



# CITY OF SEATAC

## PLANNING COMMISSION MEETING

Riverton Room, SeaTac City Hall, 4800 S. 188<sup>th</sup> Street  
November 20, 2018, 5:30 p.m.

### MEETING AGENDA

- 1) Call to Order/Roll Call
- 2) Public Comment: Public comment will be accepted on items *not* scheduled for public hearing
- 3) Approval of the minutes of November 6, 2018 regular meeting (EXHIBIT A)
- 4) City Center Plan Update: Monthly Briefing (EXHIBITS B & B1)
- 5) CED Director's Report
- 6) Planning Commission Comments (including suggestions for next meeting agenda)
- 7) Adjournment

*A quorum of the City Council may be present*

*The Planning Commission consists of 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 November 6, 2018**  
**Regular Meeting**

**Members present:** Leslie Baker, Roxie Chapin, Tom Danzler, Brandon Pinto, and Stanley Tombs  
**Members absent:** Tej Basra, Jim Todd  
**Staff present:** Steve Pilcher, CED Director; Jennifer Kester, Planning Manager

**1. Call to Order**

Vice Chair Stanley Tombs called the meeting to order at 5:31 p.m.

**2. Public Comment**

None.

**3. Approval of Minutes**

Moved and seconded to approve the minutes of the October 16, 2018 meeting as written. **Passed 5-0.**

**4. Public Hearing on Miscellaneous Amendments to SMC Title 15, Zoning Code**

Commissioner Tombs recused himself from the hearing due to his ownership of a property with significant frontage on Interstate 5. Commissioner Pinto chaired the public hearing.

CED Director Pilcher provided a presentation of the two amendments, noting the legal steps of hearing notice; SEPA compliance; and transmittal of the proposals to the State Department of Commerce for agency review. He reviewed the history of the two proposals, noting that the freeway landscaping issue is related to the SR-509 project and the wetland in-lieu fee mitigation proposal has relevancy to the Sound Transit Federal Way Link Extension project.

**Public Testimony:**

Earl Gipson inquired about how long wetland monitoring continues.

Being no further members of the public wanting to provide testimony, Commissioner Pinto closed the hearing to public testimony at 5:42 p.m.

**Moved and seconded to delete the landscaping requirement as described in the staff report. Passed 4-0 (one abstention).**

**Moved to add the in-lieu fee mitigation provision, seconded. Passed 4-0 (one abstention).**

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

CED Director Pilcher commented on the Volunteer Luncheon that was held on Monday and reminded the Commission of an upcoming Special Council meeting on November 14 to consider a potential candidate for City Manager. There will be a public open house at 5:00 p.m. to introduce the candidate.

Planning Manager Jennifer Kester reported on meeting with the PED Committee regarding the City Center Plan. She also noted two items that will be in front of the Commission in the near future: 1) update of the Shorelines Master Program and 2) small cell siting in light of a recent FCC ruling.

## **6. Commissioner Comments**

Commissioner Baker inquired about the Commissioners' December schedule. It was noted that the Commission typically only meets on the first Tuesday of that month.

Commissioner Pinto commented regarding his investigations in LEED standards.

Commissioner Baker discussed how some town centers are discussing eliminating vehicular access.

## **7. Adjournment**

There being no further business, the meeting adjourned at 6:02 p.m.



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

## MEMORANDUM

---

**Date:** November 16, 2018  
**To:** Planning Commission  
**From:** Kate Kaehny, Senior Planner  
**Re:** Materials for 11/20 City Center Plan Update Briefing

---

The purpose of this memo is to provide you with information regarding the upcoming briefing on the City Center Plan Update project scheduled for this Tuesday, November 20, 2018.

In addition to the information attached to this packet, the following materials are now available on the City Center Plan Update Project website which can be accessed at:  
[www.seatacwa.gov/citycenterplan](http://www.seatacwa.gov/citycenterplan).

