



CITY OF SEATAC

PLANNING COMMISSION MEETING

City Council Chambers, SeaTac City Hall, 4800 S. 188th Street
November 7, 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 October 17, 2017 regular meeting
- 4) Continued Public Hearing (testimony closed): Biennial Comprehensive Plan amendments
- 5) Worksession: Sign Code/content neutrality
- 6) Worksession: Food Trucks/Mobile Vending
- 7) CED Director's Report
- 8) Planning Commission Comments (including suggestions for next meeting agenda)
- 9) Adjournment

A quorum of the City Council may be present

The Planning Commission consists of seven 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 October 17, 2017
Regular Meeting**

Members present: Tej Basra, Tom Dantzler, Jim Todd, Stanley Tombs
Members absent: None
Staff present: CED Director Jeff Robinson; Steve Pilcher, Planning Manager; Kate Kaehny, Senior Planner; Al Torrico, Senior Planner

1. Call to Order

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

2. Public Comment

None.

3. Approval of Minutes

Move and second to approve the minutes of the October 3, 2017 meeting as written. **Passed 4-0.**

4. Public Hearing on 2017 Biennial Comprehensive Plan amendments

Chair Todd opened the public hearing at 5:32 p.m.

Planning Manager Steve Pilcher reviewed that staff is recommending the Commission take testimony from the public and then continue the hearing until its next meeting on November 7th for the purpose of deliberations and making recommendations.

Senior Planner Kate Kaehny reviewed the on-going amendment process with the Planning Commission. She reviewed the Final Docket criteria by which staff evaluated the 14 amendment proposals.

Ms. Kaehny reviewed Map Amendment Proposal M-1, Segale properties. Staff is recommending approval of this request.

Nicole DeLeon, an attorney with Cairncross & Hemplemann, spoke on behalf of the applicant. She indicated this small parcel was inadvertently not included in their map amendment request of two years ago, which was approved by the City. Approval of the change will allow for integrated development with their lands to the north.

Ms. Kaehny then reviewed Map Amendment Proposal M-2, Hillside Park. She noted that based upon available information, staff could not conclude the proposal meets the amendment criteria.

Barbara McMichael, a long-time resident along Military Rd., spoke in opposition to the request. She expressed concerns regarding noise impacts, additional traffic in the area and the loss of trees that will result from development.

Sidd Jha, applicant, questioned the staff's analysis and it being unable to conclude the proposal should be approved. He referred the Commission to a letter he submitted, which indicates reasons why request should be approved.

Bruce Bickford stated he was born in 1947 and has lived along Military Rd. since that time. He questioned how this site could be accessed off of Military Rd. He indicated the site is too steep and expressed concern about its future development.

Reed McNair, 20812 Military Rd., indicated he is somewhat pro-development but is concerned about potential traffic increases due to development. He noted that Military Rd. needs to be resurfaced.

Ms. Kaehny then introduced Map Amendment M-2A, the Tombs property. [Commissioner Stanley Tombs recused himself from this portion of the hearing]. Similar to Map Amendment M2-A, staff is not able to conclude this proposal meets the amendment criteria.

Sidd Jha spoke in favor of the proposal and expressed concern that staff had been unable to conclude consistency with the decision criteria. He noted that access to the site from Military Rd. is doubtful.

Commissioner Basra noted that while in general, he supports higher residential densities in order to meet the need for housing in the city, the burden of proof for a map amendment falls upon the applicant.

Sidd Jha referred to a letter he had submitted, dated June 14, 2017, where his firm addressed the critical areas issues with the M-2 and M-2A amendment sites. He stated that there have been changed circumstances in the area since the current map designation was made. In response to an inquiry by the Commission, he indicated that approx. 80% of the M-2 site is developable.

Ms. Kaehny introduced Map Amendment M-3, which includes 17 properties throughout the city where there is a consistency issue between the Comprehensive Plan designation and the current zoning. A total of 11 properties are proposed for rezones only; 2 for a comprehensive plan map amendment; and 4 for both a map amendment and a rezone.

Jeremy Thompson, representing Kenworth Trucking, stated concern with the proposed change of their site from its current Industrial zone to CB-C. While Kenworth has plans to relocate from this site in the next few years, they do not desire that a change be made at this point in time.

Mr. Pilcher noted that written comments had been received from some other property owners (i.e., Alaska Airlines) impacted by this proposal; those had been provided to the Commission.

The Commission asked staff how a change in zoning might impact property taxes. Staff indicated it understands zoning to be just one of several factors that the Assessor takes into consideration and that it will check with their office to see if we can obtain an official response.

Commissioner Tombs expressed concern with the proposed change of Parcel #4 (Patton property) and whether that would constitute a “takings”.

Ms. Kaehny then reviewed the Map Amendment M-4, the elimination of the Business Park plan designation and zone. This affects a total of 29 properties throughout the city.

Austin Ross of NW Kidney Centers spoke in favor of the proposal. They have acquired a site adjacent to North SeaTac Park and would find the change in zoning beneficial to their planned development at the site.

Ms. Kaehny introduced Map Amendments M-5 and M-6. There was no public testimony.

Ms. Kaehny then briefly overviewed the various Text Amendments.

Earl Gipson, SeaTac, spoke in opposition to amendment T-4 regarding potentially allowing duplexes in Residential Low density areas.

Ms. Kaehny then reviewed the next steps to be taken.

Chair Todd closed the hearing to further testimony at 6:48 p.m. and then continued the matter until November 7, 2017.

6. Worksession on Multifamily Housing Design Standards

Senior Planner Al Torrico presented information regarding the multifamily housing market in the greater Seattle area. Images of some recent projects were shown to illustrate the trend towards more “urban” styles. He also showed some images of a variety of SeaTac projects, from older, 1970s era apartments to The Reserve, the senior retirement apartments that just opened earlier this year.

Mr. Torrico also reviewed the reasons for having design standards and some of the difficulties that staff has noted the current standards present.

The Commission indicated a preference that design standards include flexibility for a developer and that they would like to see:

- sustainable design and construction
- safety for tenants
- a variety of design
- high quality projects, such as condominiums

In terms of problems with the current standards, the Commission noted the following:

- landscaping and open space standards are too stringent
- need to tailor the standards to market demand
- the need for a city-wide multifamily housing tax exemption

Mr. Torrico indicated staff will return at a future meeting with additional information and alternatives.

6. Director's Report

CED Director Jeff Robinson commented on the recent issue with food trucks at the airport's cell phone waiting lot and that staff had become aware of food trucks operating at other locations. The property owners have been advised that current City regulations do not allow food trucks.

7. Commissioners' Reports

None.

8. Adjournment

Moved and seconded to adjourn. Motion passed 4-0. The meeting adjourned at 7:41 pm.m.





Exhibit: B
Date: 11/7/17

Community & Economic
Development Department
4800 South 188th Street
SeaTac, WA 98188-8605
Phone: 206.973.4750
Fax: 206.973.4809

Date: November 3, 2017
To: Planning Commission
From: Kate Kaehny, Senior Planner
Re: Materials for 11/7 Presentation on Biennial Comprehensive Plan Amendment

The purpose of this memo is to provide you with information regarding the materials available for your consideration before this Tuesday's presentation on the 2017 Comprehensive Plan Amendment Process.

Materials within this Packet:

Within this packet, please find the following items:

- Exhibit B-1: Presentation for 11/7 Planning Commission Meeting
- Exhibit B-2: Written Comments Received to Date
- Exhibit A: Minutes of October 17, 2017 – See item #4 for Public Hearing comments

Materials available on the Project Web Page

<http://www.ci.seatac.wa.us/government/city-departments/community-and-economic-development/planning-division/long-range-planning/2017-comprehensive-plan-amendment-process>

The following materials are available on the project web page at the link above:

- Staff Report
- All amendment proposals

Please feel free to contact me if you have any questions about the upcoming presentation or these materials.

cc: Steve Pilcher

2017 Comprehensive Plan Proposed Amendments

Continuation of Public Hearing & Recommendations

Planning Commission
November 7, 2017



11/7 Continuation of Public Hearing

Public testimony closed on 10/17

- **Today: Deliberation & Recommendations**
 - PC recommendation requested for all proposals (**“Approve”** or **“Do not approve”**)

2017 SCHEDULE UPDATE: Council review date changed to 11/28		
<u>Aug</u>	8/15	✓ PC (Planning Commission) Review
<u>Sept</u>	9/19 9/28	✓ PC Review ✓ LUP Review
<u>Oct</u>	10/3 10/17 10/28	✓ PC Review ✓ <u>Public Hearing</u> ✓ LUP Review
<u>Nov</u>	11/1 11/7 <u>11/28</u>	✓ LUP: Review & provide recommendations • PC: Deliberate and provide recommendation • <u>City Council Review (date changed)</u>
<u>Dec</u>	12/12	• Anticipated Council Action

PUBLIC COMMENT RECEIVED		Written Comments Support / Don't Support	Public Hearing Support / Don't Support
M-1	Segale Comprehensive Plan Map Amendment & Concurrent Rezone		-Applicant
M-2	Hillside Park Comprehensive Plan Map Amendment & Concurrent Rezone	-Applicant -O'Connell -McMichael	-Applicant -3 speakers
M-2A	Tombs Comprehensive Plan Map Amendment & Concurrent Rezone	-McMichael	-M-2 Applicant -3 speakers
M-3	Address Zoning & Comprehensive Plan Map Consistency	-Alaska Airlines -Kenworth Northwest -Patton	-Kenworth Northwest
M-4	Eliminate Business Park Zone & Land Use Designation	-NW Kidney Center -Prince of Peace Church	-NW Kidney Center
T-4	Add Policy to Explore Locations where Duplexes May be Appropriate		-Gipson

M-1) Segale Properties Map Amendment & Rezone Proposal

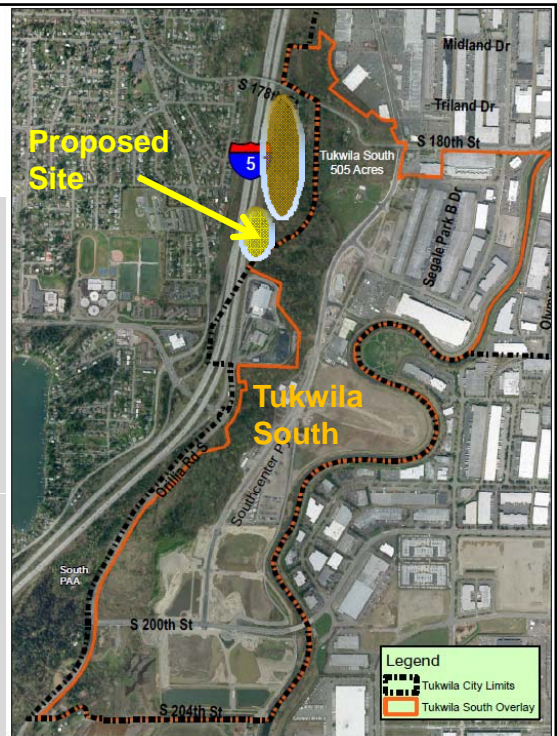
Proposal: To change portion of undeveloped parcel as part of future multi-family development.

- **From:** Residential Low Density/
UL-9,600 zone
- **To:** Residential High Density/
UH-900 zone

Planning Commission?

LUP Recommendation: Approve

Staff Recommendation: Approve



M-2) Hillside Park Map Amendment & Rezone Proposal

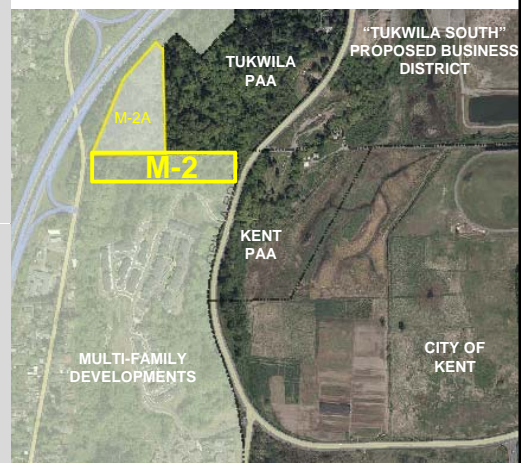
Proposal: To change classifications of undeveloped lot for future senior (assisted living) and/or multi-family housing project, depending on the market.

- **From:** Residential Medium Density/
UL-15,000 zone
- **To:** Residential High Density/
UH-900 zone

Planning Commission?

LUP Recommendation: Do not approve

Staff Recommendation: Do not approve



M-2A) Tombs Parcel Map Amendment & Rezone Proposal

Proposal: Initiated by City Council because of adjacency to Proposal M-2 site. Would change an undeveloped parcel from Residential Low to Residential High Density.

- **From: Residential Low Density/**
UL-15,000 zone
- **To: Residential High Density/**
UH-900 zone

Planning Commission?

