



CITY OF SEATAC

PLANNING COMMISSION MEETING

Council Chambers, SeaTac City Hall, 4800 S. 188th Street
October 1, 2019, 5:30 p.m.

MEETING AGENDA

- 1) Call to Order/Roll Call
- 2) Approval of the minutes of September 17, 2019 regular meeting (EXHIBIT A)
- 3) Public Comment on items not on the agenda. *Comments on agenda items will be taken after the staff presentation and Commission discussion on each item below.*
- 4) 2019 Comprehensive Plan Amendment Work Session (EXHIBITS B & B1)
 - a) Text Amendment T-1: Transportation Concurrency Policy Revisions (EXHIBIT B2)
 - b) Text Amendment T-2: Capital Facilities Plan Update (EXHIBITS B3 & B4)
 - c) Map Amendment M-3: Potential Rezone of Military Rd S, North End (EXHIBIT B5)
- 5) City Center Plan Update Phase 1: Project Status (EXHIBIT C)
- 6) CED Director's Report
- 7) Planning Commission Comments (including suggestions for next meeting agenda)
- 8) Adjournment

Public Comments: Those who wish to make comment should sign up prior to the meeting. Individual comments shall be limited to three (3) minutes. A representative speaking for a group of four or more persons in attendance shall be limited to ten (10) minutes. When recognized by the Chair, please come to the podium, state your name, and make your comment.

**A quorum of the City Council may be present.
All Commission meetings are open to the public.**

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.

**CITY OF SEATAC
PLANNING COMMISSION
Minutes of September 17, 2019 Meeting**

Members present: Leslie Baker, Tej Basra, Roxie Chapin, Jagtar Saroya, Andrew Ried-Monro
Members absent: Tom Danzler (excused); Brandon Pinto
Staff present: Planning Manager Jennifer Kester; Assistant City Attorney Cindy Corsilles; Steve Pilcher, CED Director

1. Call to Order

PED Chair Basra called the meeting to order at 5:35 p.m.

2. Approval of minutes of September 3, 2019 regular meeting

Moved and seconded to approve the minutes as written; passed 4-0.

3. Public Comments

None.

4. Wireless Communications Facilities Code Update

Planning Manager Jennifer Kester noted this was an introduction to proposed amendments to ensure consistency with FCC regulations and to create regulations for small wireless facilities. She reviewed the history of the existing regulations and some of the changes in Federal law that occurred in 2012 and 2018. The City Council established one-year interim regulations in January of this year; a recommendation from the Planning Commission is needed by the end of October.

Ms. Kester explained the difference between macro cells (i.e., towers) and micro (small) cells. She noted the City currently has franchise agreements with Verizon, Mobilitie and AT&T. The impact of the FCC ruling were reviewed; these constrain how the City may choose to regulate small wireless facilities.

Ms. Kester reviewed Eligible Facilities Requests, which involve modifications to existing facilities. Due to the federal regulations, the City must approve these projects administratively.

Ms. Kester went over the review process and adoption schedule and then explained the highlights of the changes included in the draft proposal. These concern macro facilities; small wireless (micro) facilities; and Eligible Facilities Requests. She noted that for small wireless facilities, the code changes will establish a combined zoning and right-of-way use permitting process for those facilities located within the public right-of-way.

A variety of examples of small wireless facilities were reviewed: wooden power poles; light standards; strand mounts; and stand-alone poles. Eligible Facilities Request were reviewed; these changes come out of the Spectrum Act of 2012.

The Commission discussed strand-mount facilities, their use and design. The draft regulations will not allow their use on non-wooden poles.

The Commission concurred that it does not need to discuss this further on October 1st. The public hearing will be held on October 15th; a recommendation can most likely be made at that time.

Carol Tagayun, AT&T, made a few comments on the benefit of having code to address small cell facilities. AT&T intends to provide comments and will attend the public hearing to provide testimony, if necessary.

5. Director's Report

CED Director Steve Pilcher reminded the Commission of a meeting to be held next Monday, September 23rd, at the SeaTac Community Center, regarding proposed Comprehensive Plan Amendment M-3. He also noted there will be a Hearing Examiner public hearing Thursday evening, September 19th, concerning a Conditional Use Permit application to site a new elementary school at the site of the former Kent Mountain View Academy on south Military Road.

6. Commissioners' Comments

None.

7. Adjournment

There being no further business, the meeting adjourned at 6:10 p.m.



MEMORANDUM COMMUNITY & ECONOMIC DEVELOPMENT

Date: September 24, 2019
To: Planning & Economic Development (PED) Committee
From: Kate Kaehny, Senior Planner
Subject: 2019 Comprehensive Plan Amendment Process Briefing Materials

The purpose of this memo is to provide information that can assist you in preparing for the Commission's upcoming work session on the 2019 Comprehensive Plan Amendment Process. The main purpose of this work session is to begin the Commission's review of Final Docket proposals. For the October 1st meeting, this will include reviews of:

- Text Amendment T-1: Transportation Concurrency Proposed Policy Revisions
- Text Amendment T-2: Capital Facilities Plan Update

Additionally, Staff will brief the Commission on the status of Map Amendment M-3, the proposal to consider rezoning the north end of Military Rd S. This will include:

- Debrief on September 23rd Community Meeting
- Discussion on rezone options under consideration

Please note that this work session is informational and no decisions are requested from the Commission at this time.

Materials for Work Session:

- Exhibit B: This memo
- Exhibit B-1: Presentation slides for briefing
- Exhibit B-2: T-1: Transportation Concurrency Draft Policy Amendments
- Exhibit B-3: T-2: Capital Facilities Plan Update Draft Amendments
- Exhibit B-4: M-3: Comments compiled from 9/23 Community Meeting on Potential Rezone of Military Rd S – North End
- Exhibit B-5: M-3: Meeting notes from 9/23 Community Meeting

2019 Comprehensive Plan Amendment Process: **Project Briefing**

Planning Commission
October 1, 2019



Briefing Items

- 1) Project Status
- 2) Review Proposed Text Amendments (T-1 & T-2)
- 3) Review Proposed Map Amendment M-3:
Military Rd S Potential Rezone-North End
 - Debrief on 9/23 Community Meeting
 - Review options under consideration
- 4) Discuss Next Steps

PROJECT STATUS	
June	<u>Preliminary Docket Review</u> PC & PED recommendations on proposals for Final Docket
July	<u>City Council Establishment of Final Docket</u>
Aug - Sept	<u>Staff Analysis & Public Notification</u> - 9/23: M-3 Military Rd S-North End Potential Rezone Community Meeting
Sept - Nov	<u>Final Docket Review</u> - PC & PED reviews - 10/29 Open House at City Hall - 11/5: Public Hearing - PC & PED Recommendations - Council review
Dec	<u>City Council Adoption</u>

List of Final Docket Text Amendment Proposals		Proponent
T-1	Transportation Concurrency Revisions - PC reviews today	Public Works Department
T-2	Capital Facilities Plan Update - PC reviews today	Planning Division
T-3	PROS (Parks, Recreation & Open Space) Plan Update - Withdrawn because of project timing	Parks Department
T-4	City Center Sub-Area Plan Update: Phase 1 Preliminary Urban Design Framework - Withdrawn because of project timing	Planning Division

List of Final Docket Map Amendment Proposals		Proponent
M-1	WSDOT/Poulsbo RV Comprehensive Plan Map Amendment & Concurrent Rezone	WSDOT
M-2	Bow Lake Mobile Home Park Comprehensive Plan Map Amendment & Concurrent Rezone	Bow Lake MHP
M-3	Military Road S Comprehensive Plan Map Amendment & Concurrent Rezone – North - PC discusses options today	City Council
M-6	Establishing Land Use Designation and Zoning for Unused SR509 ROW – Withdrawn because of project timing	Planning Division
M-7	Routine Comp Plan Map Updates	Planning Division

Proposed Text Amendment T-1

Transportation Concurrency Policy Revisions

- **Background:**
 - Transportation Concurrency: timely provision of transportation facilities and services relative to the demand for them (i.e. development)
 - The Public Works Department has been working with the T&PW Committee on revising the City’s transportation concurrency policies since 2017



T-1: Transportation Concurrency (cont.)

- **Purpose of Revisions:**
 - Change relevant Comp Plan policy language to support the establishment of a Transportation Concurrency Permit Process to meet requirements of the GMA and increase predictability and consistency for both staff and the development community
 - On 9/19 the T&PW Committee reviewed the proposed policy language revisions and supported them

T-1: Transportation Concurrency (cont.)

- **Overview of Key Policy Changes Proposed:**
 - Change from solely intersection-based LOS to corridor travel speed-based LOS
 - Consideration of non-motorized system completeness
 - Concept of “vehicle trips available”

Proposed Text Amendment T-2

Capital Facilities Plan Update

Background:

- The GMA requires cities to have Capital Facilities Plans that identify the public services required to accommodate population growth over a six year time frame.
- Plan needs to be financially feasible.
- “Level of Service (LOS)” standards are required
 - “LOS” is quantifiable measure of amount of public facilities needed to accommodate a city’s population
 - Example: SeaTac City Hall adopted LOS requires 256 square feet per employee

Capital Facilities Plan Update Findings:

City meets Level of Service (LOS) requirements for 2019

FACILITY	LOS UNITS	EXISTING 2019 LOS	ADOPTED LOS STANDARD
City Hall	Gross Sq. Ft./City	426.00 418.00	256.00
Community Center	Sq. Ft./1,000	1,066.00 1,057.00	1,020.00
Community Parks	Acres	2.00	1.70
Neighborhood Parks	Acres	0.41 0.42	0.27
Trails/Linear Parks	Lineal Ft.	789.00 798	251.60
Off-leash Dog Parks	Acres	0.48 0.42	0.40
Baseball/Softball Fields, adult	Fields	0.14	0.08
Baseball/Softball Fields, youth	Fields	0.21	0.15
Basketball Courts, outdoor	Courts	0.41 0.42	0.23
Football/Soccer Fields	Fields	0.24	0.18
Picnic Shelters	Shelters	0.17	0.06
Playgrounds	Playgrounds	0.34 0.35	0.24
Skateboard Parks	Parks	0.07	0.03
Tennis Courts	Courts	0.34 0.35	0.30

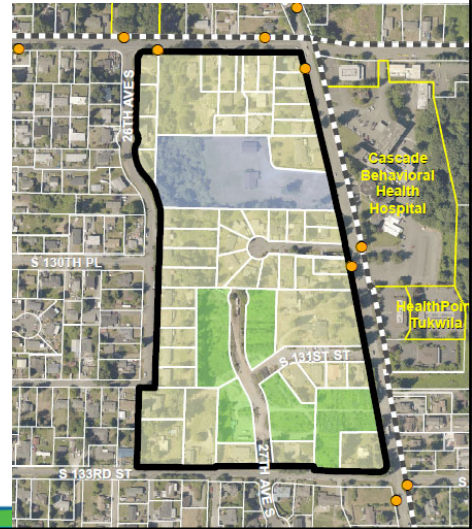
Proposed Map Amendment M-3 Military Rd S North End Potential Rezone

Debrief on 9/23 Community Meeting

Meeting Goals:

- Provide information on proposal
- Listen to the community

Attendees: Approx. 50 people

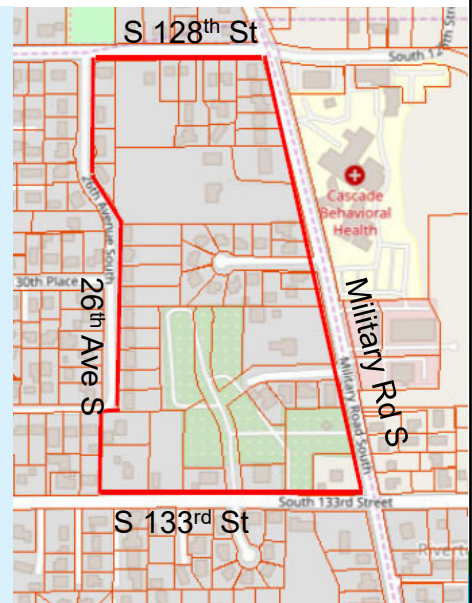


Information Provided at M-3 Community Meeting

Council Direction for M-3 (Resolution):

- Consider higher density land use designations and zoning for parcels adjacent to the northernmost portions of Military Road S.
- The exact locations and type of zoning to be defined through Planning Commission and Planning & Economic Development(PED) Committee process.