- Related Comprehensive Plan Policies
- 1998 City Center Market Study
- 2005 SeaTac/Airport Light Rail Station Area Market Study
- 2010 SeaTac/Airport Light Rail Station Area Market Study

# City Center Plan Update

## Monthly Project Briefing



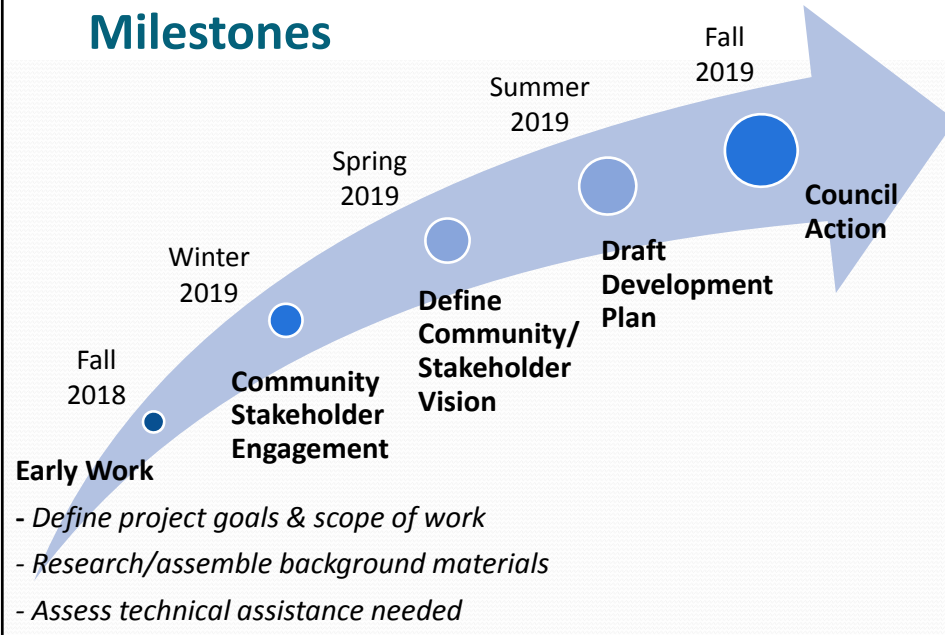
Planning Commission  
November 20, 2018

# City Center Plan Update

## **Briefing Items:**

- 1) Anticipated Project Milestones
- 2) Confirm Project Goals
- 3) Report on Early Work/Background Research
- 4) Anticipated Next Steps

## 1) Anticipated Project Milestones



## 2) Confirm Project Goals

### To complete a plan that:

- Optimizes the community and economic opportunities presented by the Airport and SeaTac/Airport light rail station.
- Establishes a community and stakeholder driven vision for how the area should grow and develop
- Identifies an achievable strategy for implementing the plan

### 3) Report on Early Work

#### Overview:

#### **Planning Framework: State, Regional and Local Policy Parameters**

- Key takeaways which inform this project

#### **Economic/Market Studies**

- Overviews of three market studies on City Center and SeaTac/Airport station area
- Key takeaways which inform this project

### Planning Framework- State/Regional

#### State Policy Parameters:

#### **Growth Management Act (GMA)**

- Requires cities to concentrate growth in urban areas (to prevent sprawl)
- Promotes urban pattern of growth to ensure efficiencies & cost savings on infrastructure (like transit)
  - Requires designation of “Urban Growth Areas” that can accommodate 20-year population forecast
  - Requires consistency with regional growth plans

## Regional Policy Parameters: PSRC Regional Growth Strategy “Vision 2040” & King County Countywide Planning Policies

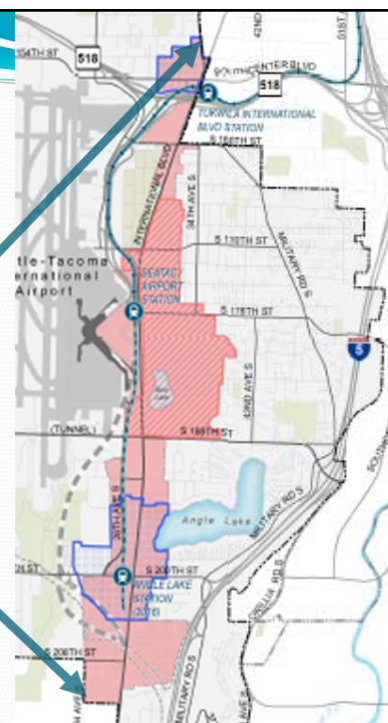
### Key Regional Growth Strategies:

- **Urban Centers:** Focus growth in designated “Urban Centers” (smaller areas located within “Urban Growth Areas”)
- **Growth Targets:** Establish 20-year housing & jobs targets (with most growth accommodated within Urban Centers)
- **Growth Patterns:** Identify characteristics of Urban Centers

SeaTac’s designated growth boundaries:

“**Urban Growth Area**” =  
Entire City of SeaTac

“**Urban Center**” =  
Most of Int’l Blvd  
corridor





## Urban Centers & Population Targets

- Cities must plan for “Centers” to accommodate significant proportion of 20-year job and housing targets

### City of SeaTac Job & Housing Targets Citywide (i.e. entire “Urban Growth Area”)

	2012	2035	Growth Target
<b>Jobs</b>	27,010	56,358	+29,348
<b>Housing Units</b>	9,680	15,833	+6,153

\*City Center area originally intended to accommodate 50% of total growth

## Urban Center Characteristics

**Urban Centers must be near high capacity transit corridors and promote:**

- Compact, walkable development
- Mix of different office, commercial, civic, entertainment, and residential uses that foster both daytime & and nighttime activities
- Range of housing choices
- Access to parks and open space
- Accessible and connected walking, biking, and transit

## **PSRC's Growing Transit Communities Compact** (City of SeaTac is Signatory)

### **Goals:**

- Build equitable, compact, walkable communities around transit
- Attract more residential and employment growth near high capacity transit
- Provide housing choices affordable to full range of incomes
- Increase access to opportunity for existing and future residents

## **Planning Framework - Local**

### **Key Comprehensive Plan Policies**

#### **Land Use Policy 2.1A**

- Implement the City Center and station area plans to focus the majority of SeaTac's commercial and residential growth and redevelopment into three distinct complete communities within SeaTac's designated Urban Center.

#### **Community Design Policy 7.2A:**

- Implement the City Center and station area plans to encourage the development of distinctive focal points (i.e., high activity neighborhood and commercial centers) within the Urban Center.

*See project web page for other related policies*

## Planning Framework - Key Takeaways

- **Plan Update Project must be consistent with regional planning parameters**
  - Concentrate jobs & housing in Urban Center, adjacent to transit
  - Support walkable, compact (higher density), connected development
- **Plan Update Project must be consistent with Comprehensive Plan (or recommend policy changes)**

## Overview of Economic/Market Studies

### Review Findings from:

- 1998 City Center study
- 2005 SeaTac/Airport station area study
- 2010 SeaTac/Airport station area study

**Discuss key takeaways that should inform this project**

## 1998 City Center Market Study

### **Purpose:**

- To address potential demand for commercial and residential uses in City Center
  - *Focus on potential impacts of light rail*

*(Station locations not yet decided)*

### **Stakeholder Input:**

- Commercial brokers interviewed



## 1998 City Center Market Study

### **Summary of Findings:**

- **Airport:** Commercial growth in area driven primarily by airport passenger & cargo growth
- **Jobs/Housing:** Significant employment and population growth projected in the area in 20 years
- **Light Rail:** Light rail stations will support & enhance overall marketability of area
- **TOD Projects:** Commercial transit-oriented developments will have to compete with airport-related business for development sites

1998 City Center Market Study

**Specific Uses & Potential Impacts of Light Rail:**

• **Hotel Market**

- Hotel development driven by airport growth
- Light rail not likely to significantly impact hotel market (in terms of losing business to other locations) because of adjacency to airport

• **Commercial Parking**

- Not major employer, but major land use
- Significant long term demand, tied to growth of airport
- Parking *“will not necessarily crowd out other commercial uses”*
- Light rail not anticipated to be major impact

1998 City Center Market Study

**Specific Uses & Potential Impacts of Light Rail (cont.):**

• **Office Space**

- Office market driven by tenants interested in adjacency to airport or seeking less expensive space
- Demand likely to grow with future airport growth
- Light rail access could help improve marketability of office spaces, but effect will be marginal

• **Retail Sales**

- **Southcenter dominates market**
- Increases in population, especially higher density housing, could support neighborhood-oriented retail
- Light rail impact on retail minimal