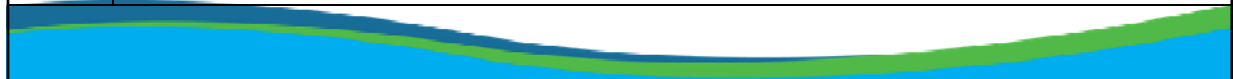
LUP Recommendation: Do not approve

Staff Recommendation: Do not approve



City-Initiated Map Amendment Proposals

M-3	Address Zoning & Comprehensive Plan Map Consistency Change classifications of properties zoned at a higher intensity than their land use designations (17 properties)
M-4	Eliminate Business Park Zone & Land Use Designation (29 properties)
M-5	Correct/Update Land Use Designations of City-Owned & Adjacent Properties (5 properties)
M-6	Update Comprehensive Plan Informational Maps (housekeeping)



M-3) Zoning & Comp Plan Consistency

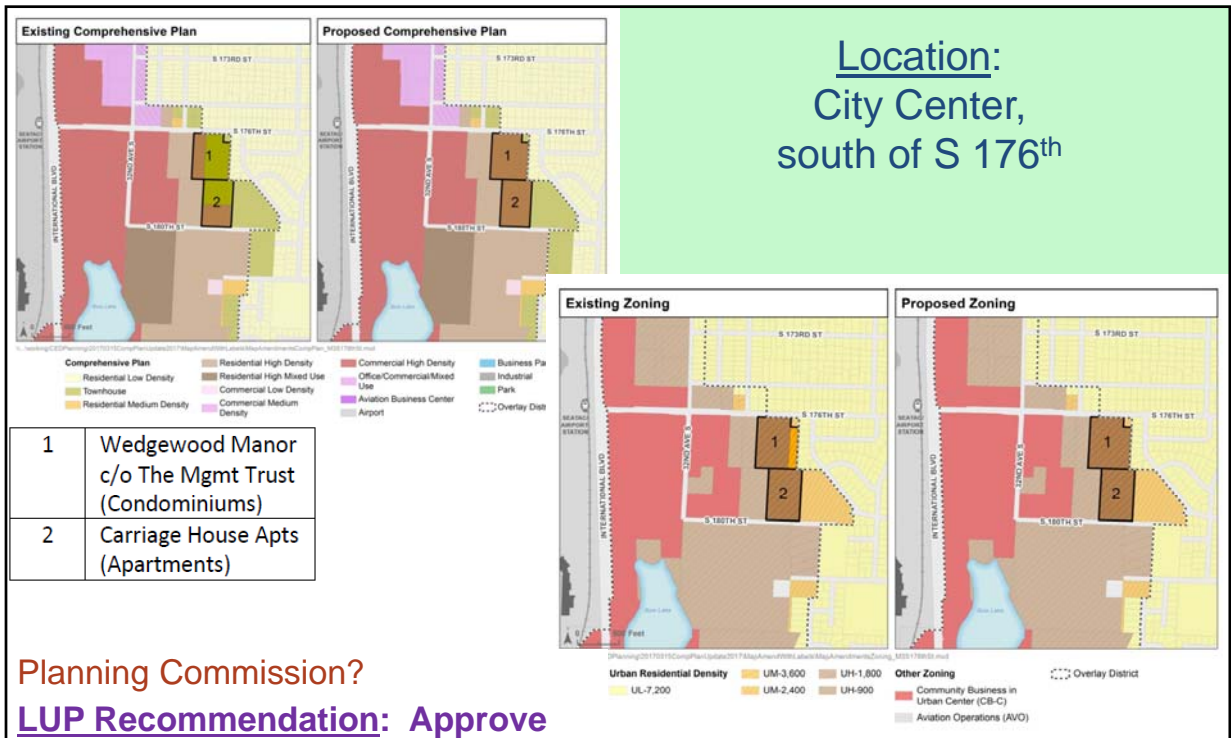
Proposal: To change the zoning and/or land use designations of parcels with zones of higher intensity than allowed by Comprehensive Plan. (17 parcels)

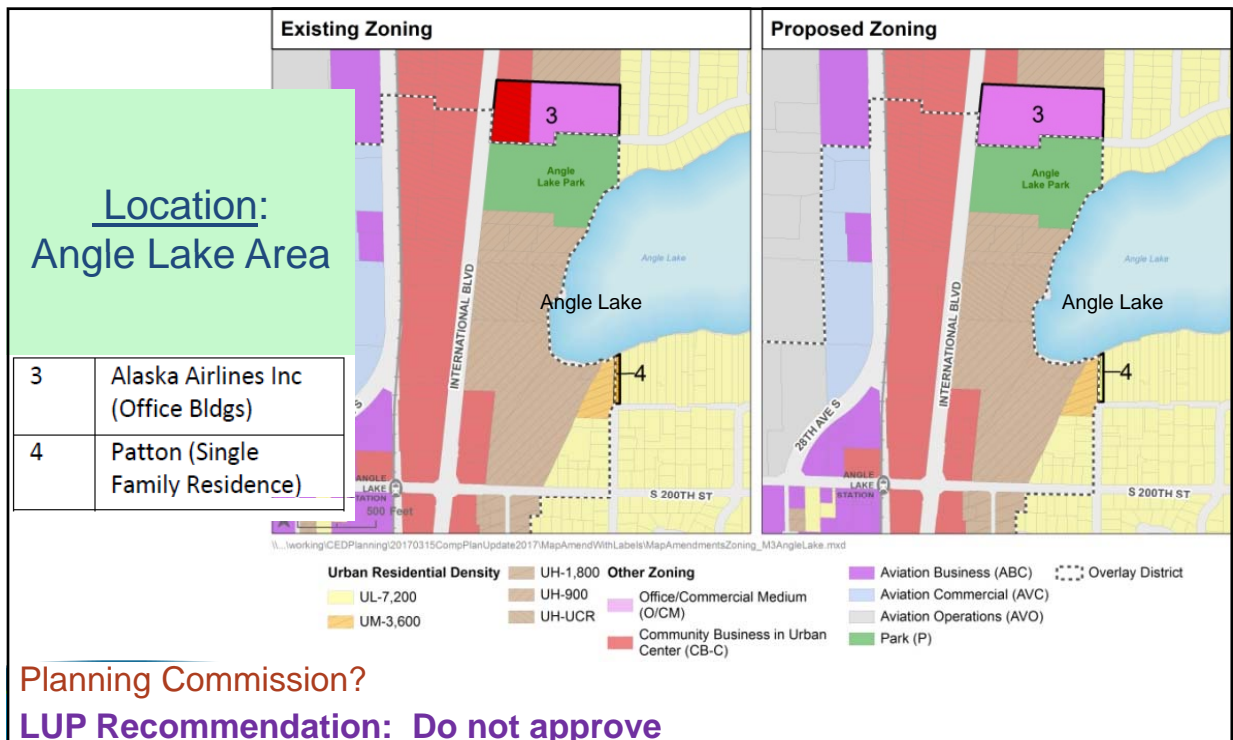
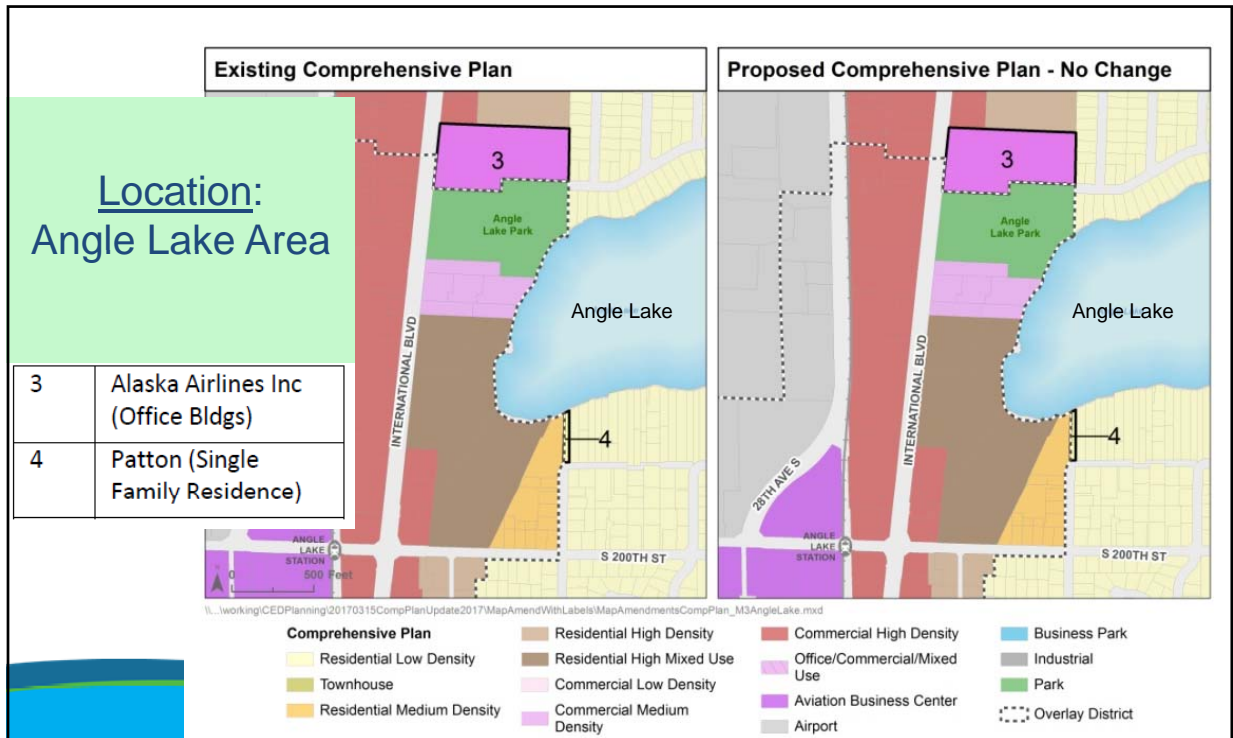
Background: Proposal initiated to implement:

- **State Law:** RCW 35A.63.105, which requires consistency between development regulations & Comprehensive Plan
- **City Policy:** Land Use Policy 2.1F, regarding amending the zoning map to achieve vision of Comprehensive Plan map

LUP Recommendation: See following slides

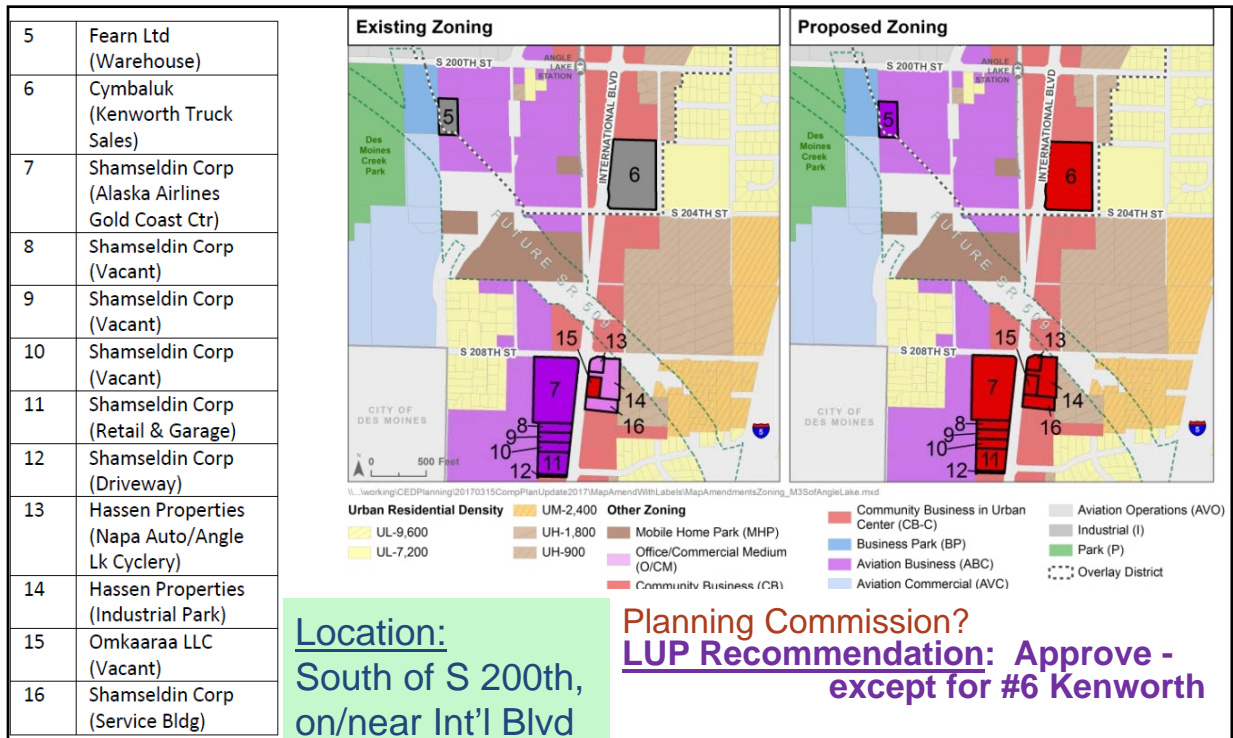
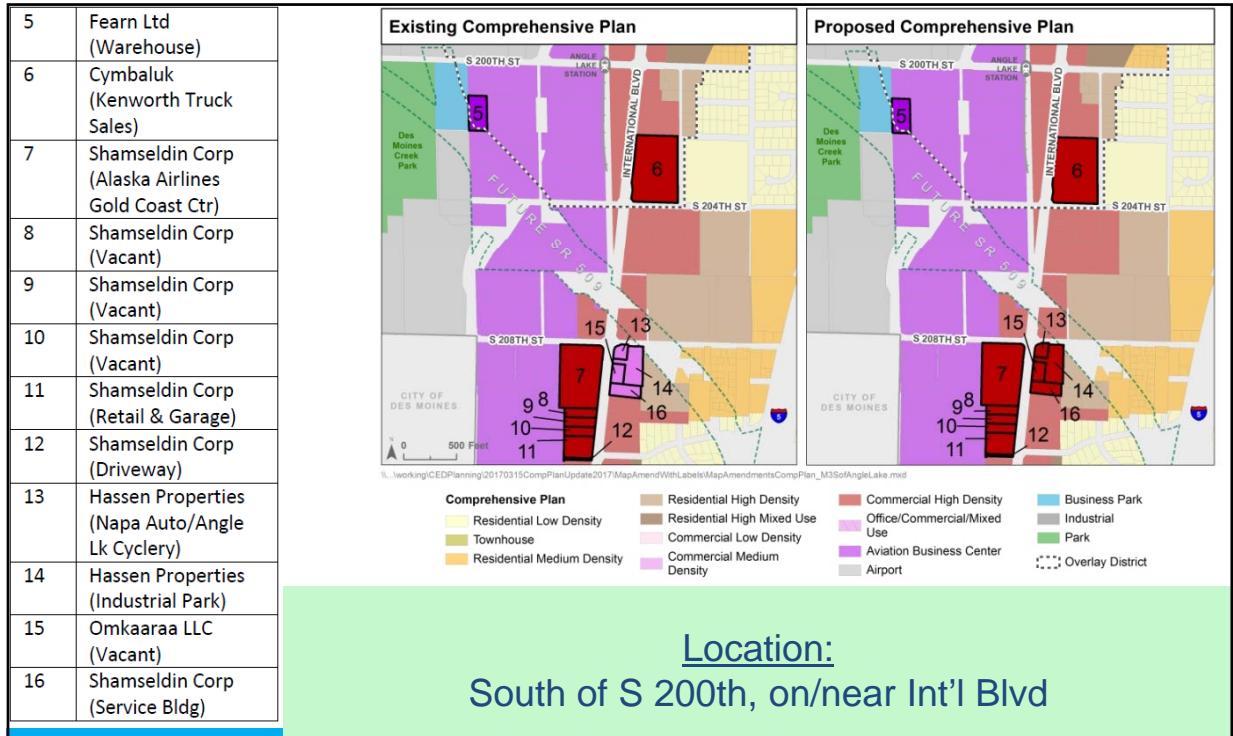
Staff Recommendation: Approve

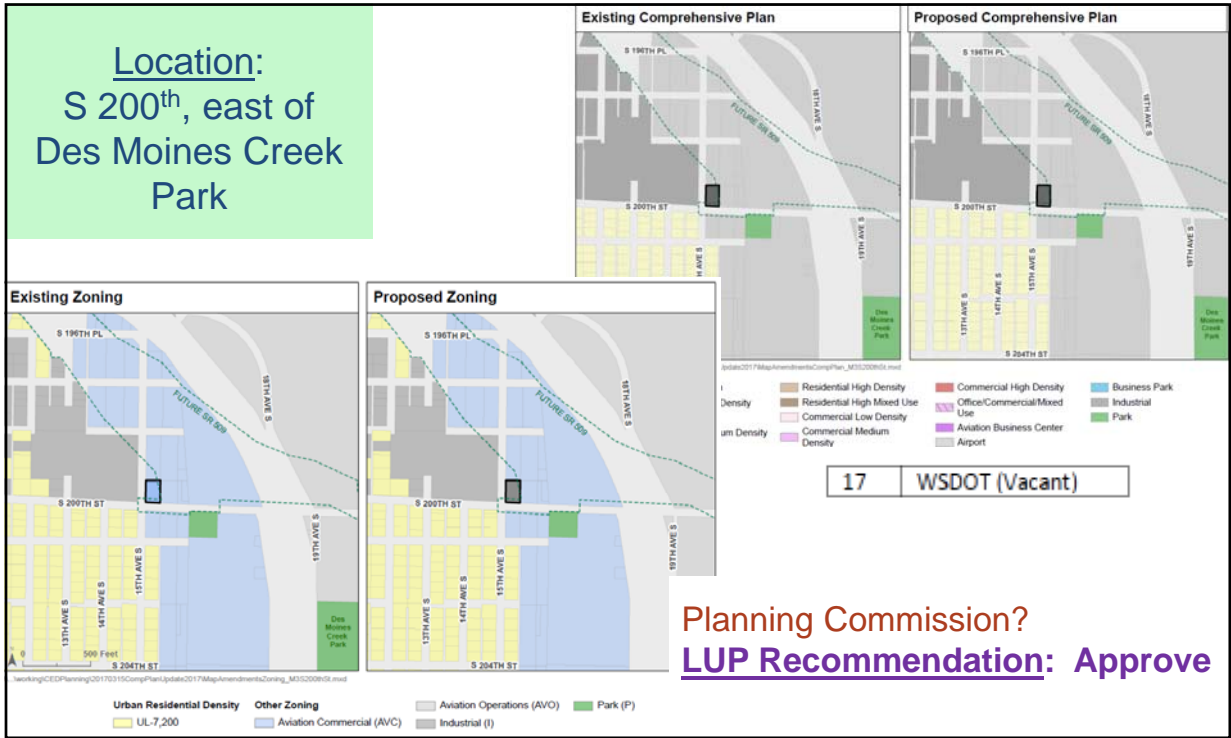




Planning Commission?