Location: Study Area Boundary (within red lines)



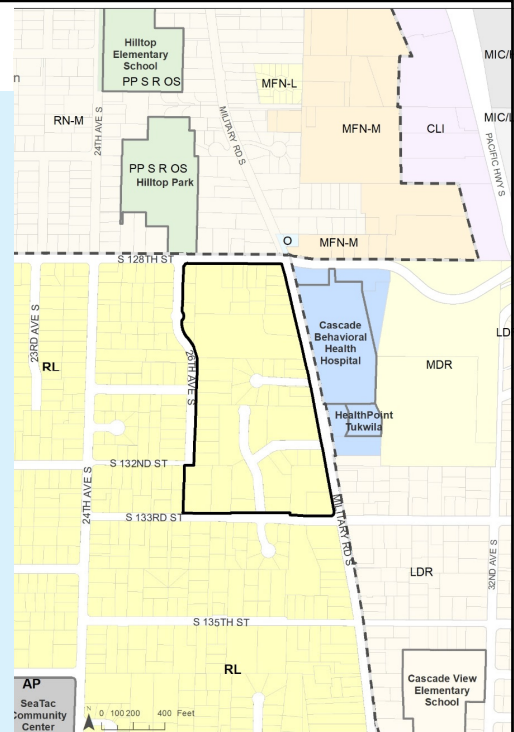
Potential Zoning Under Study

From Existing Single Family Zone:

- **Residential Low Density** zoning (UL-7,200) allows for single family houses, parks

To a Higher Density Residential Zone:

- **Residential Medium Density** or **Residential High Density** zoning
- Could allow for duplex/triplex/ fourplex, townhouses, apartments
- *Residential High also allows: Assisted living, Nursing home and Office & some Retail as part of mixed use residential development*



Summary of City Evaluation Criteria

For Map Amendment Proposals:

- **Sufficient public infrastructure**
- **Access** to transit, employment, commercial areas
- **Compatible with adjacent uses**
- **No adverse impacts** to housing, transportation, public facilities, parks, environmental features that cannot be mitigated

Initial Findings of Staff Evaluation

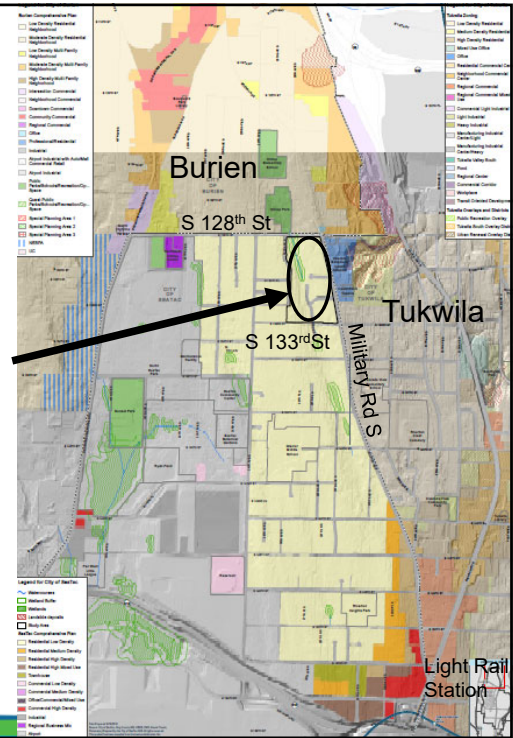
**Existing Conditions:
Infrastructure & Access**

Land uses, transportation,
public facilities, parks

**Type of Land Use/Zoning
on Map**

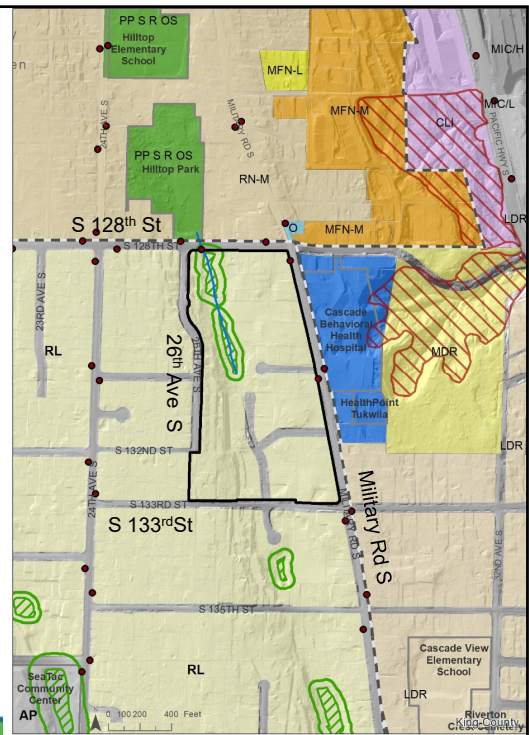
- Single family
- Multi-family
- Office
- Retail/commercial

Study Area



Initial Findings of Staff Evaluation

**Existing Conditions:
Topography &
Environmentally Critical
Areas**



Initial Findings of Study/Evaluation

Redevelopment Potential: Currently Vacant Lots



M-3 Community Meeting Comments Received

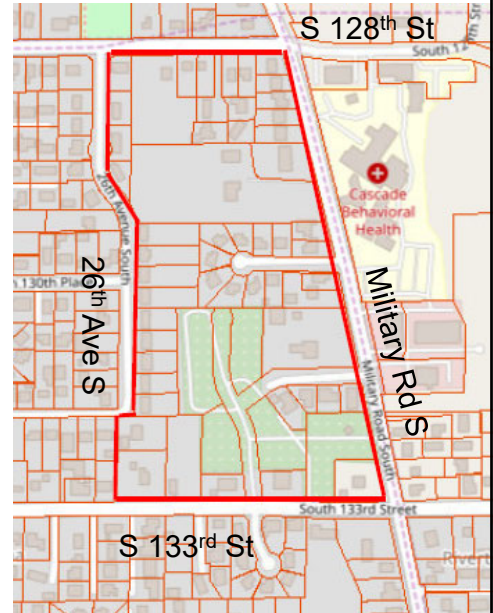
Comment Cards Received: 22

Please see compilation of community comments attached to this Exhibit.

Review M-3 Options Under Consideration

After the Public Hearing on 11/5, the Planning Commission will be asked for a recommendation on M-3. Decision points will include the following:

- 1) **Should the land use designation & zoning change for M-3?**
- 2) **If yes:**
 - Which land use designation(s) & zone(s) should be proposed?
 - Where should the boundaries for these new designations/zones be located?



OPTIONS TO CONSIDER	ALLOWED USES IN ZONE (summary)	MAXIMUM HEIGHT	MAXIMUM DENSITY
EXISTING: RESIDENTIAL LOW DENSITY UL-7,200 zone	Single family house	30 feet	6 dwelling units per acre
POTENTIAL: RESIDENTIAL MEDIUM DENSITY UM-2,400 zone	Townhouse, Duplex/Triplex/Fourplex, Multi-family apartments	Up to 40 feet	Up to 18 dwelling units per acre
POTENTIAL: RESIDENTIAL HIGH DENSITY UH-900 zone	Townhouse, Duplex/Triplex/Fourplex, Multi-family apartments Assisted living, Nursing home <i>Office & some Retail as part of mixed use residential development</i>	Up to 55 feet	Up to 48 dwelling units per acre
OTHER POTENTIAL: Other zones as directed by City Council			

How Will M-3 Decision be Made?

1. **Consider comments from the community**
2. **Complete evaluation of how proposal meets criteria** for changing Comprehensive Plan (Staff report available in October)
3. **Planning Commission** reviews and makes recommendation
4. **Planning & Economic Development (PED) Committee** reviews and makes recommendation
5. **City Council reviews and makes decision to adopt or not adopt**

Anticipated Next Steps for All Final Docket Proposals

September/October

- Staff analysis & environmental review
- 10/15: Planning Commission review
- 10/29: Open house on all proposals at City Hall

November

- 11/5: Public hearing
- 11/19: Planning Commission recommendation
- 11/21: PED Committee recommendation

December

- 12/10 Council action

Transportation Element: T-1: Transportation Concurrency

Arterial Streets and Highways

GOAL 4.2

Develop and maintain an arterial street and highway system that reduces the adverse impact of regional and airport traffic on City arterials, and cost-effectively improves safety for all travel modes, manages congestion to reduce delays and the impacts of traffic diverting through neighborhoods, and enhances the look and feel of the City.

Development of the street and highway system focuses on reducing the adverse impacts of regional traffic and airport-related traffic passing through the community. In addition, the Transportation Element focuses on street system projects and programs that will improve the safety of all modes, reduce the impacts of congestion along the arterial system, support economic growth and development of the Urban Center, and improve the overall look and feel of the City's street system to enhance livability. The Growth Management Act (GMA) requires that transportation system improvements must be concurrent with growth, which requires that the key multi-modal improvements are funded and implemented in a timely manner or that strategies must be in place to provide these improvements within six years.

Policy 4.2A

Following the adoption of the City's Transportation Master Plan in 2015, the City initiated an effort to revise its concurrency program and level of service standards. The City determined that two components were important to defining the adequacy of its transportation system. The first was the ability to maintain reasonable travel speeds along major corridors serving traffic within the City. The second component is providing adequate multimodal facilities, measured in the degree of network completeness, for the planned pedestrian and bicycle networks as defined in the City's adopted Transportation Master Plan.

To accommodate these two objectives, the City has adopted a level of service standard for concurrency measured based on vehicle trips available (VTA). These guidelines will be reassessed on a regular basis and may be updated based on new analytical tools or methods. This standard assesses the adequacy of the transportation system for new development by calculating vehicle trips available by corridor for transportation concurrency evaluations based on a minimum allowed travel speed augmented with trip credits associated with non-motorized network completeness. As required by GMA, new development will be prohibited unless vehicle trips are available, or transportation system improvements are made concurrent with the development.



See Roadway
Functional
Classification &
Signal
Location map

Level of service (LOS) is a quantitative measure of the performance of the transportation system. LOS can be assessed for various travel modes. LOS A represents the best operating conditions and LOS F represents the worst.

Corridor Travel Speed: The City of SeaTac has identified the weekday PM peak hour travel speeds along key corridor segments as being critical to maintaining the adequacy of its transportation system. Corridor level of service is based on average travel speed through a corridor, which factor the total travel time and delays at the intersections within and at the end of each segment. The minimum average travel speed for each corridor is LOS E based on parameters for the Urban Street Class (Class IV) per the latest edition of the Highway Capacity Manual (HCM). Availability of vehicle trips is based on the minimum average travel speeds in these corridors during the PM peak hour (4-6pm). [\[Map 4.1\] Concurrency Corridors](#)^[DT1] shows the defined corridor segments.