• **Housing**

- Light rail could attract higher density projects and higher income residents

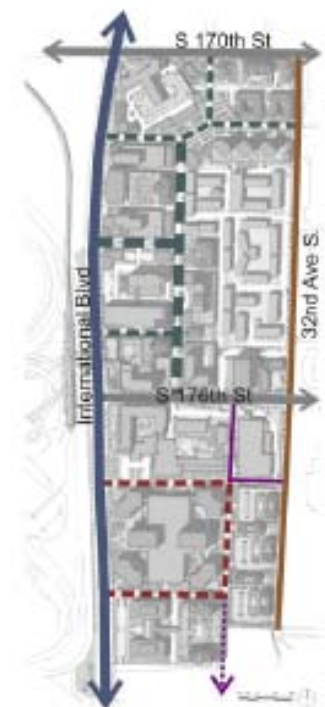
## 2005 SeaTac/Airport Station Area Market Study

### **Purpose:**

- To provide market/feasibility analyses of station area
  - Focus: Market potential of desired uses (TOD)

### **Stakeholder Input:**

- Interviews with business/property owners, market experts



## 2005 SeaTac/Airport Station Area Market Study (cont.)

### **Top Findings:**

- **The market supports airport parking and lodging**
- SeaTac land values at a tipping point to support structured parking (*structured parking a key element of higher density development & TOD*)
- Mixed use success is always difficult, given different location and site needs for each use

### **Light Rail Impacts on Development:**

- **Key impact is access to & from Seattle & airport**  
HOWEVER:
  - Transit and higher density zoning do not necessarily create higher rents or new development patterns
    - “Other market factors weigh significantly on TOD in SeaTac, including most significantly the airport”*

2005 SeaTac/Airport Station Area Market Study (cont.)

**Airport Impacts on Development**

- **Airport activity is primary source of economic activity for City Center and much of city**
- Airport growth increases growth in commercial parking
  - Commercial parking increases land values, makes it more difficult for other uses to be developed
  - *“Nowhere else in Washington State does this land use affect development patterns as in SeaTac.”*

**Three Factor Affecting SeaTac’s TOD Market**

- Market differs because of demand for airport-related uses
- Perceived negative impacts of the airport (noise, etc.)
- Enormous demand for airport parking drives up property values too high for lower-priced markets/other uses to support

2005	Issues/Constraints	Opportunities
<b>Hotel</b>	<ul style="list-style-type: none"> <li>• Hotel market emerging from downturn in 2005</li> </ul>	<ul style="list-style-type: none"> <li>• Higher end lodging market underserved in SeaTac</li> </ul>
<b>Office</b>	<ul style="list-style-type: none"> <li>• Speculative office space unlikely to be built</li> <li>• Challenges:               <ul style="list-style-type: none"> <li>- Regional competition</li> <li>- Local traffic circulation</li> <li>- Need for additional neighborhood amenities</li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>• Demand for office likely to grow in near future</li> <li>• Light rail anticipated to improve marketability of office space</li> </ul>
<b>Retail</b>	<ul style="list-style-type: none"> <li>• Southcenter dominates retail market</li> <li>• Light rail impact minimal</li> </ul>	<ul style="list-style-type: none"> <li>• Increases in population (esp. higher density housing) could help support neighborhood-oriented retail</li> </ul>
<b>Residential</b>	<ul style="list-style-type: none"> <li>• Housing growth limited in recent years</li> </ul>	<ul style="list-style-type: none"> <li>• Light rail could attract higher density projects</li> </ul>
<b>Other</b>	<ul style="list-style-type: none"> <li>• Commercial transit-oriented</li> </ul>	<ul style="list-style-type: none"> <li>• Light rail could attract a</li> </ul>