LUP Recommendation: Do not approve





Planning Commission?
LUP Recommendation: Approve

M-4) Eliminating Business Park Zone & Land Use Designation

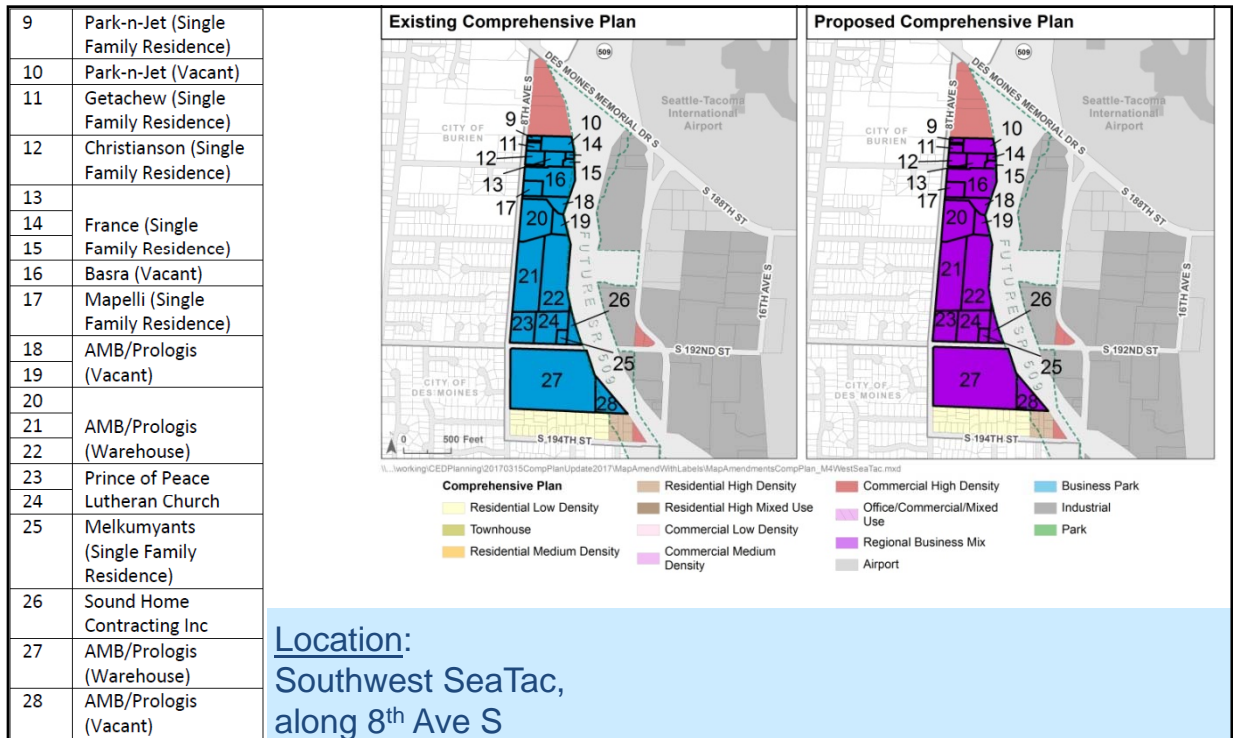
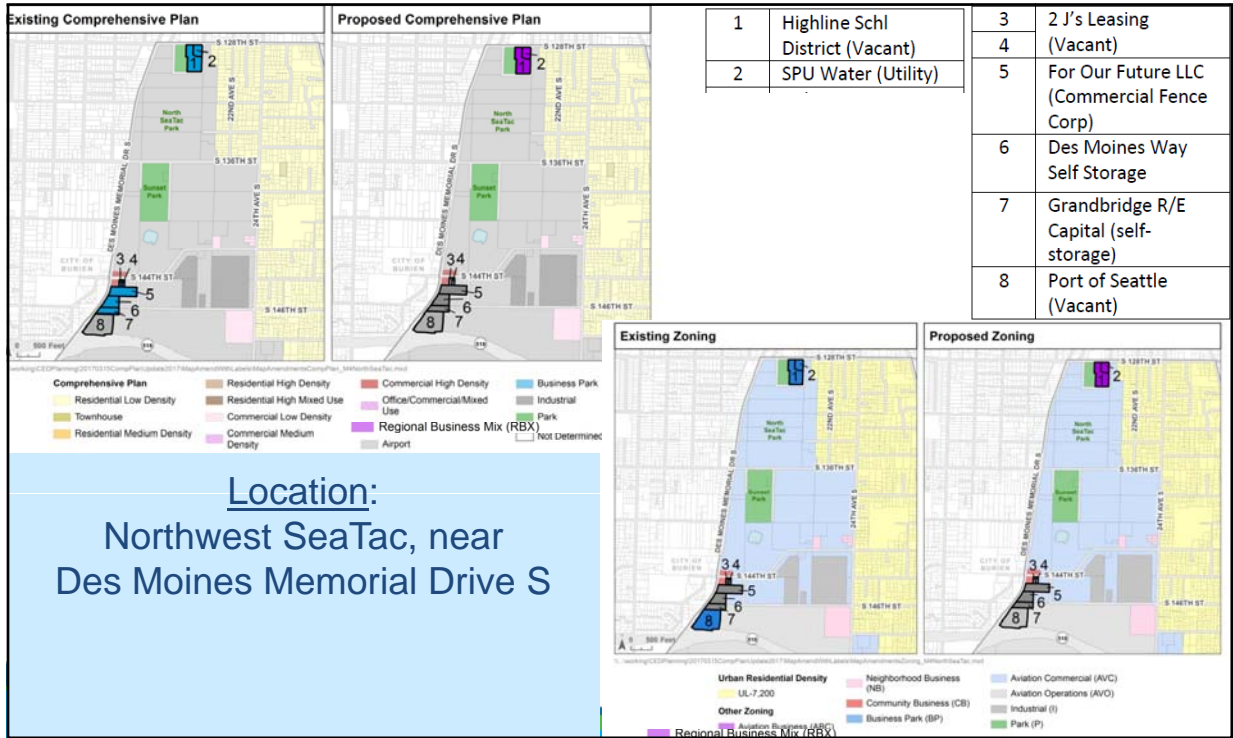
Proposal: Eliminate Business Park land use designation and zone and replace with compatible classifications. (29 parcels)

Background: Proposal initiated to address development limitations of “Business Park” classification.

Planning Commission?

LUP Recommendation: Approve

Staff Recommendation: Approve



9	Park-n-Jet (Single Family Residence)	
10	Park-n-Jet (Vacant)	
11	Getachew (Single Family Residence)	
12	Christianson (Single Family Residence)	
13		
14	France (Single Family Residence)	
15	Basra (Vacant)	
16	Mapelli (Single Family Residence)	
17	AMB/Prologis (Warehouse)	
18	AMB/Prologis (Vacant)	
19		
20		
21	AMB/Prologis (Warehouse)	
22		
23	Prince of Peace Lutheran Church	
24		
25	Melkumyants (Single Family Residence)	
26	Sound Home Contracting Inc	
27	AMB/Prologis (Warehouse)	
28	AMB/Prologis (Vacant)	

Location:
Southwest SeaTac,
along 8th Ave S

Location:
S 200th St, east of
Angle Lake Station

29	Realty Associates Fund (Warehouse)	
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M-5) Correct/Update Land Use Designations of City-Owned Properties

Proposal: Change classifications of City-owned and adjacent properties to improve consistency between zoning and the Comprehensive Plan. (5 parcels)

Background: Proposal initiated to ensure consistency between Comprehensive Plan and zoning code and to better implement Angle Lake Station Area Plan.

Planning Commission?

LUP Recommendation: Approve

Staff Recommendation: Approve

M-5 City Parcel Update

#1: McMicken Heights Park

Rezone City-owned parcel from single family "UL-7200" zone to "Park" zone



Existing Zone: UL-7200

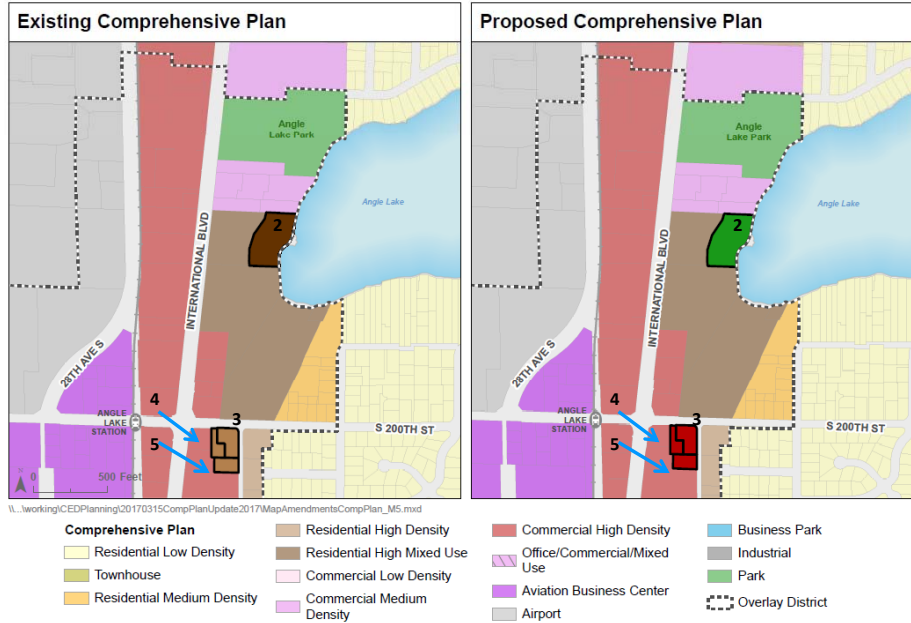


Existing Comp Plan: Park



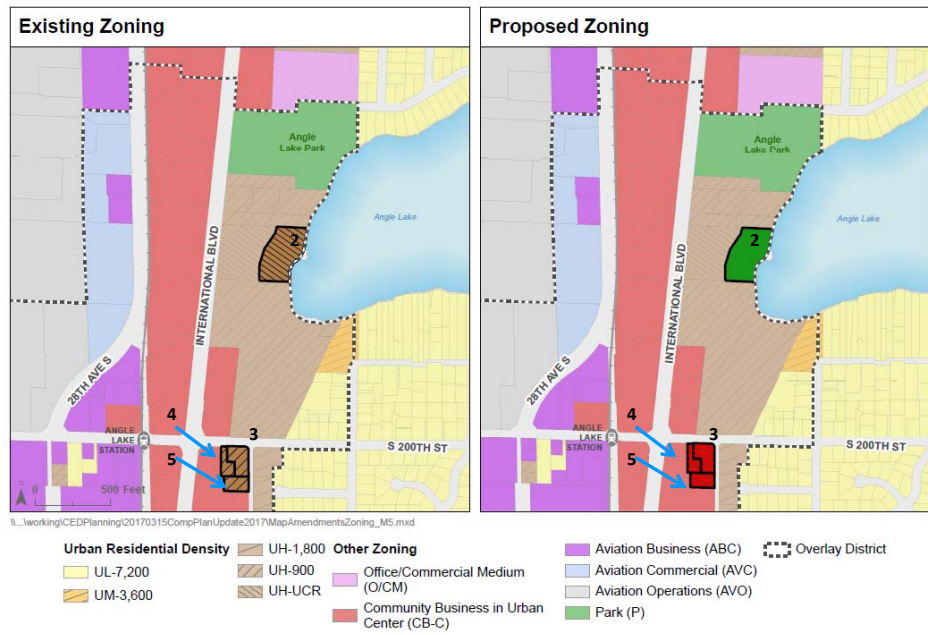
M-5 City Parcel Update: Comprehensive Plan Map

2	City of SeaTac (New Angle Lake park addition)
3	City of SeaTac (Former Station 45)
4	Cedar Crest Apartments LLC (Apartment)
5	Frank Portmann (Apartment)



M-5 City Parcel Update: Zoning

2	City of SeaTac (New Angle Lake park addition)
3	City of SeaTac (Former Station 45)
4	Cedar Crest Apartments LLC (Apartment)
5	Frank Portmann (Apartment)



M-6) Update Comprehensive Plan Informational Maps

Proposal: Update maps in Comprehensive Plan to ensure accuracy.

Planning Commission?