Non-motorized System Completeness: The City has defined three non-motorized districts as shown in [\[Map 4.2\] Concurrency Districts](#)^[DT2]. The percent complete metric is calculated from an inventory of completed bicycle and pedestrian facilities divided by the planned bicycle and pedestrian networks adopted in the Transportation Master Plan, calculated separately for each district. As the adopted bicycle and pedestrian systems are implemented and the non-motorized network becomes more complete, a small portion of trips will shift from vehicle modes to non-vehicle modes. This reduces the background vehicle trips on the corridor, and for the purposes of concurrency standards, appears as a vehicle trip credit within each of the concurrency corridors.

Concurrency LOS Standard: The Level of Service standard is met if vehicle trips available (VTA) are greater than zero for each designated concurrency corridor as identified on [\[Map 4.1\] Concurrency Corridors](#)^[DT3].

~~• The Transportation Element recognizes needed exceptions to the level of service policy (LOS E standard) for principal and minor arterial intersections at the following locations:~~

~~S. 188th
Street/International
Boulevard,~~

Policy 4.2A

Establish an acceptable level of service (LOS) standard of:

- ~~• Adopted state and regional level of service standards for state highways.~~
- ~~• LOS E or better for principal and minor arterial intersections and roadways.~~
- ~~• LOS D or better for collector arterials and lower classification streets.~~
- ~~• Using state and regional guidance, exceptions may be allowed to the LOS E standard along principal and minor arterials if future improvements are included in the City's adopted Transportation Element and regional transportation plans. Exceptions to the standards should be reflective of acceptable traffic engineering methodologies~~
- ~~• The City should also provide exceptions where the City determines improvements beyond those identified in the Transportation Element are not desirable, feasible, or cost-effective.~~

City is prioritizing improvements that enhance non-motorized transportation and transit. While not the basis of the LOS standards, the City's goals and policies support a full, integrated transportation system that includes nonmotorized modes and a range of transit services and facilities.

- S. 200th Street/International Boulevard, —S. 170th Street/International Boulevard,
- SR 518 Westbound Off-ramp/S. 154th Street.

• Consider establishing a multi-modal level of service standard tailored to SeaTac's conditions.

LOS E/F is defined as the operational capacity of a roadway or intersection. The LOS D or better goal for collector arterials and lower classification streets acknowledges the desire to minimize the use of these facilities by through traffic. The exceptions to the LOS E standard on minor and principal arterials reflect that the City has developed the plan for the multimodal transportation system based on significant growth and supports the use of transit, transportation demand management, and non-motorized travel. Congested (LOS E/F) conditions already exist along some of the principal arterials. Due to the time lag in implementing major projects, the City plans to continue to allow developments that are consistent with the development assumptions of the Comprehensive Plan to proceed subject to the approval of the City's Community and Economic Development Director. The City's Community and Economic Development Director will review the development application to determine that the City's goals related to transportation safety, operations, and multi-modal connectivity will be met. The Community and Economic Development Director will recommend appropriate mitigation to reduce the transportation impacts of the project under the State Environmental Policy Act (SEPA).

The Growth Management Act (GMA) requires that a level of service (LOS) standard be established for locally owned arterials and transit routes. Traditional traffic engineering analyses focus LOS discussions primarily on automobile delays and/or throughput without regard to other transportation modes, such as transit, walking or bicycling. Cities in Washington and other parts of the country have recently begun moving toward adopting multi-modal LOS analyses and standards that account for all trips that occur in the right of way. This type of analysis meets the GMA's concurrency requirements. However, the City of SeaTac has chosen to continue to measure LOS for arterials using standard traffic operations methods from the Highway Capacity Manual based on automobiles. However, as discussed in other sections of the Transportation Element, the

Policy 4.2B
Permit development that is consistent with the 2035 land use/development assumptions provided that the transportation system operates within the adopted level of service standard as stated in Policy 4.2A. The developments should incorporate the noted design and improvement provisions of the adopted subarea plans.

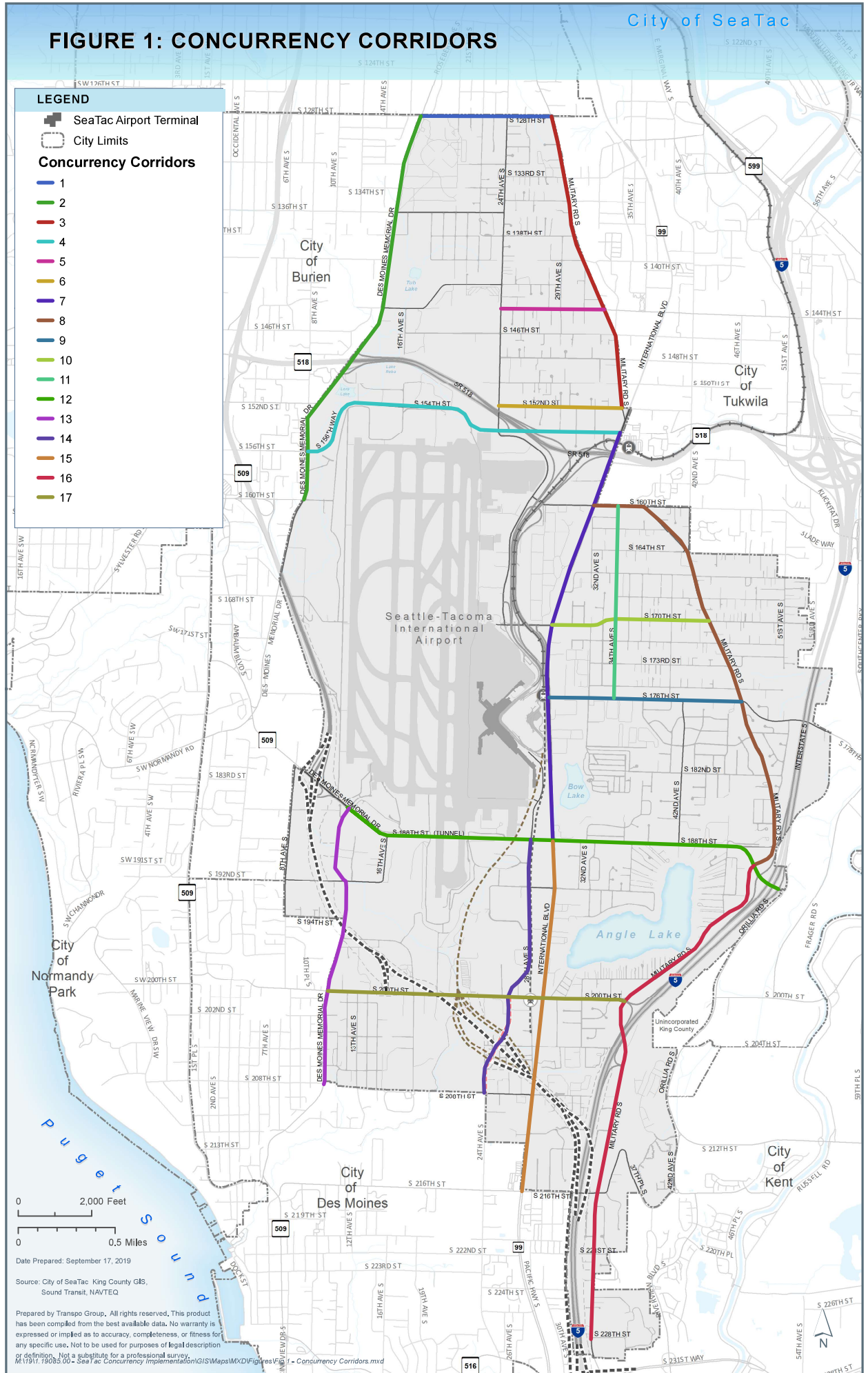


See the Capital Facilities Element for a discussion about the GMA principle of concurrency

FIGURE 1: CONCURRENCY CORRIDORS

LEGEND

- SeaTac Airport Terminal
- City Limits
- Concurrency Corridors**
- 1
- 2
- 3
- 4
- 5
- 6
- 7
- 8
- 9
- 10
- 11
- 12
- 13
- 14
- 15
- 16
- 17



0 2,000 Feet
0 0.5 Miles

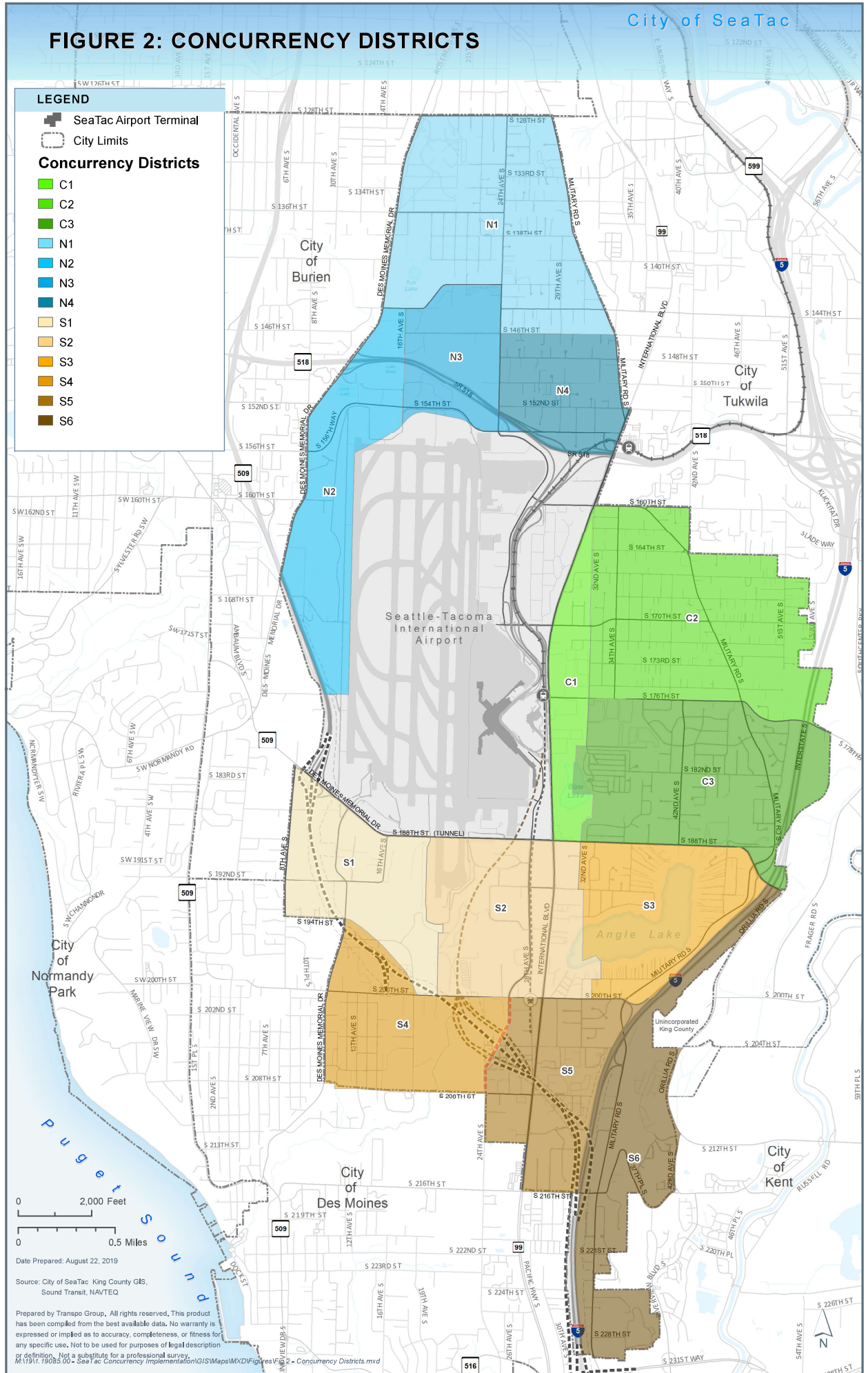
Date Prepared: September 17, 2019
Source: City of SeaTac, King County GIS, Sound Transit, NAVTEQ

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FIGURE 2: CONCURRENCY DISTRICTS

LEGEND

- SeaTac Airport Terminal
- City Limits
- Concurrency Districts**
- C1
- C2
- C3
- N1
- N2
- N3
- N4
- S1
- S2
- S3
- S4
- S5
- S6



0 2,000 Feet
0 0.5 Miles

Date Prepared: August 22, 2019
Source: City of SeaTac, King County GIS, Sound Transit, NAVTEQ

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LOs standards affect the following City processes:

Table 5.1. LOS standards' effect on City processes				
Category	Development permit process	annual budgeting process	Capital Facilities plan	Comprehensive plan
1. Public facilities owned or operated by the City to which a "no new development" trigger will apply if the LOs is not achieved.	●	●	●	●
2. Other public facilities owned or operated by the City.		●	●	●
3. Public facilities owned or operated by non-City jurisdictions that must be adequate and available to serve development.	●			●
4. Other public facilities owned or operated by non-City jurisdictions.				●

Policy 5.1b

Set the LOS standards as follows:

Category 1: City-owned and/or operated facilities to which concurrency will be a test for new development.

