all “Preliminary Docket” proposals (*including proposals from public*)

June: PC Recommendation on “Final Docket”

- 6/6: Planning Commission votes on recommendation to Council on proposals to include in “Final Docket”