LUP Recommendation: Approve

Staff Recommendation: Approve

Proposed Text Amendments

Proposals		Recommendations
T-1	<p>Clarify Land Use Designation Descriptions & Criteria: Initiated to clarify designations and assist with evaluation of future map amendment proposals.</p>	<p>Planning Commission?</p> <p><u>LUP:</u> Approve</p> <p><u>Staff:</u> Approve</p>
T-2	<p>Integrate Low Impact Development (LID) Policy Updates: Per State requirements.</p>	<p>Planning Commission?</p> <p><u>LUP:</u> Approve</p> <p><u>Staff:</u> Approve</p>
T-3	<p><i>Withdrawn</i></p>	<p>N/A</p>

Proposed Text Amendments (continued)	
Proposal	Recommendations
T-4 Add Duplex Policy to Explore Where Appropriate: Including in some low density residential/single family areas.	Planning Commission? LUP: See following slides Staff: Approve



T-4: Add Duplex Policy to Explore Where Appropriate

PROPOSED NEW POLICY:

Policy 3.4C

- Consider allowing duplexes in residential low density areas when appropriate criteria can be met such as: connectivity to sanitary sewer, frontage along arterial streets, close proximity to high capacity transit, or adjacency to commercial or high density residential zoned parcels.
- Recommended Implementation Strategy
 - Analyze impacts of allowing duplexes in low density residential areas and consider code amendments.


Planning Commission?; LUP Recommendation: Do not approve

T-4: Add Duplex Policy to Explore Where Appropriate (cont.)			
<i>Existing Comprehensive Plan Implementation Strategies:</i>			
POLICIES	IMPLEMENTATION STRATEGIES	PRIMARY RESPONSIBILITY	TIME LINE
3.4B: Promote a variety of housing types	Develop incentives to include larger (3-4 bedroom) units in new apartment developments.	Staff, Planning Commission, City Council	Short-Term
	Amend Zoning regulations to allow duplexes in single family zones within ½ mile of a high capacity transit station.	Staff, Planning Commission, City Council	Short-Term
	Develop incentives to promote the use of the High Density Single Family Special District Overlay in single family zones within ½ miles of a high capacity transit station.	Staff, Planning Commission, City Council	Short-Term
Planning Commission?; <u>LUP Recommendation:</u> Approve			

Proposed Text Amendments (continued)		
Proposals		Recommendations
T-5	Update Policies on Regional Facility Design: Address design of regional projects in and near residential neighborhoods. Initiated because of Sound Transit & SR-509 extension projects.	Planning Commission? LUP: Approve Staff: Approve
T-6	Add Policy Establishing Review of City Center Plan: Plan adopted in 1999 and reaching end of 20-year vision for area.	Planning Commission? LUP: Approve Staff: Approve

Proposed Text Amendments (continued)		
Proposals		Recommendations
T-7	Update Capital Facilities Plan	
	<ul style="list-style-type: none"> Plan Update 	<p>Planning Commission? <u>LUP: Approve</u> Staff: Approve</p>
	<ul style="list-style-type: none"> <u>NEW POLICY: Policy 5.2E</u> The most recently adopted Highline School District No. 401 Capital Facilities Plan is hereby incorporated by reference to the extent that it is consistent with this Plan. 	<p>Planning Commission? <u>LUP: Do not approve</u> Staff: Approve</p>

Proposed Text Amendments (continued)		
SUMMARY OF PROPOSED TEXT AMENDMENTS		STAFF RECOMMENDATION
T-8	Remove Business Park References from Comp Plan & Zoning Code: Addendum to M-4.	<p>Planning Commission? <u>LUP: Approve</u> Staff: Approve</p>



2017 Comprehensive Plan Amendment Final Docket Proposals

WRITTEN COMMENTS RECEIVED TO DATE

Amendment #	INCLUDED AS PART OF PUBLIC HEARING RECORD
M-2 Hillside Park	O'Connell McMichael Pier 67 Capital Partners
M-2A Tombs Parcel	McMichael
M-3 Inconsistent Zoning & Comprehensive Plan	Alaska Airlines Kenworth Northwest
M-4 Eliminating Business Park	NW Kidney Center Prince of Peace Church
RECEIVED AFTER PUBLIC HEARING	
M-3 Inconsistent Zoning & Comprehensive Plan	Patton



Attention: Kate Kaehny, Senior Planner, City of SeaTac

Re: 2017 SeaTac Comprehensive Plan Map Amendment Proposal M-2 and M-2A

My family originated the 30-acre O'Connell Heritage Farm, along the Green River in 1872, on the east side of Orillia Road, just east of the SeaTac city limits. We have operated the farm continuously since then. I write to you to correct the record regarding the hydrologic conditions along the hillside in the vicinity of the above referenced land parcels. Advocacy opinions have been put forth stating waters along the hillside and at the toe of the slope are the result of runoff from the I-5 freeway and Military Road. While it is possible some minor amount of water may result from runoff, the vast majority of water comes from well documented underground streams flowing out the hillside from the water tables above the valley floor near the mid-level of the slope.

The City of SeaTac obtains the bulk of its potable water from Highline Water District's deep well atop the SeaTac ridge. These wells penetrate far beneath the valley floor into "ancient waters", which are not resupplied by seasonal precipitation. To fully understand the hydrology of this area it is imperative to also understand the local history. The early settlers to the valley in the 1850s obtained drinking and irrigation water from the Green River and its tributary stream system and from shallow wells dug and drilled down from the valley floor. The Green River flooded the valley numerous times throughout each winter. This annual flooding of the Green River across the valley floor frequently resulted in the surface wells being contaminated. Winter time flooding continued until the 235ft high Howard Hanson Dam was completed up river in Eagle Gorge in

1961. Completion of the dam was the threshold event that allowed the mass industrial, commercial, and residential development of the Green River Valley.

In 1904 a stable source of year-round uncontaminated potable water was located well above the flood level of the valley floor, flowing from the hillside near the mid-level of the western slope of the valley, at what is now approximately South 204th street. This is located on the parcel currently owned by Dahlgreen Holdings, but the water rights on the property are owned by us. This water source is a “headwaters” of one of the small streams flowing out of the hillside in the area. A covered cistern was built into the hillside to capture this pure water and a piping system was installed to bring the water down slope to service the Briscoe School for Boys built in 1909, along with the homes and farm of the O’Connell Heritage Farm. Water rights were granted in 1975 and we have exercised these rights continuously ever since. This water source is imperative to our farm and our lives. There is no other water source that can support our farming operation. Without this water source, there can be no farm. We will defend our legal, registered, and heritage water rights from disruption through the courts if necessary.

The water table that supplies our hillside cistern is the same water table that supplied surface wells to the residential properties west of the valley rim in what is now SeaTac, when the first homes were built there in the early to mid-20th century, prior to the build-out of Highline Water District’s water system along street fronts. The residential wells atop of the ridge to the west found a stable supply of water at approximately 100ft depth. This water, and the streams flowing from the hillside obviously pre-date the I-5 freeway. The existence of these hillside streams is well documented by Army Corps of Engineers and objective engineering firms who thoroughly investigated the geology and hydrology of the hillside over decades following the construction of the I-5 freeway, the proposed 200th street extension of Orillia Road to Military Road and I-5, and

the Polygon Development. These reports reside in the archives of the Kent, King County, and City of SeaTac Engineering Departments.

What most concerns me with the development around the spring is the water pollution. At this time there is no development to the uphill of the spring (west of the spring). I do not vision developmental areas because of such severe grades and slopes. I am also concerned about the wetlands and the proximity of the development to the spring.

Sincerely,

A handwritten signature in black ink that reads "Richard W. O'Connell". The signature is written in a cursive style with a large, prominent 'R' and 'O'.

Richard W. O'Connell

From: [Barbara McMichael](#)
To: [Kate Kaehny](#)
Cc: [City Council](#); [Joseph Scorcio](#)
Subject: OPPOSING 2017 SeaTac Comprehensive Plan Map Amendment Proposals M-2 and M-2A
Date: Monday, October 16, 2017 10:02:16 AM



Good morning:

I am writing to express my deep concern and strong opposition to the rezoning in Proposal File Nos.

- Map Amendment M-2: CPA 17-0002, and
- Map Amendment M-2A: CPA 17-0003

I am the property owner and taxpayer at 20816 Military Road South - this is property that my parents bought and built on in the early 1950s, before I-5 was built. As a girl, I remember walking with my mother from our house on Military Road and down 208th Street to catch the bus on Highway 99. Obviously, things have changed since then. I'd like to note that my parents (both now deceased) actively campaigned for the incorporation of SeaTac as a city, because they felt that as an unincorporated area, the concerns of the residents living here were not being addressed.

I recognize that SeaTac has some responsibilities in allowing housing opportunities for our growing region. I'm not against progress, but I believe it needs to be thoughtful. The development that borders on the east side of my property, over the edge of the cliff (and accessed by Orillia Road) was traumatic for me. This had been the woods where generations of kids roamed and explored nature. It's true, there were a couple of gravel pits - but a great deal of beautiful woodland remained. When those high density developments began going in a few years ago below my house, I went down to my property line and took photographs of the fill those developers brought in - it contained tires and broken fragments of concrete curbing - please see attached. When I brought my concerns and photos to the city, very little of consequence resulted. One staff member purported to have gone out to take a look, but could find nothing, and their communication to me was that the developer claimed to have "removed" that fill. In the meantime, the developer was bringing in even more fill, probably to ensure that the high-density units build on the western side of their property (and on my east property line) could have a view out over the trees and perhaps even of Mount Rainier. I don't think my suspicion that the developers simply covered up the illegal fill with more fill is unreasonable. I was deeply disappointed with the city's failure to investigate thoroughly and enforce any existing environmental protections. As a longtime resident, I did not feel that the City had addressed my legitimate concerns.

So now there's talk of developing more of the hillside just a couple of blocks north of my property, at about 204th Street, and to change the rezoning all the way up to Military Road. Given what I've seen come before, I am writing to express my vehement opposition.

I'll close by noting that just last week, I saw on Channel 13 news that there was a story about King County embarking on a campaign to plant ONE MILLION TREES in an effort to combat climate change.

BUT SEATAC ALREADY HAS THIS GREEN TREASURE IN PLACE!!! Think about it:

- mature trees that are keeping a steep slope stable
- habitat already established for bird life and small animals
- green "lungs" - just adjacent to the freeway to help clean our air
- a tree "barrier" that blocks sight of and some noise from freeway for current residents/taxpayers in your city who have already been impacted enough by over-enthusiastic development

Please, let's be thoughtful about this. Please, let's look at the big picture. Surely by 2017, the city can see that this type of development comes at a really high cost in terms of congestion, pressure on city services, loss of beauty, loss of habitat and loss of natural carbon sink. I'd really like SeaTac to consider preserving this remaining greenbelt, which is significant - rather than rezone to high density and succumb to development for development's sake.

Thank you for your consideration.

Sincerely,

Barbara McMichael
20816 Military Road South
SeaTac, WA 98198
206-878-6912

(because photos are large, I am sending in two batches)

From: [Barbara McMichael](#)
To: [Kate Kaehny](#)
Cc: [City Council](#); [Joseph Scorcio](#)
Subject: CONTINUED - OPPOSING 2017 SeaTac Comprehensive Plan Map Amendment Proposals M-2 and M-2A
Date: Monday, October 16, 2017 10:05:21 AM

More photos buttressing my argument against the rezoning to high-density in my previous e-mail, send just a minute ago.

Sincerely,

Barbara McMichael
20816 Military Road S
SeaTac, WA 98198
206-878-6912



east of McMichael property at 20816 Military Road S - photo1 copy.jpg



east of McMichael property at 20816 Military Road S - photo2 copy.jpg



east of McMichael property at 20816 Military Road S - photo3 copy.jpg



east of McMichael property at 20816 Military Road S - photo4 copy.jpg



east of McMichael property at 20816 Military Road S - photo5 copy.jpg



east of McMichael property at 20816 Military Road S - photo6 copy.jpg



east of McMichael property at 20816 Military Road S - photo7 copy.jpg



east of McMichael property at 20816 Military Road S - photo8 copy.jpg



east of McMichael property at 20816 Military Road S - photo7 copy.jpg



east of McMichael property at 20816 Military Road S - photo8 copy.jpg



east of McMichael property at 20816 Military Road S - photo9 copy.jpg



east of McMichael property at 20816 Military Road S - photo10 copy.jpg



October 17, 2017

SENT VIA EMAIL DELIVERY AS WRITTEN HERETO

City of SeaTac
Planning Commission
SeaTac City Hall
4800 South 188th Street
SeaTac, Washington 98188
jrobinson@ci.seatac.wa.us

RE: Pier 67 Capital Partners, LP's Comments on Hillside Park Map Amendment

Honorable Chairperson Todd and Planning Commissioners,

I write to the City of SeaTac Planning Commission ("Commission") on behalf of Pier 67 Capital Partners, L.P. ("Applicant", "Firm", "we", "us", or "our"), the owner and applicant of the Hillside Park Amendment ("Application"), to provide comments on our Application. In summary, we encourage the Commission to recommend approval of the M2 and M2A map amendments, both of which we believe further the community planning, economic, social, environmental, and sustainability goals of the City.

- 1. Site Design & Housing** – Our Application aims to act as a catalyst project for the community by creating a more urban, lively and high-quality residential development in line with the future vision for the area. The residential community would provide additional, high-quality residential units and increased opportunities for those working at local businesses to live in accessible housing with services nearby. It would also provide a range of high-quality housing options for a variety of housing needs. By acknowledging the existing context of the site, high-quality architectural concepts will be integrated into the development to meet the vision of an idyllic residential community nestled in the natural environment. We encourage the Commission to look at some of our architectural concepts in Exhibit A.
- 2. Structured Parking** – The current residential density does not provide the economic incentive necessary to achieve structured parking. By recessing parking underground, we are able to create a residential community that shields from view the impervious surface associated with developments while also establishing a sense of place by utilizing strong, modern, and urban traits that will help influence future developments in the area. We aim to build a state-of-the art facility that will serve as an example for structured parking. Pages 4, 6, and 12 of Exhibit A demonstrate architectural possibilities for structured parking on the site.
- 3. Environmental Sustainability** – Our tree preservation and landscape plan not only enables us to identify, protect and enhance those elements and characteristics that give the City its identity, it allows us to blend the site's natural resources and urban form elements to create a community that incorporates the surrounding natural environment while simultaneously addressing environmental concerns. The site design envisions a warm, hospitable, and vibrant streetscape environment where hardscaped surfaces are softened through the use of varied plantings and new trees. The landscaping will be harmonized into the existing environment—serving as a model for exemplary landscape design and environmental sustainability in the Five Corners area. We encourage the Commission to consider the positive environmental concepts our architectural drawings in Exhibit A reflect.

4. Proposed Use – Our principal reason for pursuing the UH designation over the current UM designation is because senior housing is a permitted use in the UH zone and not the UM zone. The City understood that our future plans may include senior housing, especially assisted living facilities. Assisted living facilities are not permitted in the UM zone but are allowed in the UH zone. SMC 15.205.040. In fact, only two senior housing options available in the UM zone: Retirement Apartments, and Community Residential Facilities I (CRF), both of which are inadequate for the site:

- a. Retirement Apartments do not permit the caregiving component traditionally associated with assisted living (i.e. help with bathing, eating, living, medication and other daily activities). Retirement Apartments are intended for active adults—a completely different segment of the aging population than those requiring assistance with daily tasks.
- b. SMC 15.465.400(B)(1)(a) limits CRF I’s occupancy to a maximum of 5 residents. This is not only far below any economic justification to develop the site, it is intended for those providing senior care within a single-family home (other jurisdictions call it “Adult Family Homes”). Inversely, SMC 15.465.400(B)(2) stipulates no residential maximum and CRF IIs are permitted in “the high density multi-family and commercial zones”. CRF IIs are only allowed in the UH. SMC 15.205.040.