- City Arterial Roads: LOS E/~~LOS D~~; certain intersections LOS F
- Stormwater Management: Adequate capacity to mitigate flow and water quality impacts as required by the adopted Surface Water Design Manual.

Category 2: City-owned/operated facilities to which concurrency will not be a test for new development.

- City Hall: 256 gross sq. ft. per employee
- Community Center: 1,020 sq. ft. per 1,000 population



See the Transportation Element for more details about these levels of service.

Text Amendment T-2:
Capital Facilities Plan Update

Note to Reader: This update of the CFP includes some corrections to data from the 2017 update.

CAPITAL FACILITIES BACKGROUND REPORT

CHAPTER 5

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Table BR5.35 Community Center Facilities: Current Facilities Inventory..... CF-BR-34

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Map BR5.1. Parks and Recreation Facilities CF-BR-21

Map BR5.2. Existing Roadway System CF-BR-37

SUMMARY

The Capital Facilities Element (CFE) is required by Washington's Growth Management Act (GMA). Capital facilities are public facilities with a minimum cost of \$25,000 and an expected useful life of at least 10 years. Capital facilities require special advanced planning because of their significant costs and longevity.

This Background Report analyzes facility capacity needs to serve current and future development, calculating the adopted level of service (LOS) against future population estimates through ~~2023-2025~~ (six years) and 2035 (20 years from the major update of this Plan in 2015).

Information, including cost and financing, about capital projects scheduled for implementation over the next six years is found in the City of SeaTac Capital Improvement Program (CIP), adopted by Ordinance in even-numbered years.

Growth Assumption

This CIP is based on the following established and projected population data:

YEAR	CITYWIDE POPULATION
2010	26,909
2011	27,110
2012	27,210
2013	27,310
2014	27,620
2015	27,650
2016	27,810
2017	28,850
2018	29,140
2019	29,180 29,455
2020	29,519 29,794
2021	29,882 30,157
2022	30,269 30,544
2023	30,680 30,955
<u>2024</u>	<u>31,116</u>
<u>2025</u>	<u>31,576</u>
2035	37,329

Level of Service Consequences of the CFE

The CFE will enable the City of SeaTac to accommodate ~~over 7.3% the population~~ growth anticipated during the next six years (from ~~29,519,28,850 in 2020~~ to ~~31,576,30,955 in 2025~~ ~~-people~~) while maintaining the ~~2019~~2017 LOS for the following public facilities:

Table BR5.1 Facilities with Non-Population Growth-Based LOS			
FACILITY	LOS MEASURE	EXISTING 2014-2019 LOS	ADOPTED LOS STANDARD
Stormwater Management	Flow Mitigation	Adequate capacity to mitigate flow and water quality impacts as required by the adopted Surface Water Design	Adequate capacity to mitigate flow and water quality impacts as required by the adopted Surface Water Design
Transportation	Volume/Capacity Ratio	LOS D /E; Some intersections	LOS D/E; Some intersections

Table BR5.2 Facilities with Population Growth-Based LOS			
FACILITY	LOS UNITS	EXISTING 2019 2017 -LOS	ADOPTED LOS STANDARD
City Hall	Gross Sq. Ft./City	426.00 418.00	256.00
Community Center	Sq. Ft./1,000	1,066.00 * 1,057.00	1,020.00
Community Parks	Acres	2.00	1.70
Neighborhood Parks	Acres	0.41 0.42	0.27
Trails/Linear Parks	Lineal Ft.	789.00 798	251.60
Off-leash Dog Parks	Acres	0.48 0.42	0.40
Baseball/Softball Fields, adult	Fields	0.14	0.08
Baseball/Softball Fields, youth	Fields	0.21	0.15
Basketball Courts, outdoor	Courts	0.41 0.42	0.23
Football/Soccer Fields	Fields	0.24	0.18
Picnic Shelters	Shelters	0.17	0.06
Playgrounds	Playgrounds	0.34 0.35	0.24
Skateboard Parks	Parks	0.07	0.03
Tennis Courts	Courts	0.34 0.35	0.30

The City does not intend to reduce the facilities available to the community. An adopted LOS that is lower than the existing LOS means that the City is currently providing a LOS higher than its commitment, and that as population increases over time, the existing LOS will decline to approach the adopted LOS.

In addition, improvements made to existing facilities may increase their capacity to serve the community, and prevent the existing LOS from declining.

***Editor's Note: The 2017 LOS for community centers was incorrect due to a formula error and should have been 1,078.**

INTRODUCTION

Definition and Purpose of Capital Facilities Element

The SeaTac Capital Facilities Element (CFE) is comprised of three components: (1) this Background Report, which provides an inventory of the City’s capital facilities with their locations and capacities; (2) the Capital Improvement Program (CIP) which contains the capital projects scheduled for construction over the next six year period and includes the costs and revenue sources for each project, balanced by year; and (3) broad goals and specific policies that guide and implement the provision of adequate public facilities, LOS standards for each public facility, and requires that new development be served by adequate facilities (the “concurrency” requirement). The LOS standards are used in this section to identify needed capital improvements through ~~2025~~2023 and 2035.

The purpose of the CFE is to use sound fiscal policies to provide adequate public facilities consistent with the Land Use Element and concurrent with, or prior to, the impacts of development in order to achieve and maintain adopted standards for levels of service and to exceed the adopted standards when possible.

Why Plan for Capital Facilities?

There are at least three reasons to plan for capital facilities: growth management, good management, and eligibility for grants and loans.

Growth Management

The CFE is a GMA-required element and intends to:

- Provide capital facilities for land development that is envisioned or authorized by the Land Use Element of the Comprehensive Plan (Plan).
- Maintain the quality of life for existing and future development by establishing and maintaining standards for the LOS of capital facilities.
- Coordinate and provide consistency among the many plans for capital improvements, including:
 - Other elements of the Plan (e.g., transportation and utilities elements),
 - Master plans and other studies of the local government,
 - Plans for capital facilities of state and/or regional significance,
 - Plans of other adjacent local governments, and
 - Plans of special districts.
- Ensure the timely provision of adequate facilities as required in the GMA.
- Document all capital projects and their financing (including projects to be financed by impact fees and/or real estate excise taxes that are authorized by GMA).

The CFE is the element that realizes the Plan. By establishing levels of service as the basis for providing capital facilities and for achieving concurrency, the CFE determines the quality of life in the community. The requirement to fully finance the CIP (or revise the land use plan) provides a reality check on the vision set forth in the Plan. The capacity of capital facilities that are provided in the CFP affects the size and configuration of the urban growth area.

Good Management

Planning for major capital facilities and their costs enables the City of SeaTac to:

- Demonstrate the need for facilities and the need for revenues to pay for them;
- Estimate future operation/maintenance costs of new facilities that will impact the annual budget;
- Take advantage of sources of revenue (e.g., grants, impact fees, real estate excise taxes) that require a CFP in order to qualify for the revenue; and
- Get better ratings on bond issues when the City borrows money for capital facilities (thus reducing interest rates and the cost of borrowing money).

Eligibility for Grants and Loans

The Department of Commerce requires that local governments have some type of CFP in order to be eligible for loans. Some other grants and loans have similar requirements or prefer governments that have a CFP.

Statutory Requirements for Capital Facilities Elements

The GMA requires the CFE to identify public facilities that will be required during the six years following adoption or update of the plan. Every two years, the CIP is amended to reflect the subsequent six year time frame. The CIP must include the location, cost, and funding sources of the facilities. The CIP must be financially feasible; in other words, dependable revenue sources must equal or exceed anticipated costs. If the costs exceed the revenue, the City must reduce its LOS, reduce costs, or modify the Land Use Element to bring development into balance with available or affordable facilities.

Other requirements of the GMA mandate forecasts of future needs for capital facilities, and the use of LOS standards as the basis for public facilities contained in the CFE (see RCW 36.70A.020 (12)). As a result, public facilities in the CIP must be based on quantifiable, objective measures of capacity, such as traffic volume capacity per mile of road, and acres of park per capita.

One of the goals of the GMA is to have capital facilities in place concurrent with development. This concept is known as “concurrency” (also called “adequate public facilities”). In the City of SeaTac, concurrency requires 1) facilities serving the development to be in place at the time of development (or for some types of facilities, that a financial commitment is made to provide the facilities within a specified period of time) and 2) such facilities have sufficient capacity to serve development without decreasing levels of service below minimum standards adopted in the CFE. The GMA requires concurrency for transportation facilities. GMA also requires all other public facilities to be “adequate” (see RCW 19.27.097, 36.70A.020, 36.70A.030, and 58.17.110).

Traditional Capital Improvement Programs (CIP) vs. New CIPs under GMA

Traditional capital improvements programs do not meet the GMA requirements stated above. Table BR5.3 compares traditional CIPs to the new CIP.

Table BR5.3 Traditional CIP vs. New CIP		
FEATURE OF PLAN	TRADITIONAL CAPITAL IMPROVEMENTS PROGRAM	NEW GMA CAPITAL IMPROVEMENTS PROGRAM
Which facilities?	None Required	All Facilities Required
What priorities?	Any Criteria (or None)	LOS Standards
Financing Required?	None Required	Financing Plan Required
Implementation Required?	None Required	Concurrency Required for Identified Facilities

There are traditional and nontraditional approaches to developing capital facilities plans. Two traditional approaches (used to develop CIPs) include:

- Needs driven: first develop needed capital projects, then try to finance them. This approach is sometimes called a “wish list.”
- Revenue driven: first determine financial capacity, then develop capital projects that do not exceed available revenue. This approach is also called “financially constrained.”

Because of the nontraditional requirements of capital facilities planning under the GMA, the traditional approaches to developing capital improvements can cause problems.

The needs-driven approach may exceed the City’s capacity to pay for the projects. If the City cannot pay for needed facilities to achieve the adopted LOS standards, the City must impose a moratorium in order to comply with the concurrency requirement.

The revenue-driven approach may limit the City to capital projects that provide a lower LOS than the community desires. The City may be willing to raise more revenue if it knows that the financial constraints of existing revenues limit the levels of service.

A scenario-driven hybrid approach overcomes these problems. A scenario-driven approach develops two or more scenarios using different assumptions about needs (LOS) and revenues and uses the scenarios to identify the best combination of LOS and financing plan.