## 2010 SeaTac/Airport Station Area Market Study

### **Purpose:**

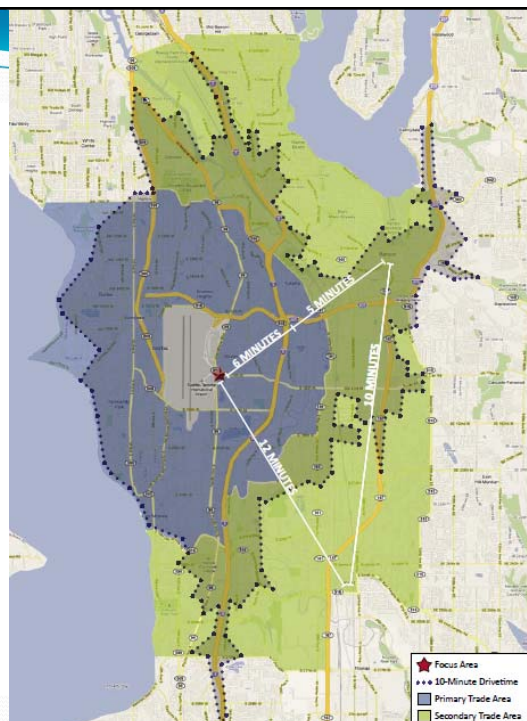
- To provide “reality-based” assessment of market feasibility of potential development in the station area
  - *Focus: Retail, Dining & Entertainment District (Smaller area within green boundary)*



## 2010 SeaTac/Airport Station Area Market Study

### **Methodology: Trade Areas**

- Assess primary & secondary trade areas & 10 minute “drivetime zones”
- Focus on real consumer base and demand available





2010 SeaTac/Airport Station Area Market Study (cont.)

**Top Findings:**

**STRENGTHS**

- Strategic location adjacent to airport
- Light rail station will expand potential consumer base
- Easily accessible, high-visibility along Int'l Blvd

**OPPORTUNITIES**

- Change perceptions of SeaTac with high-quality development
- Capture disposable dollars from airport employees, future transit riders, travelers (also a challenge...)
- *“Replace fields of parking with decks...improve built environment & making more land available for more profitable – and beneficial – uses.”*

2010 SeaTac/Airport Station Area Market Study (cont.)

**Top Findings (cont.):**

**WEAKNESSES**

- Demographic profile a challenge to retailers
- Existing built environment is poor aesthetic quality
- Area not well-perceived
- Airport-related noise could be a deterrent
- *“Massive fields of parking dominate the landscape, making area feel stark and hostile to pedestrians”*

**ISSUES**

- Southcenter perceived by retailers as too close
- Capitalizing on airport patrons, airport employees, and light rail users could be extremely difficult

2010	Issues/Constraints	Opportunities
<b>Hotel</b>	<ul style="list-style-type: none"> <li>• Generally enough hotels in area</li> </ul>	<ul style="list-style-type: none"> <li>• Small one-of-a kind boutique hotel has potential</li> </ul>
<b>Office</b>	<ul style="list-style-type: none"> <li>• Speculative office space not advised</li> </ul>	<ul style="list-style-type: none"> <li>• Build-to-suit office possible (especially airport related)</li> <li>• Office above retail (1-2 levels) could have potential</li> </ul>
<b>Retail</b>	<ul style="list-style-type: none"> <li>• Retail oversupplied (Southcenter)</li> <li>• Demographic profile a challenge</li> </ul>	<ul style="list-style-type: none"> <li>• Anticipate demand for small outlet center, with small grocer, restaurant cluster, other goods &amp; services</li> <li>• Bowling or game center like Dave &amp; Busters</li> <li>• Civic use an excellent cotenant</li> </ul>
<b>Residential</b>	<ul style="list-style-type: none"> <li>• Noise, airport proximity</li> </ul>	<ul style="list-style-type: none"> <li>• <i>“If amenities were aplenty and the price was right, a small amount (e.g., 200-250 units) of multi-family residential development possible”</i></li> </ul>

## Key Takeaways from Market Studies

- **Airport:** Is main economic driver for area
- **Current Market:** Supports airport parking and lodging
- **Land Values:** Airport-related uses increase land values and make it challenging for other uses
- **Structured Parking:** Is needed for higher density uses - Cost of structured parking “at tipping point”
- **Airport & Light Rail Adjacency:** Not enough to drive office, retail, or residential uses
  - Other factors like perception of area, quality of built environment, demographics, etc. have role
- Do you agree? What do you think? Others?

## 4) Anticipated Next Steps

### 12/4 Planning Commission

- Staff will brief Commission on discussions with other city departments on key issues in the City Center (Public Works, Parks, Building/Fire, Police)
- Discuss draft consultant scope of work