Simply on a use basis, we encourage the Commission to see that future land use envisioned by us is not permitted in the existing UM zone. If the Commission is to allow integration of senior housing into our final project plan, then approval of our Application merely on the notion that all practical senior housing options are not permitted uses—or even conditional uses—in the present UM zone is well-reasoned.

RESIDENTIAL, RETIREMENT AND ASSISTED LIVING														
Assisted Living Facility			P	P			C	P	P	P	P			
Community Residential Facility I	P	P	P	P			P	P		P	P	P		See SMC 15.465.400 , Community Residential Facilities Standards.
Community Residential Facility II			P	P			C	P(1)	P	P	P	P		See SMC 15.465.400 , Community Residential Facilities Standards. (1) Permitted as part of a mixed use development, as described in SMC 15.520.100 , Definition of Mixed Use.
Continuing Care Retirement Community			P	P			C	P	P	P	P			
Convalescent Center/Nursing Home			P	P			P		P	P	P	P		
Retirement Apartments		P	P	P			C	P	P	P	P			

5. City’s Environmental/Development Concerns – While we understand the City’s responsibility in administering environmentally sound development practices, we disagree with the City’s staff report dated October 13, 2017 (“Report”) as it relates to several points, namely:

- a. **Applicant’s Submittals:** The City contends in Section 4 and 6b of the Report that we did not submit “detailed analyses of critical areas” and that information provided as it relates to WSDOT was “not contradicted by information provided by the applicant”. We disagree. We provided an on-site environmental analysis as well as a legal memorandum asserting that the “steep slopes” and environmental constraints on the site could have been created by borrow pit operations and as such, is exempt from the steep slope definition. SMC 15.700.270(E)(2). We also provided the 1967 WSDOT report as evidence that the Site’s geology has been altered by prior human activities—not as a report we introduced to refute, which we elected not to do because of its outdated data and methods. We encourage the Commission to review our submittals as provided for in Exhibit B. More importantly, if the City believed that our responses were inadequate or that we did “not specifically

address” potential mitigation or “questions” regarding wetlands, streams, and slopes, it clearly failed to state so prior to the Report. In fact, the City stated quite the contrary. Please refer to Exhibit C.

- b. **City’s Maps & Landslide Concerns:** The City places heavy reliance on its maps as a true indicator of future development success. We disagree. Simply recommending a denial of a rezone on the notion that a site might have critical areas neglects to account for the fact that the City’s maps are a planning tool used for approximation, and not site-specific conditions. We are aware that due to the City’s maps, additional investigation will be warranted, however, any investigation and analysis is best reserved for the development review process and not within a comprehensive plan amendment.

We do not discount the City’s landslide concerns, but state in opposition that such concerns are overstated, especially when we are willing to engage a range of environmental disciplines to address the City’s concerns at development review. Finally, the Report fails to take into consideration that just because the environmentally sensitive areas may exist on the site, development should be entirely estopped, which will be the case as development under the present UL-15,000 zone is not only impractical, it is not economically viable. In support, we point to the fact that almost all of the Polygon site is shown as encumbered on the City’s maps, yet Polygon was able to successfully develop

- c. **Polygon Development:** The City asserts that Polygon developed at its “existing Residential Medium land use designation”. While true, this fact omits the entire comprehensive plan amendment and rezone Polygon went to *prior* to being able to develop at the UM zone. Prior to the current UM zone, the parcels had a similar large lot single-family designation as ours. Absent the rezone they went through, they wouldn’t have been able to develop. The Polygon site was approximately 56 acres, whereas ours is about 8 acres. With lesser available land, it is our intention to make use of the additional height afforded by the UH zone to maximize the amount of usable land to develop a glass and steel residential development that spans several stories—contrary to the 2-3 story wood walkup model that Polygon utilized over a larger area.

- 6. **Report’s Inconclusive** – We understand that not every single question has been answered about the site’s environmental and development potential. However, we would urge the Commission to note that now is not the time—or appropriate venue—to do so. We disagree with the City’s reasoning that absent a full understanding of every environmental question, the application shall be denied. We would point to the City’s own admission that our application complies with the City’s land use and housing policies on page 7 of the Report—a critical factor the Commission ought to take into strong consideration.

We are optimistic that the Commission will see that our site is under-utilized and a prime candidate for residential development. We envision building a state-of-the art residential community that will not only serve as a model for future development, but as a landmark the City is proud of. We strongly urge the Commission to recommend approval of the M2 and M2A map amendments.

Thank you tremendously for your commitment to the City of SeaTac, and for your time in reviewing our public testimony.

I also thank you, Honorable Chairperson Todd, for the opportunity to comment in front of the Commission at its meeting on October 17, 2017.

Very truly yours,



Siddharth Jha

HILLSIDE PARK - PROPOSED NEW MULTIFAMILY & SENIOR HOUSING RESIDENTIAL PROJECT
PRELIMINARY DESIGN PACKAGE

PHASE I

10.17.17 | Preliminary Design Concepts for Hillside Park Comprehensive Plan Amendment & Rezone
King County Tax Parcel: 0322049058



HILLSIDE PARK - PHASE I - Building 1, 1A & 2

Sea-Tac, WA



HILLSIDE PARK AERIAL - MASSING



HILLSIDE PARK - PHASE I - Building 1, 1A & 2
Sea-Tac, WA



AERIAL VIEW - MASSING



HILLSIDE PARK - PHASE I - Building 1, 1A & 2
Sea-Tac, WA



BUILDING 1A & 2 NORTH - MASSING



HILLSIDE PARK - PHASE I - Building 1, 1A & 2
Sea-Tac, WA



BUILDING 1 NORTH & 1A - MASSING



HILLSIDE PARK - PHASE I - Building 1, 1A & 2

Sea-Tac, WA



BUILDING 1 & 1A - MASSING



HILLSIDE PARK - PHASE I - Building 1, 1A & 2

Sea-Tac, WA



COURTYARD - PERSPECTIVE



HILLSIDE PARK - PHASE I - Building 1, 1A & 2
Sea-Tac, WA



SECONDARY COURTYARD - PERSPECTIVE



HILLSIDE PARK - PHASE I - Building 1, 1A & 2

Sea-Tac, WA



BUILDING 1A BRIDGE - PERSPECTIVES



HILLSIDE PARK - PHASE I - Building 1, 1A & 2
Sea-Tac, WA



BUILDING 1A BRIDGE - PERSPECTIVES



HILLSIDE PARK - PHASE I - Building 1, 1A & 2

Sea-Tac, WA

BUILDING 1A & 2 SOUTH - EXTERIOR ELEVATIONS

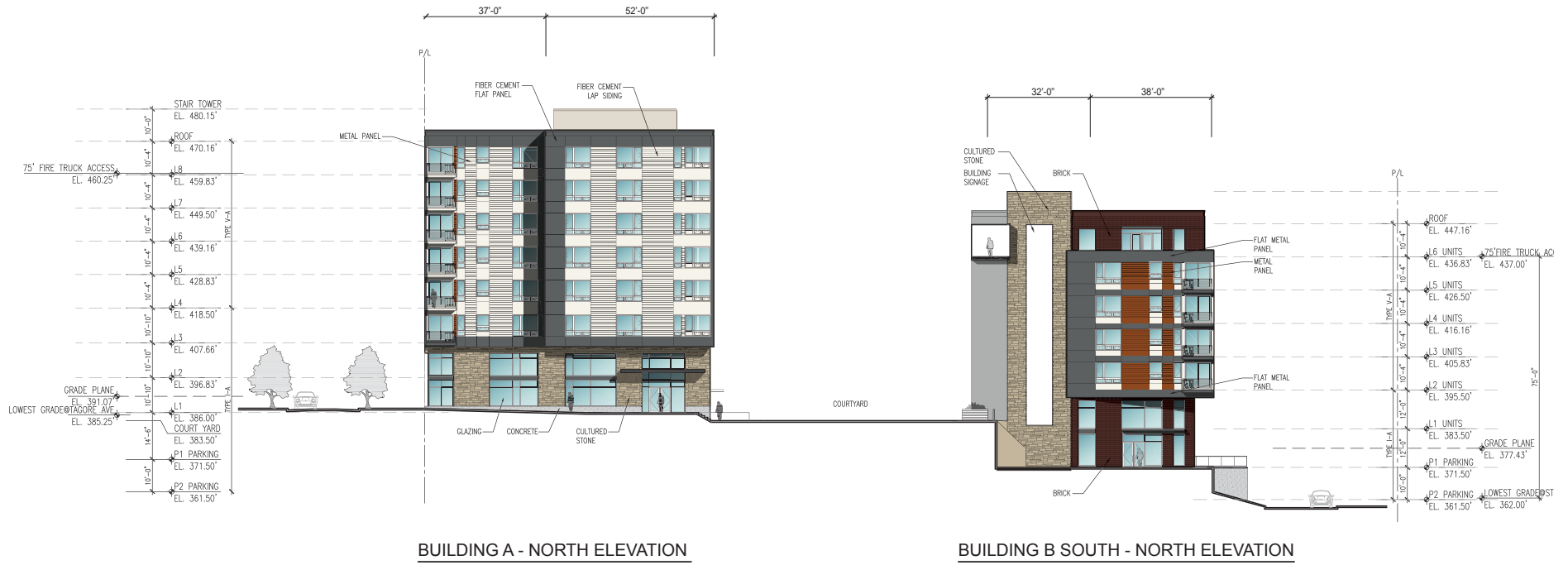


HILLSIDE PARK - PHASE I - Building 1, 1A & 2

Sea-Tac, WA



BUILDING 1A & 2 NORTH - EXTERIOR ELEVATIONS



HILLSIDE PARK - PHASE I - Building 1, 1A & 2

Sea-Tac, WA



TREE TYPES - LANDSCAPE



ACER RUBRUM



POPULUS TREMULOIDES



ULMUS 'FRONTIER'



KATSURA



QUERCUS COCCINEA



ACER GRISEUM



ACER JAPONICA

EVERGREEN TREES



EXCELSA CEDAR



CHAMAECYPARIS



PINUS CONTORTA

HILLSIDE PARK - PHASE I - Building 1, 1A & 2
Sea-Tac, WA





Natural Resources Consulting | Environmental Planning & Design

EXHIBIT B

14 June 2017

TAL-1666

Mr. Siddharth Jha
Managing Director
Pier 67 Capital Partners
401 East 34th Street, MS: S5X
New York, NY 10016

REFERENCE: Orillia Road South Property, located in SeaTac, Washington (King County tax parcel number 0322049058)

SUBJECT: Results of Recent Site Critical Areas Evaluation

Dear Sidd:

At your request, Talasaea performed a reconnaissance and background data review of the Orillia Road property, located north of the intersection of S 204th Street and Orillia Road S in the City of SeaTac, Washington (**Figure 1**). The King County tax parcel number of the property is 0322049058. The Public Land Survey System location of the property is the SW $\frac{1}{4}$ of Section 3, T22N, R4E, Willamette Meridian.

The property is a roughly rectangular-shaped parcel of approximately 8 acres in size. It is bordered on the east by Orillia Road S, to the west by Military Road S, and to the south by The Aspens at Belvedere apartment complex. The property is currently undeveloped and forested with mixed deciduous and coniferous second-growth trees. Topography of the site is complex and artificially manipulated. However, it generally slopes downward from the property's western border to the eastern border.

We conducted a brief site reconnaissance and critical areas evaluation of the subject property on 8 June 2017, including a review of existing environmental information available for the site. Existing environmental information included, but was not necessarily limited to:

- Wetland, stream, and soils data from resource agencies;
- Legacy aerial photographic information from Earth Explorer;
- City of SeaTac Critical Areas Maps and Critical Areas Code; and
- Historical environmental reports and surveys of adjacent properties.

Mr. Siddharth Jha

14 June 2017

Page 2 of 3

The subject property was the location of a gravel borrow mining operation in the early 1960s that provided roadbed material for the construction of Interstate 5 (I-5). As a result, the topography of the subject property has been significantly altered. Evaluation of legacy aerial imagery from 1968 indicates that the subject property likely did not have any wetlands or streams located in its eastern half (**Figure 2**). Since the conclusion of the gravel borrow operation, the site has regrown as a mixed deciduous and coniferous second-growth forest. The extremely-steep slopes observed during our site evaluation are quite likely the result of the past excavation work.

The parcel to the south of the subject property was developed as multi-family residential starting in 2004. A survey of this property to the south by Barghausen Consulting Engineers located two wetlands and one stream that appear to extend onto the subject property. We confirmed the existence of these features during our site evaluation. We believe that it is likely that the stream and the eastern wetland were created as a result of the gravel borrow operation. Typically, gravel mining involves the removal of material until either groundwater is intercepted or glacial till is reached. If the mine is not reclaimed at the conclusion operations, low areas subtended by exposed till tend to collect water to become wetlands and flowing intercepted groundwater forms recognizable streams.

The second wetland, which is located in the western portion of the subject property, may have been significantly influenced, if not created, by undetained stormwater runoff from I-5. Gravel mining appears to have occurred up to, but likely did not extend into, this wetland.

We understand that you are proposing to change the zoning of this property from medium-density multi-family residential to high-density multi-family residential. We believe that this is a reasonable request, given current environmental site conditions. Steep slopes onsite are likely the result of the aforementioned gravel borrow operations. According to SMC §15.700.270.E.2, the slopes may be regraded to less than 40% and, therefore, can be made exempt from required steep slope setbacks. Additionally, high-density multi-family residential development of the site may require critical areas and associated buffers to be placed in native growth protection tracts contained within fences. Under this development scenario, the onsite critical areas will be protected from potential pollutants or unwanted human intrusions (SMC §15.700.285.C). Additionally, SMC §15.700.290 provides the regulatory framework for permitted alterations and allowed uses of wetlands and associated buffers.

The information provided in this letter represents conclusions of existing environmental conditions based on the limited scope of our site reconnaissance. More site evaluation work will be required to more accurately determine the location, rating, and status of critical areas on the subject property.

Mr. Siddharth Jha
14 June 2017
Page 3 of 3

We trust that this information is sufficient for your upcoming discussions with the City of SeaTac concerning your proposed zoning change. Should you have any questions or require additional information, please call Bill Shiels or me at (425) 861-7550.