The development of multiple scenarios allows the community and decision makers to review more than one version of the City’s future. The highest levels of service provide the best quality of life, but the greatest cost (and the greatest risk of a development moratorium if the cost is not paid), while the lowest cost LOS provides less desirable quality of life. The scenario-driven approach enables the City to balance its desire for high levels of service with its willingness and ability to pay for those levels of service.

Other advantages of the scenario-driven approach include:

- Helping the City analyze which approach achieves the best balance among GMA goals,
- Helping prepare analyses required by the State Environmental Policy Act (SEPA), and
- Evaluating scenarios for the Land Use Element.

The scenario-driven approach also provides a nontraditional method of policy development. The other approaches begin by setting policies (e.g., needs or revenues) then building a plan to implement

the policies. The scenario-driven approach uses alternative potential policy assumptions as the basis for different scenarios.

The establishment of City policies is accomplished by reviewing all scenarios. The City Council selects the preferred scenario, and then policies are written to implement the preferred scenario.

The scenarios are used to test alternative policies, and lead to selection of the policy that the community believes they can achieve. The formal language of policies is written after the scenarios are evaluated and the preferred scenarios (and accompanying policies) have been identified.

Level of Service (Scenario-Driven) Method for Analyzing Capital Facilities

Explanation of Levels of Service (LOSs)

LOSs are usually quantifiable measures of the amount of public facilities that are provided to the community. LOSs may also measure the quality of some public facilities.

Typically, measures of LOSs are expressed as ratios of facility capacity to demand (e.g., actual or potential users). Table BR5.4 lists examples of LOS measures for some capital facilities:

Table BR5.4 Sample LOS Measurements	
TYPE OF CAPITAL FACILITY	SAMPLE LOS MEASURE
Corrections	Beds per 1,000 population
Fire and Rescue	Average response time
Hospitals	Beds per 1,000 population
Law Enforcement	Officers per 1,000 population
Library	Collection size per capita, building square feet per capita
Parks	Acres per 1,000 population
Roads and Streets	Ratio of actual volume to design capacity
Schools	Square feet per student
Sewer	Gallons per customer per day, effluent quality
Solid Waste	Tons (or cubic yards) per capita or per customer
Surface Water	Design storm (e.g., 100year storm)
Transit	Ridership
Water	Gallons per customer per day, water quality

Each of these LOS measures needs one additional piece of information: the specific quantity that measures the current or proposed LOS. For example, the *standard* for parks might be 5 acres per 1,000 people, but the *current* LOS may be 2.68 acres per 1,000, which is less than the standard.

In order to make use of the LOS method, the City selects the way in which it will measure each facility (e.g., acres, gallons, etc.), and it identifies the amount of the current and proposed LOS for each measurement.

There are other ways to measure the LOS of many of these capital facilities. The examples in Table BR5.4 are provided in order to give greater depth to the following discussion of the use of LOSs as a method for determining the City's need for capital facilities.

Method for Using LOSs

The LOS method answers two questions in order to develop a financially feasible CIP. The GMA requires the CIP to be based on standards for service levels that are measurable and financially feasible for the six fiscal years.

Two questions must be answered to meet GMA requirements:

- What is the quantity of public facilities that will be required by the end of the 6th year?
- Is it financially feasible to provide the quantity of facilities that are required by the end of the 6th year?

The answer to each question can be calculated by using objective data and formulas. Each type of public facility is examined separately (e.g., roads are examined separately from parks). The costs of all the types of facilities are then added together in order to determine the overall financial feasibility of the CFP. One of the CFP support documents, "Capital Facilities Requirements" contains the results of the use of this method to answer the two questions for the City of SeaTac.

Question 1: What is the quantity of public facilities that will be required by the end of the 6th year?

Formula 1.1 Demand x Standard = Requirement

- Demand is the estimated sixth-year population or other appropriate measure of need (e.g., dwelling units).
- Standard is the amount of facility per unit of demand (e.g., acres of park per capita).
- Requirement is the total amount of public facilities that are needed, regardless of the amount of facilities that are already in place and being used by the public.

Formula 1.2 Requirement - Inventory = Surplus or Deficiency

- Requirement is the result of Formula 1.1.
- Inventory is the quantity of facilities available at the beginning of the six-year planning period.
- Surplus or Deficiency is the net surplus of public facilities, or the net deficit that must be eliminated by additional facilities before the end of the sixth year. If a net deficiency exists, it represents the combined needs of existing development and anticipated new development. Detailed analysis will reveal the portion of the net deficiency that is attributable to current development compared to the portion needed for new development.

Question 2: Is it financially feasible to provide the quantity of facilities that are required by the end of the 6th year?

A "preliminary" answer to Question 2 is prepared in order to test the financial feasibility of tentative or proposed standards of service. The preliminary answers use "average costs" of facilities, rather than specific project costs. This approach avoids the problem of developing detailed projects and costs that would be unusable if the standard proved to be financially unfeasible. If the standards are feasible at the preliminary level, detailed projects are prepared for the "final" answer to Question 2. If, however,

the preliminary answer indicates that a standard of service is not financially feasible, six options are available to the City:

1. Reduce the standard of service, which will reduce the cost, or
2. Increase revenues to pay for the proposed standard of service (higher rates for existing revenues, and/or new sources of revenue), or
3. Reduce the average cost of the public facility (e.g., alternative technology or alternative ownership or financing), thus reducing the total cost, and possibly the quality, or
4. Reduce the demand by restricting population (e.g., revise the Land Use Element), which may cause growth to occur in other jurisdictions, or
5. Reduce the demand by reducing consumption (e.g., transportation demand management techniques, recycling solid waste, water conservation, etc.) which may cost more money initially, but may save money later, or
6. Any combination of options 1-5.

The preliminary answer to Question 2 is prepared using the following formulas (P = preliminary):

Formula 2.1P Deficiency x Average Cost/Unit = Deficiency Cost

- Deficiency is the Result of Formula 1.2.
- Average Cost/Unit is the usual cost of one unit of facility (e.g., mile of road, acre of park, etc.).

The answer to Formula 2.1P is the approximate cost of eliminating all deficiencies of public facilities, based on the use of an “average” cost for each unit of public facility that is needed.

Formula 2.2P Deficiency Cost Revenue = Net Surplus or Deficiency

- Deficiency Cost is the result of Formula 2.1P.
- Revenue is the money currently available for public facilities.

The result of Formula 2.2P is the preliminary answer to the test of financial feasibility of the standards of service. A surplus of revenue in excess of cost means the standard of service is affordable with money remaining (the surplus), therefore the standard is financially feasible. A deficiency of revenue compared to cost means that not enough money is available to build the facilities, therefore the standard is not financially feasible. Any standard that is not financially feasible will need to be adjusted using the 6 strategies listed after Question 2.

The “final” demonstration of financial feasibility uses detailed costs of specific capital projects in lieu of the “average” costs of facilities used in the preliminary answer, as follows (F = final):

Formula 2.1F Capacity Projects + Non-capacity Projects = Project Cost

- Capacity Projects is the cost of all projects needed to eliminate the deficiency for existing and future development (Formula 1.2), including upgrades and/or expansion of existing facilities as well as new facilities.
- Non-capacity Projects is the cost of remodeling, renovation or replacement needed to maintain the inventory of existing facilities.

Formula 2.2F. Project Cost Revenue = Net Surplus or Deficiency

- Project Cost is the result of Formula 2.1F.
- Revenue is the money available for public facilities from current/proposed sources.

The “final” answer to Question 2 validates the financial feasibility of the standards for LOSs that are used for each public facility in the CFE and in the other elements of the Plan. The financially feasible standards for LOSs and the resulting capital improvement projects are used as the basis for policies and implementation programs in the final Capital Facilities Plan.

Setting the Standards for LOSs

Because the need for capital facilities is largely determined by the LOSs that are adopted, the key to influencing the CFE is to influence the selection of the LOS standards. LOS standards are measures of the quality of life of the community. The standards should be based on the community’s vision of its future and its values.

Traditional approaches to capital facilities planning rely on technical experts, including staff and consultants, to determine the need for capital improvements. In the scenario-driven approach, these experts play an important advisory role, but they do not control the determination. Their role is to define and implement a process for the review of various scenarios, to analyze data and make suggestions based on technical considerations.

The final, legal authority to establish the LOSs rests with the City Council because they enact the LOS standards that reflect the community’s vision. Their decision should be influenced by recommendations of the 1) Planning Commission; 2) providers of public facilities including local government departments, special districts, private utilities, the State of Washington, tribal governments, etc.; 3) formal advisory groups that make recommendations to the providers of public facilities (e.g., CPSC); and 4) the general public through individual citizens and community civic, business, and issue-based organizations that make their views known or are sought through sampling techniques.

An individual has many opportunities to influence the LOS (and other aspects of the Growth Management Plan). These opportunities include attending and participating in meetings, writing letters, responding to surveys or questionnaires, joining organizations that participate in the CFE process, being appointed/elected to an advisory group, making comments/presentation/testimony at the meetings of any group or government agency that influences the LOS decision and giving input during the SEPA review process.

The scenario-driven approach to developing the LOS standards provides decision-makers and anyone else who wishes to participate with a clear statement of the outcomes of various LOSs for each type of public facility. This approach reduces the tendency for decisions to be controlled by expert staff or consultants, and opens up the decision-making process to the public and advisory groups, and places the decisions before the City Council.

Selection of a specific LOS to be the “adopted standard” was accomplished by a 10-step process:

1. The actual LOS was calculated in 1993, at the beginning of the Capital Facilities Planning Process. This 1993 level is referred to as “current” LOS.
2. Departmental service providers were given national standards or guidelines and examples of local LOS from other local governments.
3. Departmental service providers researched local standards from City studies, master plans, ordinances, and development regulations.
4. Departmental service providers recommended a standard for the City of SeaTac’s CFE. _____
5. The first draft of the Capital Facilities Requirements forecast needed capacity and approximate costs of the 1993 actual LOS and the department’s recommended LOS.
6. The City Council reviewed and commented on the first draft Capital Facilities Requirements report.
7. Departmental service providers prepared specific capital improvements projects to support the 1993 LOS (unless the Council workshop indicated an interest in a different LOS for the purpose of preparing the first draft CFE). In 2002 the City Council adopted LOS standards for individual park and recreation facilities to better reflect the City’s commitment to providing improvements to parks without adding to parks acreage.
8. The first draft CFE was prepared using the 1993 LOS. The LOS in the first draft CFE served as the basis of capital projects, their costs, and a financing plan necessary to pay for the costs.
9. The draft CFE was reviewed/discussed during City Council-Planning Commission joint workshop(s) prior to formal reading/hearing of CFE by the City Council.
10. The City Council formally adopted LOSs as part of the Plan.

The final standards for LOSs are adopted in Policy 4.3. The adopted standards 1) determine the need for capital improvements projects (see Policy 4.4 and the Capital Improvements section) and 2) are the benchmark for testing the adequacy of public facilities for each proposed development pursuant to the “concurrency” requirement (see Policy 4.3). The adopted standards can be amended, if necessary, once each year as part of the annual amendment of the Plan.

Because the CIP is a rolling 6 year plan, it must be revised regularly and the revision constitutes one component of the Plan amendment process. Step 1 above indicates the use of the current LOS in the process of adopting service standards. In the process of amending the CFE, the current LOS is calculated using the current population.

CAPITAL IMPROVEMENTS

Introduction

This section compares the inventory of existing facilities with the LOS standard, considering population projections, to estimate the need for future facilities.

Each type of public facility is presented in a separate section which follows a standard format. Each section provides an overview of the data, with subsections for Current Facilities and LOS analysis. Two tables are provided for each facility type:

- **Inventory of Current Facilities** (the first table of each subsection). A list of existing capital facilities, including the name, capacity (for reference to LOSs) and location.
- **Level of Service Capacity Analysis** (the second table of each subsection). A table analyzing facility capacity requirements is presented for each type of public facility. The table calculates the amount of facility capacity that is required to achieve and maintain the adopted standard for LOS. The capital improvements projects that provide the needed capacity (if any) are listed in the table, and their capacities are reconciled to the total requirement.

Selecting Revenue Sources for the Financing Plan

One of the most important requirements of the CIP is that it must be financially feasible; GMA requires a balanced capital budget. The following are excerpts from GMA pertaining to financing of capital improvements.

GMA requires “a six year plan that will finance capital facilities within projected funding capacities and clearly identifies sources of public money for such purposes.” For roads, GMA allows development when “a financial commitment is in place to complete the improvements...within six years” (emphasis added).

The City must be able to afford the standards of service that it adopts, or “if probable funding falls short of meeting existing needs” the City must “reassess the Land Use Element” (which most likely will cause further limits on development).

In keeping with these requirements, the City’s CFE Goal 5.2 requires the City to “provide needed public facilities through City funding....”

Sources of revenue are maintained by the Finance Director.

The process of identifying specific revenues for the financing plan was as follows:

1. Calculate total costs for each type of public facility.
2. Match existing restricted revenue sources to the type of facility to which they are restricted.
3. Subtract existing restricted revenues from costs to identify unfunded “deficit.” (1 – 2 = 3).
4. Apply new restricted revenues to the type of facility to which they are restricted.

5. Subtract new restricted revenues from costs to identify remaining unfunded “deficits” (3 – 4 = 5).
6. Allocate new unrestricted revenue to unfunded deficits. Two new unrestricted revenues are potentially available to meet deficits:
7. New bond issues (either councilmanic, or voted, or a combination), and
8. The second 1/44 real estate excise tax.

Decision makers can choose which of the two (bonds or REET) to assign to specific capital projects for the final CFP.

City Hall

Current Facilities

In 2002, the City purchased and renovated an existing building to serve as the new City Hall. This building is located at 4800 S. 188th Street, SeaTac WA 98188. It contains over 81,000 square feet, of which the City uses approximately 53,50062,247 square feet. The balance is leased but available for expansion, should the City need additional space.

Level of Service (LOS)

The adopted LOS of 256 gross square feet (gsf) per city hall employee (gross square feet includes offices and other work areas, the City Council Chamber, Courtroom, restrooms and other common areas) requires approximately 38,40038,144 gsf of space through the year 2023-2025 (See Table BR5.6).

Through the year 2035, the City will need approximately 41,47245,824 gsf of space to maintain this LOS. In addition, there may be other public (non-employee) spaces that must be accommodated in the City Hall. Accordingly, the City purchased a building in 2002 with its long-term needs in mind.

Capital Facilities Projects Completed in 2018-2019~~2015-2017~~

~~No capacity related projects were completed.~~

In 2018 and 2019, the City Hall parking lot was repaved including an asphalt overlay and parking stall striping. Additionally, elevator renovations were completed.

The inventory of current City Hall administrative offices includes the following.

Table BR5.5 City Hall: Current Facilities		
CAPACITY		
Name	(Net Sq. Ft.)	Location
City Hall	53,500	4800 S. 188 th Street

Table BR5.6 City Hall: Capital Projects LOS Capacity				
CITY LOS = 256 SQUARE FEET PER EMPLOYEE				
(1)	(2)	(3)	(4)	(5)
TIME PERIOD	CITY HALL EMPLOYMENT	SQUARE FEET REQUIRED @ 256 PER EMPLOYEE	CURRENT AREA AVAILABLE	NET RESERVE OR DEFICIENCY
2017-2019 City Hall Actual Employment	<u>146,428</u>	<u>37,376</u> 32,768	<u>62,247</u> 53,500	<u>24,871</u> 20,732
2020-2025 2018-2023 Growth	<u>4,21</u>	<u>1,024</u> 5,376	0	<u>-1,024</u> -5,376
Total as of 2023 <u>2025</u>	<u>150,449</u>	<u>38,400</u> 38,144	<u>62,247</u> 53,500	<u>23,847</u> 15,356
Total as of 2035	<u>162,479</u>	<u>41,472</u> 45,824	<u>62,247</u> 53,500	<u>26,028</u> 7,676
Capacity Projects	None			

Parks and Recreation

Current Facilities

The parks inventory has identified the following:

- **Total Park Land:** There are approximately 389.7 acres of community, neighborhood and regional parks within the SeaTac city limits.
- **Developed Park Land:** 143 acres of that parkland is developed; the remainder is undeveloped. Much of the park land is operated by the City, while some is operated by other jurisdictions.
- **Community & Neighborhood Park & Trails:** The City is currently served by 48.3 acres of community parks, 12 acres of neighborhood parks, and 23,017 lineal feet of trails.
- **Regional Parks:** The city operates 80 acres of North SeaTac Park and has developed a small community park around the North SeaTac Community Center. Regional parkland (North SeaTac Park, and Des Moines Creek Park) will serve not only SeaTac residents but people from surrounding areas as well. As such, the City will seek funds outside the City for operations
- **Playfields:** In terms of multi-purpose outdoor facilities, the City currently has two playfields, one at Sunset Park and the other at Valley Ridge Park, that are programmed for multiple sports year round. These two multi-purpose sports fields accommodate the following programmed activities: adult and youth baseball, adult and youth softball, football and soccer. Additionally, North SeaTac Park has baseball/softball fields and separate soccer fields.

Level of Service (LOS)

SeaTac uses two methods of measuring its LOS for parks and recreation facilities: **acreage-based** and **facilities-based**. In the past, the City measured its LOS solely by the amount of acreage per thousand residents devoted to a particular parks category, such as regional park, neighborhood park, etc. That approach does not directly take into account facilities available for recreation; it assumes that the demand will be met by providing a specified number of acres per City resident. Under an acreage-based LOS, as the number of residents increases, the amount of park land must increase to keep pace.

In SeaTac, however, very little land is left for additional parks. As the City's population grows, residents' need for recreational opportunities must be met by adding or upgrading facilities to most parks. Three types of parks will still be evaluated by an acreage-based standard: Community and Neighborhood parks and Trails/Linear parks. All other types of parks use a facilities-based LOS to measure how well the City is meeting the recreational needs of SeaTac residents.

As those needs increase, the City has the option of adding new facilities, or adding capacity to existing ones, by improving the facilities themselves. ~~For example, the Parks Department proposes to make playing surface and outdoor lighting improvements on field 4 at Valley Ridge Park.~~ Improvements to the playing surface and outdoor lighting of playfields can of this nature nearly double the capacity of baseball/football fields in the City, without actually adding any new fields.

While not reflected in either LOS standard, the City will also consider equity of location, to further ensure that all residents have access to recreation. Map BR5.1 shows the locations of parks in SeaTac and the immediate surrounding areas.

Parks Description and Acreage-based LOS

Only land currently developed for recreational activities is counted as "capacity" for the purpose of calculating park LOS. Counting only developed acres as capacity allows the City to focus on its targeted need: more *developed* park land. As land is developed or as facilities are added, land will be transferred from the undeveloped to the developed category, showing progress toward the City's adopted LOS standard. In some cases, acreage that appears to be developed may be classified as undeveloped because it lacks facilities typical of parks in its category. In these cases, an acre value is assigned to a needed facility, for instance .5 acres for a child's play area. The following figure lists developed, undeveloped, and total land within each park category.

PARK CATEGORY	DEVELOPED	UNDEVELOPED	TOTAL
Community Parks	50.8 acres	35 acres	85.8 acres
Neighborhood Parks	12 acres	0.5 acres	12.5 acres
Regional Park	80.2 acres	211.2 acres	291.4 acres
Trails/Linear Parks	23,017 lineal feet	0 lineal feet	23,017 lineal feet

The current LOS provided by the park system within the City is based on the current inventory of developed park acres divided by the actual ~~2017-2019~~ SeaTac population. The second table in each category analyzes capacity through the years ~~2023-2025~~ and 2035.

Each City LOS will enable the City to anticipate the need for additional developed park acreage and facilities, and trail miles as the City population continues to increase over time.

Summary of LOS Analysis Findings

In order to satisfy currently adopted service levels, the City will need to add or develop the following:

- ~~By 2023: 465 square feet of Community Center space (Editor's Note/Correction: This amount was incorrect in the 2017 CFP Update and should have been 762 square feet of Community Center space)~~
- ~~By 2025: 1,099 square feet of Community Center space~~
- By 2035: 5.9 acres of Community Parks, one acre of Off-Leash Dog Park, 1.2 Tennis/Racquet Courts, 6,967 square feet of Community Center space







Capital Facilities Projects Completed in ~~2018-2019~~2015-2017

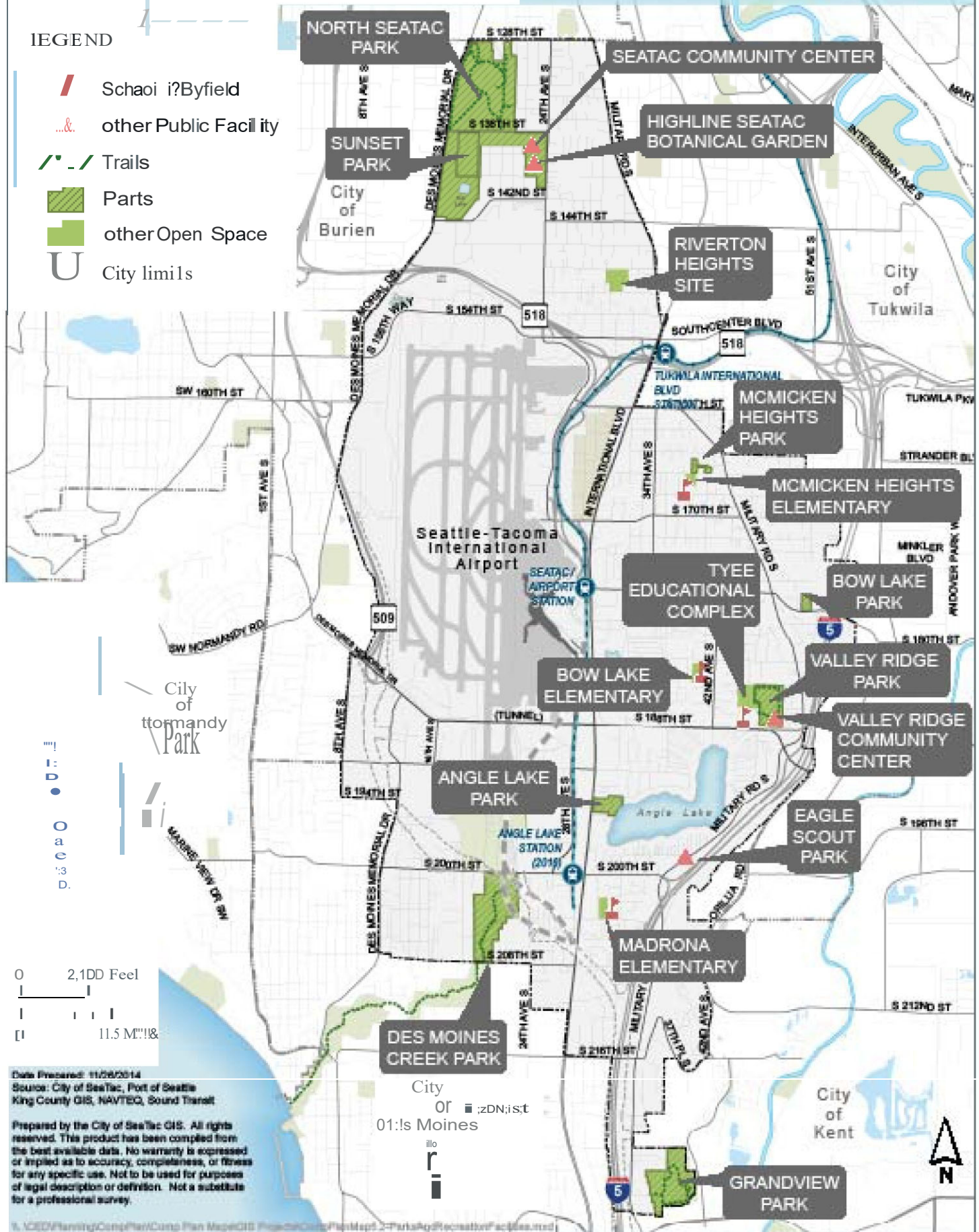
In ~~2018-2019~~2015-2017 the City completed the following capacity-related projects:

- ~~Construction of new two acre Riverton Heights Park, including playground~~
- ~~Construction of new 1.8 acre Angle Lake Nature Park Trail~~
- ~~Construction of SeaTac Community Garden in North SeaTac Park~~
- Renovations to Field 4 at Valley Ridge Park including the conversion to synthetic turf field surfacing and lighting upgrades (also included non-capacity improvements including the construction of restrooms, a concessionaire building and others.)
- City Hall related projects included the repaving and striping of the parking lot and elevator hydraulic control upgrade.