Sincerely

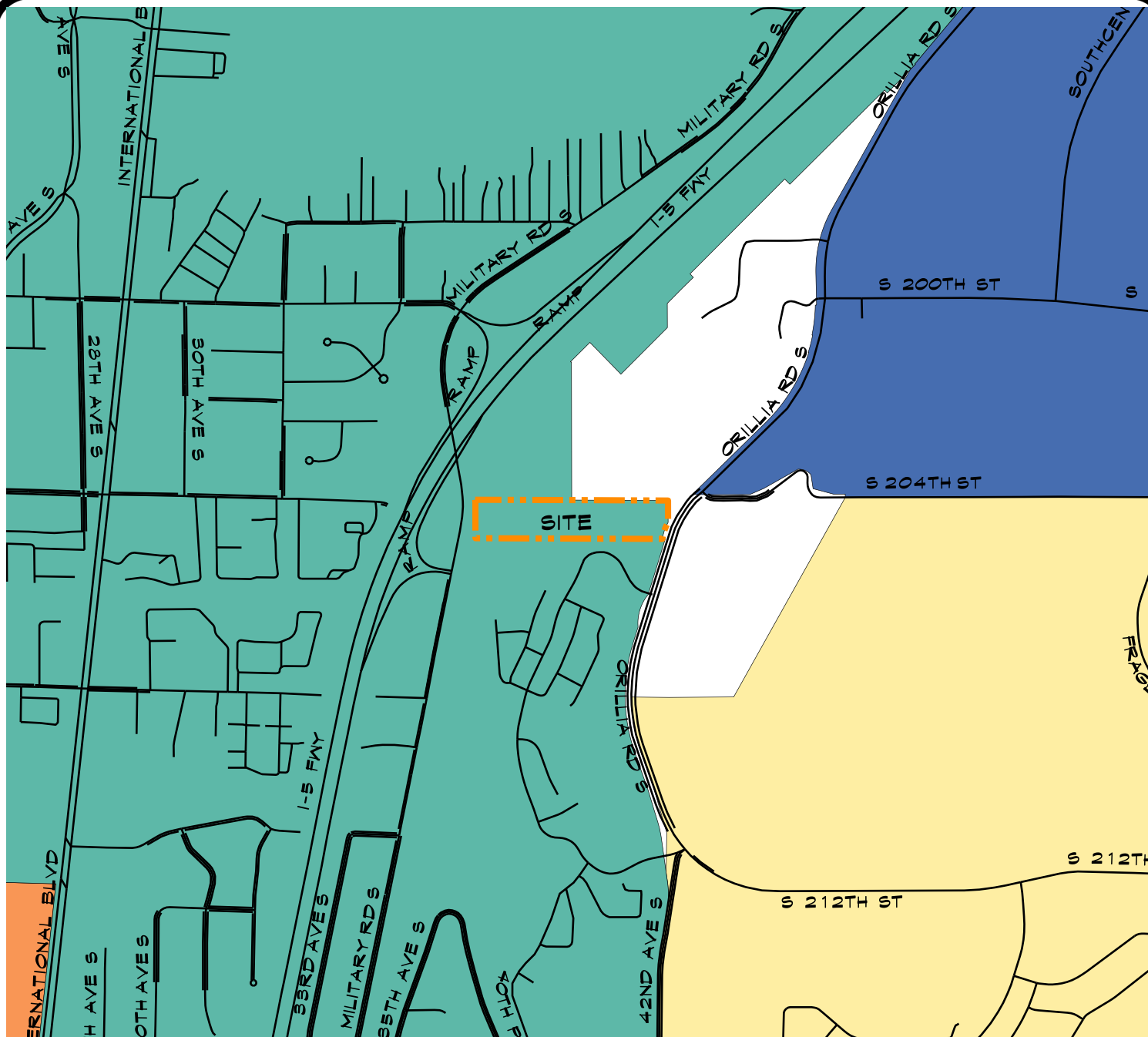
TALASAEA CONSULTANTS, INC.

A handwritten signature in black ink, appearing to read "David R. Teesdale", written over a horizontal line.

David R. Teesdale, PWS
Senior Wetland Ecologist

Attachments: Figure 1 – Vicinity Map
Figure 2 – Site Map with 1968 Aerial Image

cc: Alan Wallace, Esq., Williams, Kastner, & Gibbs PLLC



LEGEND

- Des Moines
- Kent
- SeaTac
- Tukwila

Reference: GIS parcel boundary from King County GIS, 2016.

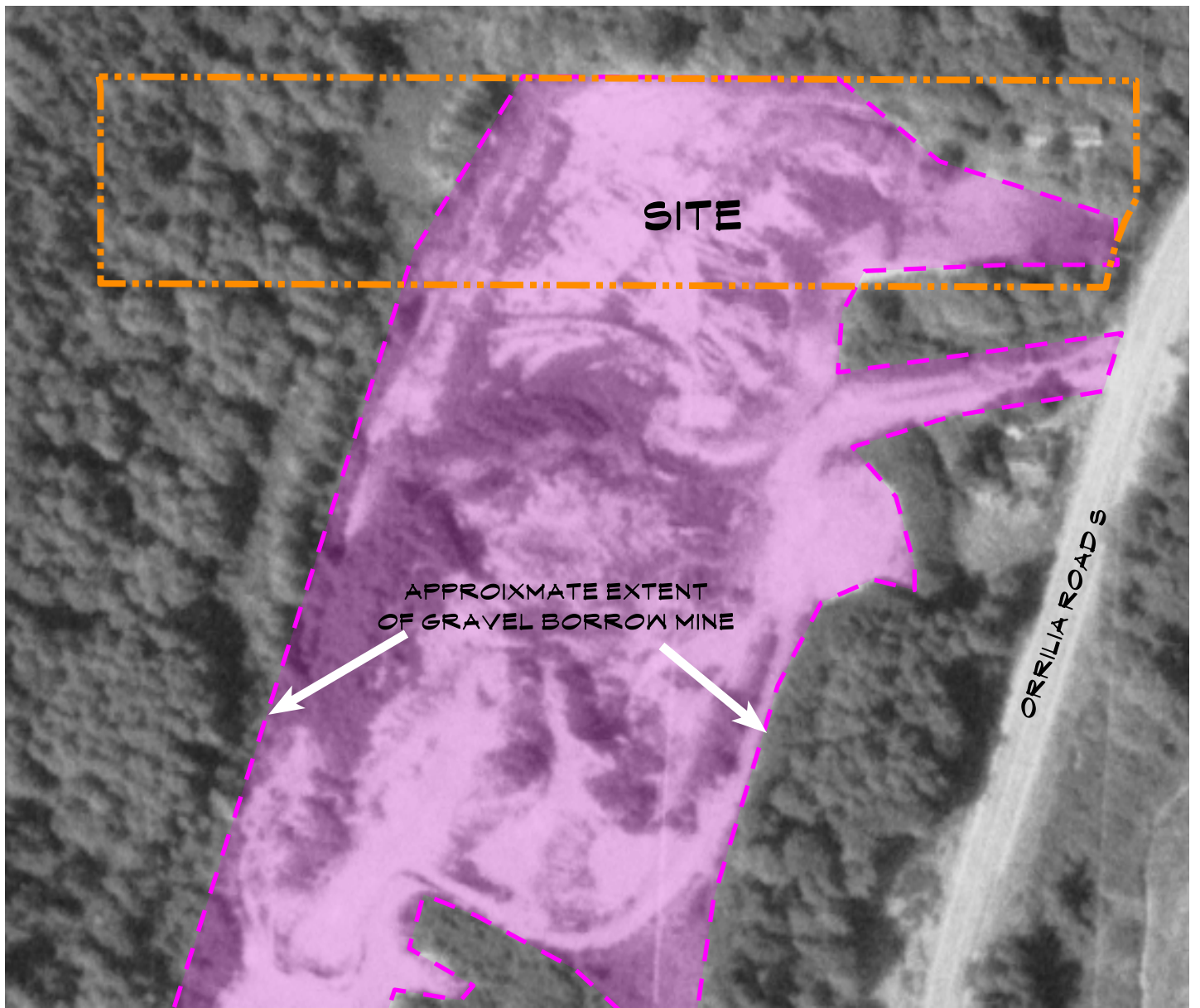


**TALASAEA
CONSULTANTS, INC.**

Resource & Environmental Planning
 15020 Bear Creek Road Northeast
 Woodinville, Washington 98077
 Bus (425)861-7550 - Fax (425)861-7549

FIGURE 1
 VICINITY MAP
 JHA PROPERTY
 SEATAC, WASHINGTON

DESIGN	DRAWN DRT	PROJECT 1666
SCALE 1 in : 1000 ft		
DATE 12 JUNE 2017		1
REVISED		



Reference: GIS parcel boundary from King County GIS, 2016. Aerial image 1968 from Earth Explorer, downloaded 2017.



**TALASAEA
CONSULTANTS, INC.**

Resource & Environmental Planning

15020 Bear Creek Road Northeast
Woodinville, Washington 98077
Bus (425)861-7550 - Fax (425)861-7549

FIGURE 2

SITE MAP WITH 1968 AERIAL IMAGE
JHA PROPERTY
SEATAC, WASHINGTON

DESIGN	DRAWN DRT	PROJECT 1666
SCALE 1 in : 200 ft		
DATE 12 JUNE 2017		
REVISED		

2

June 13, 2017

30926.0102

VIA E-MAIL

Sidd Jha
Managing Director
Pier 67 Capital Partners
via email: siddjha@live.com

Re: Hillside Park Comprehensive Plan Amendment
Steep Slope and Wetlands

Dear Sidd:

I write to recap review of (1) a partial copy of a Shannon & Wilson geo-technical investigation of 1960's era "borrow pit" operations undertaken by the then Washington State Department of Highways across your parcel and property developed by Polygon for single and multi-family use abutting your parcel's south property line, and (2) historic aerial photographs encompassing your parcel from 1936 to 1980.

By way of background, I have long worked with gravel mine operators in obtaining entitlements and with geo-hydrology and geo-technical experts. A borrow pit is simply a form of mining gravel and rock bearing soils that are suitable for use as fill underlying highway construction. Borrow pit mining on a hillside occurs by an excavator digging into the toe of a slope. Digging continues until hard pan, also known in the Puget Sound area as glacial till, is encountered, or until groundwater is uncovered. Glacial till is not suitable for highway construction.

Here, aerial photo's showing the greatest extent of State mining operations show no presence of either a stream or wetlands. Further, the existing steep slope area in the eastern half of the Jha parcel is also shown in the 1967 Shannon & Wilson report in nearly identical form. When viewed in context of historic aerial photos, one concludes this steep slope area is the clear result of State gravel mining operations at the toe of the slope. As such, the State's legal grading activities occurring with construction of I-5 in the early to mid-1960's qualifies the Jha parcel for SeaTac's Steep Slope Hazard Area exemption at SMC § 15.700.270.E.2.

Wetlands often arise at abandoned gravel mining sites where drainage is not maintained. Pervious glacial outwash soils have been mined, leaving relatively impermeable glacial till soils at the surface. Ponding of water in depressions created over glacial till soils invariable creates environmental conditions conducive to wetlands. In my experience, federal and state agencies are considerably more amenable to modifying wetlands created by human activities versus natural wetlands.

Sidd Jha
June 13, 2017
Page 2

There are maps and narrative in the 1967 Shannon & Wilson report and in a 1994 Landau & Associates report for I-5 HOV lane construction indicating that these State highway construction activities provide much of the ground and surface water that hydrates the wetland located south of the Jha parcel's upper bench. The portion of this water and related wetland area arising from highway construction occurring after 1990 is not a wetland pursuant to SeaTac's definition of wetland at SMC §15.700.015. The exact extent of water flow into this wetland produced by historic State highway construction and borrow pit operations would require further investigation.

Your parcel appears to qualify for a wetland road crossing pursuant to SMC §15.700.290T.1. In my experience such road crossing here can readily be designed to meet SMC §15.700.290T. criteria 2 through 5. When coupled with SeaTac's Steep Slope Hazard Area exemption at SMC §15.700.270E.2, there is a clear regulatory path to design, engineer and obtain permits to construct access to the developable area located at the upper bench on your parcel.

Very truly yours,

WILLIAMS, KASTNER & GIBBS PLLC



Alan L. Wallace

awallace@williamskastner.com

206-628-6771

siddjha@live.com

From: Sidd Jha <siddjha@live.com>
Sent: Wednesday, September 27, 2017 4:08 PM
To: Kate Kaehny
Cc: Steve Pilcher
Subject: Re: Final Docket Confirmation & Supplemental Information Needed by 9/14/17
Attachments: Critical Areas Evaluation Letter - 6.14.17.pdf

Importance: High

Hi Kate,

Thanks for your response! Just as a friendly reminder, we did submit a professionally conducted on-site environmental study in connection with the City's first request for additional information in May. That report not only laid the groundwork for the subsequent environmental analysis, it provided the City with independent verification that, based on preliminary environmental analysis, the wetland and streams as shown on the City's map are likely to be an exempt feature.

We are hopeful that the information therein was helpful and provide the City with some comfort that our assertions regarding possible future exemptions are grounded in on-site environmental analysis already submitted to the City.

I look forward to attaining the City's positive recommendation on our proposal.

Thanks again for your time.

Kind regards,

Sidd Jha
Managing Director
Pier 67 Capital Partners
(C) 425-445-2310

From: Kate Kaehny <kkaehny@ci.seatac.wa.us>
Sent: Wednesday, September 27, 2017 1:25 PM
To: 'Sidd Jha'
Cc: Steve Pilcher
Subject: RE: Final Docket Confirmation & Supplemental Information Needed by 9/14/17

Hi Sidd,
My apologies for not sending you a confirmation email last week.

We have read through the requested supplemental information you provided and find that it adequately responds to our questions.

Based on this and the other information you have provided, we believe we have sufficient information to evaluate your Map Amendment and rezone proposal based on the Final Docket Criteria. Just to be clear, you should know that since

we have not received any professionally conducted on-site environmental studies, we are relying on the City's existing databases for information regarding steep slopes, wetlands and streams on your site for our evaluation.

As for the staff report and recommendations, our goal is to provide this information to the Planning Commission as part of their 10/3 review of Final Docket proposals.

Best regards,
Kate

Kate Kaehny | City of SeaTac

Senior Planner | 206-973-4750 | Email: kkaehny@ci.seatac.wa.us | Fax: 206-973-4809 | www.ci.seatac.wa.us
4800 South 188th Street | SeaTac, WA 98188-8605
This communication may be subject to public disclosure laws of the State of Washington (RCW.42.56)

From: Sidd Jha [<mailto:siddjha@live.com>]
Sent: Wednesday, September 27, 2017 12:48 AM
To: Kate Kaehny
Cc: Steve Pilcher
Subject: Re: Final Docket Confirmation & Supplemental Information Needed by 9/14/17

Hi Kate,

I hope this email finds you well. I know you're probably swamped with other projects but I did not hear back from you last week regarding adequacy of the information we had submitted. I wanted to touch base with you to see if the City had the necessary information to effectuate an approval recommendation to the Planning Commission.