PARKS AND RECREATION FACILITIES

LEGEND

-  Scholastic Byfield
-  other Public Facility
-  Trails
-  Parks
-  other Open Space
-  City limits



Date Prepared: 11/26/2014
 Source: City of SeaTac, Port of Seattle, King County GIS, NAVTEQ, Sound Transit
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Map BR.1. Parks and Recreation Facilities

Community Parks

Community parks within the City are primarily highly developed and used for active recreation. They include amenities from picnic tables, and a boat launch at Angle Lake Park to courts and fields for tennis, softball, and soccer. Typically, community parks serve population within a mile radius of the park.

The inventory of current Community Parks includes the following:

Table BR5.8 Community Parks: Parks Inventory				
NAME	DEVELOPED*	UNDEVELOPED	TOTAL	LOCATION
Angle Lake Park	10.5 acres	0 acres	10.5 acres	19408 International Blvd
Angle Lake Park Nature Trail	1.8 acres	0 acres	1.8 acres	S. 196 th St. & International Blvd.
Grandview Park**	14.0 acres	24.0 acres	38.0 acres	3600 S. 228th Street
Sunset Playfield	14.4 acres	0 acres	14.4 acres	13659 - 18th Ave. S.
Valley Ridge Park	21 acres	0 acres	21 acres	4644 S. 188th St.
NST Community Park	0.6 acres	11 acres	11.6 acres	S. 128th St. & 20th
Tyee H.S. Playfields	2.5 acres	0 acres	2.5 acres	4424 S. 188th St.
TOTAL	50.8 acres	35 acres	85.8 acres	

* Developed acres are used to calculate current capacity.

**Grandview Park's developed acres are not included in the inventory of Community Parks- they are instead counted separately as the Off-Leash Dog Park.

Table BR5.9 Community Parks: Capital Projects LOS Capacity				
City LOS = 1.7 acres per 1,000 population				
(1)	(2)	(3)	(4)	(5)
Time Period	City Population	Dev. Acres Required @ 0.0017 per capita	Current Acres Available	Net Reserve or Deficiency
2017-2019 Actual Pop.	29,180 28,850	50.2 49	50.8	1.2 -1.8
2018-2023 2020-2025 Growth	2,396 2,105	4.1 3.6	6.8	2.7 -3.2
Total as of 2023 2025	31,576 30,955	57.6 52.6	57.6	3.9 -5
Total as of 2035	37,329	63.5	57.6	-5.9
Capacity Projects	6.8 acres in column (4) is from sports fields to be constructed <u>in 2019</u> as part of the middle school to be built on the former Glacier HS site			

Neighborhood Parks

Neighborhood parks are typically located within a residential area and provide passive, multiuse space, as well as opportunities for active recreation. They typically serve the population within a 1/2 mile radius of the park. Elementary school playfields and other school outdoor facilities (e.g., Tye High School tennis courts) are counted in the City’s inventory of parks facilities because they are available for the community’s use. The City is not obligated to pay for maintenance or replacement of these facilities, except in cases where the City has entered into specific agreements with the Highline School District for provision or maintenance of specific facilities.

The inventory of current Neighborhood Parks includes the following:

NAM E	DEVELOPED*	UNDEVELOPED	TOTAL	LOCATION
Bow Lake Park	3.5 acres	.5 acres	4 acres	S. 178th St. at 51st Ave.
McMicken Heights Park	2.5 acres	0 acres	2.5 acres	S. 166th St. & 40th Ave. S.
Riverton Heights	2 acres	0 acres	2 acres	3011 S. 148 th St.
McMicken Hts.	1 acre	0 acres	1 acre	3708 S. 168th St.
Valley View Elem.	1 acre	0 acres	1 acre	17622 46th Ave. So.
Madrona Elem.	1 acre	0 acres	1 acre	3030 S. 204th St.
Bow Lake Elem.	1 acre	0 acres	1 acre	18237 42nd Ave. So.
TOTAL	12 acres	0.5 acres	12.5 acres	

*Developed acres are used to calculate current capacity.
 *School playfields also serve as neighborhood parks for local residents.

(1)	(2)	(3)	(4)	(5)
TIME PERIOD	CITY POPULATION	DEV. ACRES REQUIRED @ 0.00027 PER CAPITA	CURRENT ACRES AVAILABLE	NET RESERVE OR DEFICIENCY
2017-2019 Actual Pop.	29,180 28,850	7.9 7.8	12	4.1 -4.2
-2018-2023 2020-2025 Growth	2,396	0.6	0	-0.6
Total as of 2023 2025	31,576	8.5 8.4	12	3.5 -3.6
Total as of 2035	37,329	10.8	12	1.92
Capacity Projects	None			

Regional Parks

Regional/District parks typically serve a 10+ mile radius. They may include active recreational facilities, as well as passive open space areas.

North SeaTac Park

Due to its wide service area extending beyond the City of SeaTac, North SeaTac Park has not been treated as a typical SeaTac park. The City, working with King County, has established policies for park jurisdiction and maintenance.

The City has a Master Plan for the whole park, and approximately 80 acres have been developed with facilities for active recreation. A 0.2 acre community garden, a feature identified in the Master Plan, was constructed in 2017.

Baseball/softball and soccer field renovation projects are proposed for the six year CFP. ~~No projects for additional development are proposed for the six-year CFP.~~

Des Moines Creek Park

Des Moines Creek Park is a wooded, natural area of 95 acres surrounding Des Moines Creek that was purchased with Forward Thrust funds for preservation as open space and recreation. Currently the area is underdeveloped and contains dirt bike trails. A connecting trail was completed along Des Moines Creek in 1997. Some additional improvements may be planned after discussion and master planning in conjunction with the community. However, the park will continue to offer passive recreational opportunities. Its large size and proximity at the southern end of the City contribute to its classification as a regional park. It will also play a key role in the future as a part of the regional Lake to Sound Trail., which is intended to link Lake Washington to Puget Sound.

NAME	DEVELOPED*	UNDEVELOPED	TOTAL	LOCATION
North SeaTac Park	80.2 acres	116.2 acres	196.4 acres	City's Northwest Corner
Des Moines Creek Park	0.0 acres	95.0 acres	95.0 acres	City's South End
TOTAL	80.2 acres	211.2 acres	291.4 acres	

Trails/Linear Parks

Recreational trails create pedestrian linkages between existing parks and enhance public enjoyment of natural features.

The inventory of current Trails includes the following:

NAME	CAPACITY (LINEAL FEET)	LOCATION
North SeaTac Park Trails	12,430	City's Northwest Corner
West Side Trail	7,200	Adjacent to Des Moines Memorial Drive, N SeaTac Park to Sunnydale
Angle Lake Park Nature Trail	387	Links Angle Lake Park to Angle Lake NaturePark
Des Moines Creek Park Trail	3,000	City's South End
TOTAL	23,017 Lineal Feet	

City LOS = 251.6 lineal feet per 1,000 population				
(1)	(2)	(3)	(4)	(5)
TIME PERIOD	CITY POPULATION	LINEAL FEET REQUIRED @ 0.2516 PER CAPITA	CURRENT LINEAL FEET AVAILABLE	NET RESERVE OR DEFICIENCY
2017-2019 Actual Pop.	29,180 28,850	7,342 7,259	23,017	15,675 -15,758
-2018-2023 2020-2025 Growth	2,396 2,105	603 530	0	-603 -530
Total as of 2023 2025	31,576 30,955	7,945 7,789	23,017	15,072 -15,228
Total as of 2035	37,329	9,392	23,017	13,625
Capacity Projects:	None			

Off-Leash Dog Park

SeaTac's Off-Leash Dog park serves residents of the city and parts of the larger South King County community of dog owners.

The current inventory of off-leash dog parks includes the following:

NAME	CAPACITY (ACRES)	LOCATION
Grandview Park Off- Leash Dog	14 acres	3600 S. 228th Street
TOTAL	14 acres	

City LOS= 0.4 Acres per 1,000 population				
[1]	[2]	[3]	[4]	[5]
TIME PERIOD	CITY POPULATION	ACRES REQUIRED @ 0.0004 PER CAPITA	CURRENT ACRES AVAILABLE	NET RESERVE OR DEFICIENCY
2017-2019 Actual Pop.	29,180 28,850	12	14	2
-2018-2023 2020-2025 Growth	2,396 2,105	1	0	-1
Total as of 2023 2025	31,576 30,955	13	14	1
Total as of 2035	37,329	15	14	-1
CAPACITY PROJECTS	None			

Recreational Facilities

Facilities-Based LOS

The LOS provided by recreational facilities in the City is based on the number of each facility divided by the estimated number of people each one can serve annually. The second table in each category analyzes capacity through the years ~~2023-2025~~ and 2035. Several projects are planned to increase capacity, including various sports field improvements. Current facilities and planned improvements enable the City to maintain service levels through ~~2023~~2025.

By 2035 this plan anticipates a need for 1.2 additional tennis courts.