I am happy to discuss and address items you believe are still deficient or require additional attention. Also, when can we expect a staff report regarding our application? When one is available, please do email me a copy.

Thanks again for working on our proposal.

Kind regards,

Sidd Jha
Managing Director
Pier 67 Capital Partners
(C) 425-445-2310

From: Kate Kaehny <kkaehny@ci.seatac.wa.us>
Sent: Friday, September 15, 2017 11:14 AM
To: 'Sidd Jha'
Cc: Steve Pilcher; Sidd Jha
Subject: RE: Final Docket Confirmation & Supplemental Information Needed by 9/14/17

Hi Sidd,

Thank you for your detailed response to our request for supplemental information. I will review the information and provide you with a confirmation email next week once it is ascertained that no further information is needed.

Best regards,
Kate

Kate Kaehny | City of SeaTac

Senior Planner | 206-973-4750 | Email: kkaehny@ci.seatac.wa.us | Fax: 206-973-4809 | www.ci.seatac.wa.us
4800 South 188th Street | SeaTac, WA 98188-8605

This communication may be subject to public disclosure laws of the State of Washington (RCW.42.56)

From: Sidd Jha [<mailto:siddjha@live.com>]

Sent: Thursday, September 14, 2017 5:00 PM

To: Kate Kaehny

Cc: Steve Pilcher; Sidd Jha

Subject: Re: Final Docket Confirmation & Supplemental Information Needed by 9/14/17

Importance: High

Hi Kate,

Please find attached our Response to your Request dated August 15, 2017.

Please let me know if you have any questions.

Thanks again for reviewing our response.

Regards,

Sidd Jha

Managing Director

Pier 67 Capital Partners

(C) 425-445-2310

From: Kate Kaehny <kkaehny@ci.seatac.wa.us>

Sent: Tuesday, August 15, 2017 11:27 AM

To: 'Sidd Jha'

Cc: Steve Pilcher

Subject: Final Docket Confirmation & Supplemental Information Needed by 9/14/17

Hi Sidd,

Please find attached the official notification that your proposal was included on SeaTac's Final Docket of Comprehensive Plan Amendment proposals. Please also note that, as part of the staff analysis of final docket proposals, we are asking you to provide additional information about your proposal.

While I'll be out of the office tomorrow, 8/16, through Fri, 8/18, I'll be happy to respond to any questions you may have next week. If you have a question while I'm gone, please contact Steve Pilcher whom I've copied on this email.

Best regards,
Kate

Kate Kaehny | City of SeaTac

Senior Planner | 206-973-4750 | Email: kkaehny@ci.seatac.wa.us | Fax: 206-973-4809 | www.ci.seatac.wa.us
4800 South 188th Street | SeaTac, WA 98188-8605

This communication may be subject to public disclosure laws of the State of Washington (RCW.42.56)



October 16, 2017

VIA FEDERAL EXPRESS

SeaTac Planning Commission
4800 S 188th St.
Port Orchard, WA 98366

Kate Kaehny
Senior Planner
SeaTac Planning Division
4800 S 188th St.
SeaTac, WA 98188

Re: Proposed Amendments to Title 15 Zoning Code and Zoning Map and the 2017 SeaTac Comprehensive Plan

Dear Planning Commission Members:

This letter provides the comments of Alaska Airlines, Inc. on the proposed revisions to SeaTac's Zoning Map and Comprehensive Plan that will be considered during your October 17, 2017 session. In brief, Alaska Airlines would like to express concerns about the proposal to downzone a portion of Alaska's SeaTac campus that directly abuts International Boulevard.

Upon completion of our integration with Virgin America, Inc., Alaska Airlines will be the fifth-largest U.S. airline based on passenger traffic, employing more than 20,000 people – over 8,000 of them in the State of Washington – and proudly maintaining our Pacific Northwest roots out of our corporate headquarters at 19300 International Boulevard. We appreciate the opportunity to comment on the proposed amendments that will be considered during your October 17, 2017 session.

We understand that the city proposes to downzone a parcel of Alaska's campus from Community Business in Urban Center (CB-C) to Office/Commercial Medium (O/CM) in order to harmonize the City's Zoning Map with its Comprehensive Plan. We recognize and understand the need to harmonize SeaTac's zoning with the Comprehensive Plan. However, we respectfully request that the City do so by instead updating the parcel's Comprehensive Plan classification to match with the site's existing zoning, reclassifying the parcel as "Commercial High Density" under the Comprehensive Plan. We respectfully

PO Box 68900, Seattle, WA 98168
P 206.433.3200



OCT 17 2013

request that the City also reclassify the zoning and Comprehensive Plan designation for Alaska's adjacent parcel to the east as CB-C and Commercial High Density.

By contrast, if the proposed downzone from CB-C to O/CM were approved, it would impose new height limits, setback requirements and usage restrictions on this portion of Alaska's campus, which Alaska had not anticipated when locating at its current site, and may impeded our ability to grow here in the future. Because we greatly value all potential opportunities to continue investing in our SeaTac community, we respectfully ask that our parcels be reclassified in the Plan rather than downzoned under the code.

Our understanding is that such a reclassification under the Comprehensive Plan would be feasible to advance at your upcoming October 17 meeting, because other Plan amendments are already under consideration for advancement at that time.

Accordingly, as you prepare revisions to SeaTac's Zoning Map and Comprehensive Plan, we request that you not downzone this parcel of Alaska's headquarters. We look forward to continuing to work with you and your staff to support an optimal land use balance in our home city.

Respectfully submitted,

ALASKA AIRLINES, INC.

By:  _____

Name: Brad Shutzberg

Title: Director, Corporate Real Estate

Kate Kaehny

From: Jeremy Thompson [jthompson@kenworthnorthwest.com]
Sent: Tuesday, October 17, 2017 1:02 PM
To: Kate Kaehny
Cc: Jeff Hoback; Marshall Cymbaluk
Subject: RE: Zoning Change



Please see our revision below to the letter sent earlier today.

Good afternoon Kate

Referencing the proposed zoning change to our property at 20220 International Blvd South SeaTac, WA 98198.

As the owner and end user of this seven acre parcel we are not in favor of a change from the industrial code that is in place at this time. We do have plans of relocating however have not had much luck in locating a large 10 acre site.

Until such time as we are ready to relocate, we do not want to be burdened by higher property taxes due to an increase in valuation. We would need a guarantee from the city of SeaTac freezing our tax rate.

Sincerely

Marshall Cymbaluk
Manager of Marshall and Katherine Cymbaluk Family L.L.C

October 16, 2017

Kate Kaehny
Senior Planner
City of SeaTac
4800 South 188th Street
SeaTac, WA 98188-8605



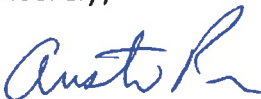
Dear Ms. Kaehny, Planning Commission and City Council,

I am writing on behalf of Northwest Kidney Centers in support of the SeaTac City staff recommendation that the current "Business Park" land use designation and zone classification be replaced with the Aviation Business Center (ABC) zone and land use designation (which is also proposed to have its name revised to Regional Business Mix) as part of the 2017 Comprehensive Plan Amendment Process.

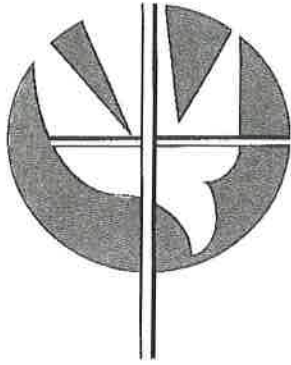
Northwest Kidney Centers owns an approximately four-acre parcel at 12833 20th Avenue South that is currently zoned Business Park (BP). The existing zoning limits professional office uses as accessory to primary use not to exceed 20% of the total square footage of buildings. Northwest Kidney Centers is currently in planning stages for development of this parcel with program elements related to outpatient clinic, distribution center/warehouse and professional office land uses. The Business Park zone limitations on the site's professional office land use has impacts on the desired development and maximizing the site potential for Northwest Kidney Centers. The proposed Aviation Business Center (ABC) zone does not limit professional office as an accessory use, and it will better support the programmatic functions and square footages desired for the site.

We appreciate the City Staff keeping Northwest Kidney Centers updated on the proposed 2017 Comprehensive Plan Amendments, and we are hopeful this proposed zoning change is approved by both the Planning Commission and City Council. The proposed amendment will allow Northwest Kidney Centers greater opportunity in creating new clinic, distribution center and professional office spaces in SeaTac that further the organization's mission and the essential life services it facilitates not only in SeaTac, but the greater northwest region.

Sincerely,



Austin Ross
Vice President of Planning



Prince of Peace Lutheran Church

19030 8th Avenue South, SeaTac, Washington 98148

Tel: (206) 243-0987 FAX (206) 241-0369

October 16, 2017

Ms. Kate Kaehny, Senior Planner
City of SeaTac
4800 S 188th St
SeaTac WA 98188-8605



Dear Kate,

Reference is made to your letter dated September 19, 2017, the "Revised Staff Recommendations for Your Parcels" addressed to Prince of Peace.

Our Church Council welcomes the recommendations by the City Planning Staff for the zone changes to reflect our changing community needs. We believe that Aviation Business Center (ABC) will accommodate our current and future operations as a church and religious facility, and that we would remain in compliance with the zoning and still be consistent with the proposed Comprehensive City of SeaTac Plan.

We pledge to remain committed to be partners with the City to serve all of our neighbors in the city and spur community development that will spring our city forward.

Respectfully,

Conrad Tollefson, Lead Pastor

SNS/des

From: Adam Patton
To: Kate Kaehny
Cc: Adam Patton
Subject: PROPOSED ZONING CHANGE TO YOUR PROPERTY PATTON FAMILY RESIDENCE
Date: Tuesday, October 24, 2017 1:37:31 PM

Responding to letters I received regarding the city wanting to change zoning on address 3200 s 198 from UM-3,600 (urban medium residential 3,600) to UL-7,200 (urban low residential 7,200).

I would like to start out by saying I do not approve of this change and do not want it to take place.

I'm also confused on why it is taking place. The letter states that it's part of the "2017 comprehensive plan", but what does that mean. Why was my address/lot ever zoned for low residential use? Who zoned it that way? Why is my neighbors lot not zoned the same? Is there a recourse for my loss of property value going down? Does this mean when I rebuild I can only build one house? Even though there has been two houses with separate addresses and utility bills since the 1950's?

I was raised on Angle Lake since I was 14 years old. When I saw this lot go up for sale 10 years ago I jumped on the opportunity of owning property across the lake from my parents. I was even more pleased that there was two houses on the lot. One for me to live in and one to make ends meet. Before I purchased the property I did my research and confirmed with the city I was zoned for two houses. My plans have always been to develop two house on this lot. One to retire in and one to rent for extra income. If this new zoning goes through, this will not happen. I do not think it is fair and will be an economical burden on me.

Adam Patton

RECEIVED
OCT 24 2017

Community &
Economic Development

Mobile Vending in South King County, WA:

Choosing the Right Guidelines for your Community



May 2014

Prepared by [Kara Martin](#) and [Tammy Morales](#) of



www.urbanfoodlink.com

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Intro

A food truck craze has swept the nation and many cities are looking at their codes to address the unique impacts and uses of the increasing number of “restaurants on wheels.” Mobile food operators need to understand the regulatory requirements of the various jurisdictions in which they operate. Meanwhile, brick and mortar restaurants are concerned about the potential competition this growing business sector may be creating.

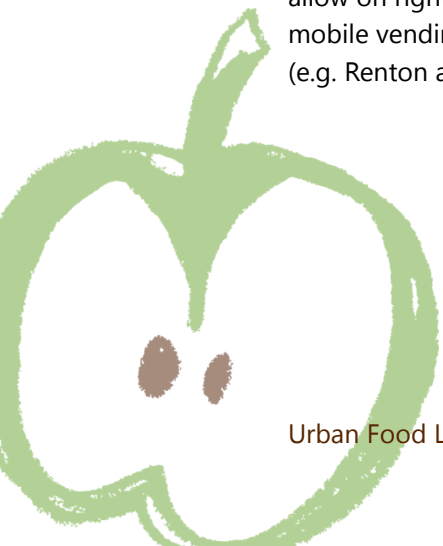
In an effort to clarify what these local mobile businesses are allowed to do and what is prohibited in each city, Urban Food Link has surveyed south King County cities to provide insight on how each city regulates mobile vendors, and what it would take for them to operate in more than one jurisdiction. In addition we have highlighted points your jurisdiction may consider in future mobile vending code amendments.

The Current Regulatory Environment

In spring 2013 there were 360 mobile vendors (this includes food carts and food trucks) in King County operating with an approved Public Health – Seattle & King County food establishment permit. This was a 25% increase from the previous year. With the increasing number of mobile vendors, cities may be finding their municipal code does not adequately address the impact and uses of mobile vending.

Mobile vending regulations across south King County jurisdictions vary in what is permitted or prohibited. Our review of the regulatory code focused primarily on: 1) where mobile vendors are allowed or prohibited and 2) the operation standards with which they must comply (i.e. distance from schools or duration of operation in right-of-way). We completed a review of regulations through an online survey conducted in the summer of 2013, as well as a scan of each jurisdiction’s code through key word searches (e.g. vending, mobile vendor, food truck, sidewalk cart, etc.) to identify relevant code.

South King County cities vary on whether or not mobile vendors are allowed, the types of mobile vendors allowed (i.e. food cart vs. food truck) and whether a use permit is required. Mobile vending is typically limited to non-residential zones and many of the cities that allow mobile vending require a use permit. As seen in **Table 1** below, cities that allow mobile vending typically allow on right-of-ways or public lands as well as on private lands. However, some cities allow mobile vending operations *solely* on private lands and explicitly do not allow in the right-of-way (e.g. Renton and Tukwila).



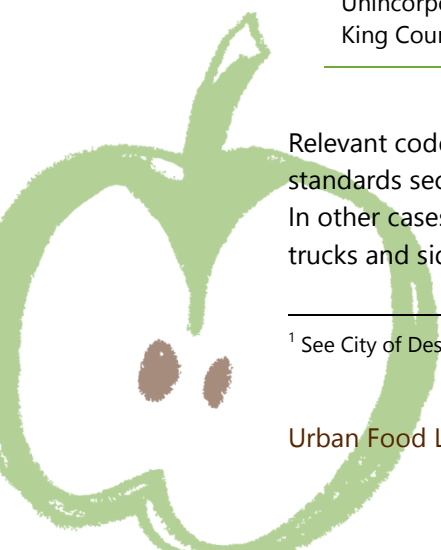
Mobile Vending in South King County

Table 1: South King County Cities Mobile Vending Regulations

City	Mobile vending operations allowed on public property or right-of-way	Mobile vending allowed on private property
Algona	"Mobile vending" keywords not specified in code.	
Auburn	Sidewalk vending (i.e. food carts) allowed –use permit required.	"Mobile vending" keywords not specified in code.
Black Diamond	"Mobile vending" keywords not specified in code.	
Burien	Vendor carts allowed –use permit required	Vendor carts allowed –use permit required
Covington	"Mobile vending" keywords not specified in code.	
Des Moines	Allowed –use permit required	Allowed –use permit required
Enumclaw	Allowed –use permit required	Allowed –use permit required
Federal Way	Allowed –use permit required	Allowed –use permit required
Kent	Sidewalk vending (i.e. food carts) allowed –use permit required.	"Mobile vending" keywords not specified in code.
Maple Valley	"Mobile vending" keywords not specified in code.	
Normandy Park	Not allowed	Not allowed
Pacific	"Mobile vending" keywords not specified in code.	
Renton	Not allowed	Allowed –use permit required
SeaTac	Not allowed	Not allowed
Tukwila	Not allowed	Allowed
Unincorporated King County	Allowed—no permit required to operate	Allowed—no permit required to operate

Relevant code is typically found in the "right-of-way" section or in the "temporary use" permit standards section. For several cities the code is silent in regards to mobile vending (see [Table 1](#)). In other cases, the code references more traditional forms of mobile vending such as ice cream trucks and sidewalk carts. The cities of Des Moines,¹ Enumclaw,² and Federal Way³ have code

¹ See City of Des Moines' [Chapter 5.57 Mobile and Iterant Vendor Code](#) and [application packet](#).



sections specific to mobile vending standards. Des Moines and Enumclaw also provide mobile vending application packets with useful information.

City of Des Moines has a robust mobile food vending code that was adopted in 1999. Chapter 5.57: Mobile and Itinerant Vendor Code distinguishes between “mobile” vendors (who operate in the right-of-way) and “stationary” vendors (who operate on private or publically owned land, but not the right-of-way). Each has to conform to a set of standards and must have a special use license to operate. For example, “mobile vendors” have geographic restrictions that prohibit locating within 400 feet of public or private school grounds during operation and within 300 feet from the entrance of an establishment (i.e. restaurant) offering a similar product.

Considerations

Each city must weigh the potential pros and cons of mobile vending in their community, taking into account the preferences of all stakeholders. To do this, many cities throughout the country have recently updated their mobile vending code through soliciting input from potential food vendors, restaurant owners, chambers of commerce, and residents.

The National League of Cities’ *Food on Wheels: Mobile Vending Goes Mainstream* report offers best practices and recommendations for how cities can regulate the potential impacts of food trucks while also supporting this business sector that creates opportunities for self-sufficiency and upward mobility. We reviewed this study along with other reports (see Resources section) and this report highlights the key factors a city should consider and provides case studies of what cities have done. The following section discusses the economic development, zoning and operating standards and other regulatory agencies to consider.

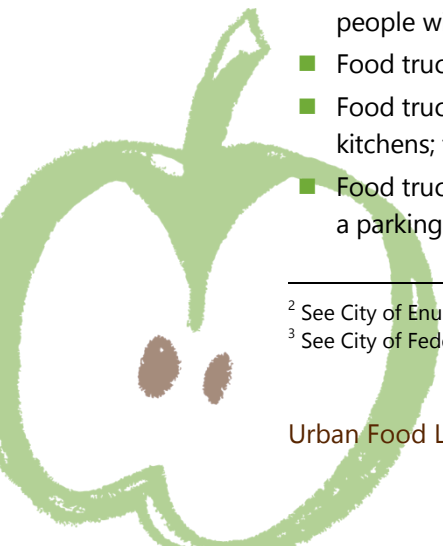
Economic development considerations

Regulations can enhance economic development or create barriers for market entry. There is some concern that mobile vendors have a competitive advantage over brick and mortar restaurants. Brick and mortar restaurant owners argue that food trucks have an unfair advantage because of their mobility. In reality, the mobility comes with several disadvantages for the truck operators:

- Food trucks do not have a fixed location, which is a source of stability for restaurants. It is easier to build a customer base when the customer can always be sure where the business is located.
- Food trucks are completely at the mercy of the weather. If it is raining, snowing or extremely hot, people will be far less inclined to stand in line at a food truck.
- Food trucks cannot offer seating and table service for their customers.
- Food trucks have extremely small kitchens that are likely to hold less inventory than restaurant kitchens; this means that food trucks can sell less food and must have a smaller menu.
- Food trucks typically have a shorter span of service hours. For example, once a food truck finds a parking space, it can take 30 minutes for set-up, and a similar amount of time to clean and

² See City of Enumclaw’s [Chapter 5.60 Solicitors and Mobile Vendors](#) and [application packet](#).

³ See City of Federal Way’s [Chapter 19.275.070 Food trucks/carts](#).



pack up after the meal service is over.

- Food trucks, unlike restaurants, can, and often do, break down. Until repairs are made, the truck cannot serve customers, employees miss out on their shifts and the food in the commissary refrigerator may spoil.
- A liquor license is a big moneymaker for restaurants, but food trucks are usually unable to obtain that license under local and state laws because they do not meet the requirement of having a fixed location.

Food trucks do offer another dining option, but this may not warrant interference with the market. Diners who are looking for a casual, on-the-go dining experience will buy from a food truck or a fast food restaurant. Sit down restaurants offer a different kind of experience and are not a substitute. Food truck operators and food truck fans believe that brick-and-mortar business and food trucks can co-exist.⁴

Food trucks provide jobs and can serve as incubators for new restaurants. Several restaurants in the Seattle area got their start as food trucks. Chefs who had a great concept launched food trucks to bring their cuisine to customers. This allowed them to refine their products in the food truck business, then accumulate enough capital to launch their own restaurants.

In 2007, Chef Josh Henderson started serving classic American food, but with a gourmet twist, out of an Airstream trailer called Skillet. Skillet quickly became popular, in large part because of the delicious bacon jam in its gourmet burgers. In 2011, Josh opened up the Skillet Diner in the Capitol Hill neighborhood, and his business now includes catering and selling its bacon jam through retailers all over the country. He now employs almost 100 people.⁵

Food trucks can increase activity in struggling commercial areas. According to the [Portland Business Journal](#), vacancies often drop for office buildings that are near food carts in Portland. The real estate consulting firm Jones Lang LaSalle found that the vacancy rate for Class A office buildings near mobile vendors is 5%. By comparison, the market average is 8.3%—a considerable difference.⁶

Zoning and operating standards

Cities will regulate mobile vending based on what best serves their community. Cities that have updated their zoning and operating standards address provisions such as:

- **Location, location, location:** In addition to clarifying the zones that allow mobile vending there other location considerations. Should vendors be allowed near schools and parks? Near brick and mortar restaurants? Some jurisdictions have set restrictions on the proximity food trucks can operate in relation to specific uses such as parks, schools, and brick and mortar businesses offering similar products (e.g. restaurants). Distances typically can range from 200-400 ft.

⁴ <http://birch.co/post/29334876950/food-trucks-vs-restaurants-and-competition>

⁵ <http://ij.org/want-to-create-more-jobs-free-the-food-trucks>

⁶ <http://www.bizjournals.com/portland/blog/real-estate-daily/2012/12/food-carts-fill-buildings-as-well-as.html?s>



- **Types of mobile vending units:** Food trucks are only one type of mobile vendor. Providing definitions on the different types can help clarify where each type is allowed and with what operating standards. For example, the planning department of Fort Collins, Colorado identified six types of outdoor vendors in addition to a temporary events license (also see sidebox on page 7). They include:⁷
 - **Mobile Food Truck:** A motorized wheeled vehicle or towed wheeled vehicle designed and equipped to serve food. This includes food cooked and prepared for vending and commissary-prepared, ready-to-eat or packaged foods in individual servings. Only food and non-alcoholic beverages allowed.
 - **Neighborhood Mobile Food Vendor:** A mobile food truck or pushcart licensed for the sale of only commissary-prepared, ready-to-eat or packaged food in individual servings in locations on streets that are in neighborhood zone districts. Only food and non-alcoholic beverages allowed.
 - **Outdoor Vendor of Miscellaneous Goods and Services:** Offers miscellaneous goods or services to the public on private property from an outdoor location regardless of whether a fee is charged. (Christmas tree sales, pumpkin patches, windshield repair, temporary car washes, etc.)
 - **Outdoor Vendor of Transportation Services:** Valet parking services, pedal-powered vehicles, horse-drawn carriages or other means of transportation service offered for hire from an outdoor location regardless of whether a fee is charged.
 - **Pushcart:** Mobile vending cart, pushcart or trailer that is not-motorized or attached to a vehicle for towing, and that does not exceed ten feet in length, four feet in width, or eight feet in height. This includes food cooked and prepared for vending and commissary-prepared, ready to eat or packaged food in individual servings. Only food and non-alcoholic beverages allowed.
 - **Special Vending License:** Issued to a person responsible for an occasional, temporary event located solely on a single private lot when the event does not require the issuance of a special event permit. (Corporate event, anniversary celebration) Limited to four such licenses in a calendar year not to exceed three days per license.
- **Number of units in one location:** Cities vary in their approach to allowing multiple units to locate next to each other. Examples include: limits on the number of trucks allowed to co-locate on an on-going basis, restrictions on where co-location is allowed (i.e. private property vs. right-of-way), limited permitted days per year for special events such as “Food Truck Rodeos.”
- **Duration and hours of operation:** Some cities have set a maximum amount of time (e.g. 4 hours) a mobile vendor can operate from a single location in the right-of-way. It’s important to consider the time mobile vendors need for set-up and clean-up. If the time is too restrictive, it may not be worth the vendor’s time (and money). In addition, some cities have set restrictions on times a vendor can operate (e.g. not allowed to operate from 3 a.m. to 7 a.m.).

⁷ <http://www.fcgov.com/salestax/outdoorvendors.php>



- **Public safety standards:** Safety standards include preventing obstructed passageways and serving customers from street side of the unit.
- **Signage:** Food truck operators often use the unit itself to function as one big sign with colorful graphics. Social media (e.g. Twitter) is also used to draw a customer base.
- **Additional amenities:** Standards may also specify a garbage receptacle is required and restrict or allow chairs and tables for customers.

Other Regulatory Agencies

Similar to other food businesses, food trucks must comply with other regulatory agencies. A basic understanding of these regulations can provide guidance at the municipal level and, potentially, improve the vendor's ability to comply with all regulatory agencies, including:

- Public Health – Seattle & King County regulations pertain to food safety standards. Mobile vendors fall into two classifications, each having their set of requirements that must be met. They are:
 - Occupied mobile food unit – “unit where the workers will be inside of the unit, such as an enclosed truck or trailer.”
 - Unoccupied mobile food unit – “unit where the workers will be outside of the unit, such as a push cart or trailer.”⁸

Several of their requirements intersect with land use regulations. The health department requires mobile vendors to:

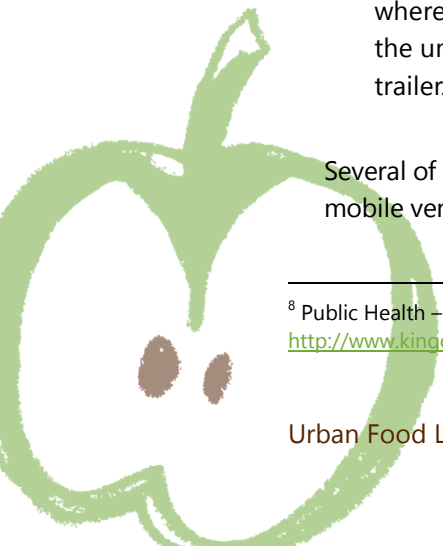
Fort Collins, CO (population 148,612)

In 2012 the City of Fort Collins had food truck entrepreneurs calling their permit counter to get licensed to operate. However, like many other cities across the country, the code was out-of-date and had significant restrictions for operating a food trucks. The planning department began extensive community engagement with the many stakeholders (e.g. food truck vendors, brick-and-mortar restaurants and the general public) that ultimately guided the adoption of a new ordinance adopted a year later (originally the department anticipated the revision would take three months).

Key components to Fort Collin's outdoor vendor ordinance include providing clear definitions for the different types of mobile vendors (see page 6), and standards on where and what is allowed in the right-of-way as well as public property. The City is in the process of revising the code to address how many and how often food trucks can operate in one location. Currently, the City allows four vendors to locate next to one another and up to eight vendors for events, which are allowed four times a year. The City is considering increasing the number of food trucks that can co-locate and the necessary standards to mitigate impacts.

While the planning staff initially recommended a minimum distance be set from how close a food truck can locate near a brick-and-mortar restaurant, the City Council determined that protecting select businesses from competition is not a proper role of government. The city planner interviewed for this report shared there has been very minimal complaints from the restaurant community since the ordinance was adopted.

⁸ Public Health – Seattle & King County 2014 Mobile Food Unit Plan Review and Permitting Guide. Available at <http://www.kingcounty.gov/healthservices/health/ehs/foodsafety/FoodBusiness/mobile.aspx>.



- use a Public Health approved commissary kitchen to prep and store food, and clean equipment. These permanent facilities are used for handling waste, both solid and water. A mobile vendor must use a commissary kitchen located in King County.
 - provide a "Use of Restroom Agreement" verifying they have access to a restroom for employees that is located within 200 feet of the unit's operation.
 - provide the unit's route(s) and/or site(s).
- Washington State Labor & Industries govern the safety of mobile unit's body and frame along with the installation of plumbing, electric and heating equipment. Food trucks must have the L & I inspection and approval prior to submitting for a public health plan review.⁹

Summary

This report highlights some of the key components for developing a mobile vending ordinance that meets the needs and interests of your community. Without clear zoning and operating standards, businesses are challenged to comply with the regulations and city staff are unable to sufficiently inform the public and enforce code. Rather than highlight "model" ordinances, this report provides the economic development arguments for supporting food trucks, and shares regulatory provisions needed to better equip a city in determining their next steps in adopting mobile vendor guidelines.

Resources:

Arroyo, Rodney and Bahm, Jill. *Food Truck Feeding Frenzy: Making Sense of Mobile Food Vending*. American Planning Association Zoning Practice, September 2013.

City of Fort Collins (CO). *Outdoor Vendors Handbook and Ordinance 58*. Available at <http://www.fcgov.com/salestax/outdoorvendors.php>.

Frommer, Robert, and Gall, Bert. *Food-Truck Freedom: How to Build Better Food-Truck Laws in Your City*. Institute for Justice, November 2011. Available at <http://www.ij.org/food-truck-freedom>.

National League of Cities. *FOOD ON WHEELS: Mobile Vending Goes Mainstream*. 2013. Available at http://www.nlc.org/Documents/Find%20City%20Solutions/Research%20Innovation/Economic%20Development/FoodTruckReport2013_Final_9-26.pdf.

www.urbanfoodlink.com

⁹ See Washington State Labor & Industries info on conversion of mobile unit and the application materials at <http://www.lni.wa.gov/TradesLicensing/FAS/Types/VendMed/default.asp>.