Table BR5.19 Baseball/Softball Fields, Adult:		
PARK	LOCATION	NUMBER OF FACILITIES
Valley Ridge Park	4644 S. 188th Street	2
NST Community Park	S. 128th Street & 20th Avenue	2
TOTAL		4

Table BR5.20 Baseball/Softball Fields, Adult: Capital Projects LOS Capacity					
Adopted City LOS = 0.083 fields per 1,000 population					
[1]	[2]	[3]	[4]	[5]	[6]
TIME PERIOD	CITY-WIDE POPULATION	FACILITIES @ 0.00008 PER CAPITA	CURRENT FACILITIES AVAILABLE	ADDED CAPACITY TO FACILITIES	NET RESERVE OR DEFICIENCY
2017-2019 Actual Pop.	29,180 28,850	2.3	4		1.7
-2018-2023 <u>2020-2025</u> Growth	2,396 2,105	0.2		0.5	0.3
Total as of 2023 <u>2025</u>	31,576 30,955	2.5	4	0.5	2
Total as of 2035	37,329	3	4	0.5	1.5
CAPACITY PROJECTS					
Football/Soccer <u>Past Adult Baseball/Softball</u> –Fields Acquisition/Development:					
*Improved surface and outdoor lighting on Field #4 @ Valley Ridge Park.					
* Column [5] refers to these improvements.					
<u>Current Adult Baseball/Softball Fields Acquisition/Development:</u>					
<u>None in 2018-2019, however baseball/softball field renovations at North SeaTac Park are planned as part of the six-year CFP.</u>					

Table BR5.21 Baseball/Softball Fields, Youth:		
PARK	LOCATION	NUMBER OF FACILITIES
Sunset Playfield	13659 18th Ave. South	2
Valley Ridge Park	4644 S. 188th Street	4
TOTAL		6

Table BR5.22 Baseball/Softball Fields, Youth: Capital Projects LOS Capacity Analysis					
Adopted City LOS = 0.15 fields per 1,000 population					
[1]	[2]	[3]	[4]	[5]	[6]
TIME PERIOD	CITY-WIDE POPULATION	FACILITIES @ 0.00015 PER CAPITA	CURRENT FACILITIES AVAILABLE	ADDED CAPACITY TO FACILITIES	NET RESERVE OR DEFICIENCY
2017-2019 Actual Pop.	29,180 28,850	4.4 4.3	6		1.6 1.7
-2018-2023 <u>2020-2025</u> Growth	2,396 2,105	0.4 0.3	0.0	0.5	0.1 -0.2
Total as of 2023 <u>2025</u>	31,576 30,955	4.8 4.6	6	0.5	1.7 1.9
Total as of 2035	37,329	5.7 5.6	6	0.5	0.8 0.9
CAPACITY PROJECTS					
<u>Past</u> Youth Baseball/ softball - <u>Softball</u> Acquisition/Development:					
*Improved surface and outdoor lighting on Field #4 @ Valley Ridge Park.					
* Column [5] refers to these improvements.					
<u>Current Youth Baseball/Softball Fields Acquisition/Development:</u>					
<u>None in 2018-2019, however baseball/softball field renovations at North SeaTac Park are planned as part of the six-year CFP.</u>					

Table BR5.23 Basketball Courts, Outdoor: Inventory		
PARK	LOCATION	NUMBER OF FACILITIES
Valley Ridge Park	4644 S. 188th Street	3
NST Community Park	S. 128th Street & 20th Ave. S.	2
Bow Lake School	18237 42nd Ave. Street	2
Madrona School	440 S. 186th Street	4
Riverton Heights Park	3011 S. 148 th Street	1
TOTAL		12

Table BR5.24 Basketball Courts, Outdoor: Capital Projects LOS Capacity				
Adopted City LOS = 0.23 courts per 1,000 population				
[1]	[2]	[3]	[4]	[5]
TIME PERIOD	CITY-WIDE POPULATION	FACILITIES @ 0.00023 PER CAPITA	CURRENT FACILITIES	NET RESERVE OR DEFICIENCY
2017-2019 Actual Pop.	<u>29,180</u> 28,850	<u>6.7</u> -6.6	<u>12</u> -14*	<u>5.3</u> 5.4
-2018-2023 <u>2020-2025</u> Growth	<u>2,396</u> 2,105	<u>0.6</u> -0.5	0	<u>-0.6</u> -0.5
Total as of 2023 <u>2025</u>	<u>31,576</u> 30,955	<u>7.3</u> 7.1	<u>12</u> *14	<u>4.7</u> 4.9
Total as of 2035	37,329	8.6	<u>12</u> *14	<u>3.4</u> 3.4
CAPACITY PROJECTS				
Outdoor Basketball Courts Acquisition/Development:				
None:				
<u>*Editor's Note: Asterisk indicates correction from last update.</u>				

Table BR5.25 Football/Soccer Fields: Inventory		
PARK	LOCATION	NUMBER OF FACILITIE
Sunset Playfield	13659 18th Ave. South	1
Valley Ridge Park	4644 S. 188th Street	4
NST Community Park	S. 128th Street & 20th Avenue	2
TOTAL		7

Table BR5.26 Football/Soccer Fields: Capital Projects LOS Capacity					
Adopted City LOS = 0.18 fields per 1,000 population					
[1]	[2]	[3]	[4]	[5]	[6]
TIME PERIOD	CITY-WIDE POPULATION	FACILITIES @ 0.00018 PER CAPITA	CURRENT FACILITIE S AVAILABLE	ADDED CAPACITY TO FACILITIE	NET RESERVE OR DEFICIENCY
2017-2019 Actual Pop.	29,180 28,850	5.3- 5.2	7		1.7 1.8
-2018-2023 <u>2020-2025</u> Growth	<u>2,396</u> 2,105	0.4	0	0.5	0.1
Total as of 2023 <u>2025</u>	<u>31,576</u> 30,955	<u>5.7</u> 5.6	7	0.5	<u>1.8</u> 1.9
Total as of 2035	37,329	6.7	7	0.5	0.8
CAPACITY PROJECTS					
Football/Soccer Fields Acquisition/Development:					
*Improved surface and outdoor lighting on Field #4 @ Valley Ridge Park.					
* Column [5] refers to these improvements.					
<u>While not currently inventoried as a soccer field, in 2019, at Valley Ridge Park, a mini-pitch field was constructed for small ball outdoor soccer/futsal.</u>					

Table BR5.27 Picnic Shelters: Inventory		
PARK	LOCATION	NUMBER OF FACILITIE
Angle Lake Park	19408 International Boulevard	4
NST Community Park	S. 128th Street & 20th Avenue	1
TOTAL		5

Table BR5.28 Picnic Shelters: Capital Projects LOS Capacity				
Adopted City LOS = 0.06 shelters per 1,000 population				
[1]	[2]	[3]	[4]	[5]
TIME PERIOD	CITY-WIDE POPULATION	FACILITIES @ 0.00006 PER CAPITA	CURRENT FACILITIE S	NET RESERVE OR DEFICIENCY
2017-2019 Actual Pop.	29,180 28,850	1.8 1.7	5	3.2 3.3
-2018-2023 2020-2025 Growth	2,396 2,105	0.1	2 0	1.9 -0.1
Total as of 2023 2025	31,576 30,955	1.9 1.8	7 4.5	5.1 -3.2
Total as of 2035	37,329	2.2	7 5	4.8 -2.8
CAPACITY PROJECTS				
Picnic Shelter Acquisition/Development				
None				

Table BR5.29 Playgrounds: Inventory		
PARK	LOCATION	NUMBER OF FACILITIES
NST Community Park	S. 128th Street & 20th Avenue South	1
Riverton Heights Park	3011 S. 148th St.	1
McMicken Heights Park	S. 166th Street & 40th Avenue South	1
Valley Ridge Park	4644 S. 188th Street	1
Angle Lake Park	19408 International Blvd.	1
Spray Park at Angle Lake Park	19408 International Blvd.	1
McMicken School	S. 166th Street & 37th Avenue South	2
Bow Lake School	18237 42nd Ave. S.	1
Madrona Elementary School	20301 32nd Ave S	1
TOTAL		10

Table BR5.30 Playgrounds: Capital Projects LOS Capacity				
Adopted City LOS = 0.24 playgrounds per 1,000 population				
[1]	[2]	[3]	[4]	[5]
TIME PERIOD	CITY-WIDE POPULATION	FACILITIES @ 0.00024 PER CAPITA	CURRENT FACILITIES AVAILABLE	NET RESERVE OR DEFICIENCY
2017-2019 Actual Pop.	29,180 28,850	7 -6.9	10	3 -3.1
-2018-2023 2020-2025 Growth	2,396 2,105	0.6 -0.5	0	-0.6 -0.5
Total as of 2023 2025	31,576 30,955	7.6 -7.4	10	2.4 -2.6
Total as of 2035	37,329	<u>9</u> -8.9	10	<u>1</u> 1.1
Capacity Projects				
Playgrounds Acquisition/Development:				
None				

Table BR5.31 Skateboard Parks: Inventory		
PARK	LOCATION	NUMBER OF FACILITIES
Valley Ridge Park	4644 S. 188th Street	1*
NST Community Park	S. 128th Street & 20th Avenue South	1
TOTAL		2

Table BR5.32 Skateboard Parks: Capital Projects LOS Capacity Analysis				
Adopted City LOS = 0.03 skateboard parks per 1,000 population				
[1]	[2]	[3]	[4]	[5]
TIME PERIOD	CITY-WIDE POPULATION	FACILITIES @ 0.00024 PER CAPITA	CURRENT FACILITIES AVAILABLE	NET RESERVE OR DEFICIENCY
2017-2019 Actual Pop.	<u>29,180</u>	0.9	2	1.1
-2018-2023 <u>2020-2025</u> Growth	<u>2,396</u> 2,105	0.1	0	<u>-0.2</u> -0.1
Total as of 2023 <u>2025</u>	<u>31,576</u>	1	2	1
Total as of 2035	37,329	1.2	2	0.8
CAPACITY PROJECTS				
Skateboard Park Acquisition/Development:				
None				

*In addition to the Skateboard Parks at Valley Ridge Park and North SeaTac Park, SeaTac residents use the facility at Foster High School in Tukwila. Since SeaTac does not contribute support to this facility, however, it is not listed here.

Table BR5.33 Tennis/Racquet Court: Inventory		
PARK	LOCATION	NUMBER OF FACILITIES
McMicken Heights Park	S. 166th Street & 20 Avenue	2
Sunset Playfield	13659 18th Ave. South	2
Valley Ridge Park	4644 S. 188th Street	2
Tyee High School	4424 S. 188th Street	4
TOTAL		10

Table BR5.34 Tennis/Racquet Court: Capital Projects LOS					
Adopted City LOS = 0.30 courts per 1,000 population					
[1]	[2]	[3]	[4]	[5]	[6]
TIME PERIOD	CITY-WIDE POPULATION	FACILITIES @ 0.00030 PER CAPITA	CURRENT FACILITIES AVAILABLE	ADDED CAPACITY TO FACILITIES	NET RESERVE OR DEFICIENCY
2017-2019 Actual Pop.	29,180 28,850	8.8 -8.7	10		-1.3
-2018-2023 2020-2025 Growth	2,396 2,105	0.7 -0.6	0	0	-0.7 -0.6
Total as of 2023 2025	31,576 30,955	9.5 -9.3	10	0	0.5 -0.7
Total as of 2035	37,329	11.2	10	0	-1.2
CAPACITY PROJECTS					
Tennis Courts Acquisition/Development:					
None					

Community Center

Current Facilities

The City of SeaTac operates one major community center to provide indoor recreation facilities and public meeting rooms.

- **SeaTac Community Center:** The community center is located at 13735 24th Avenue South and offers nearly 27,000 square feet of recreational space, meeting rooms, and administrative offices from which various recreational programs are run. The facilities include a weight room, gymnasium, locker rooms, a banquet room with cooking facilities, and a senior center.
- **Valley Ridge Community Center:** The City owns a small Community Center building at the Valley Ridge Community Park. This 3,000 square-foot building provides a large meeting room, an office, and restrooms. A morning preschool program and afternoon teen program are now being offered at this facility. The Valley Ridge facility is rented out to the community on Sundays.
- **Recreation Room at Bow Lake Elementary School:** The City recreation room at Bow

Lake Elementary School was completed in 2007. It is used for before and after school activities and meetings.

Level of Service (LOS)

The City adopted LOS is 1,020 square feet per 1,000 people .Based on projected population growth, the adopted LOS will result in a need for the following additional square feet of community center space:

- ~~By 2023: 465* sf~~ (*Editor's Note/Correction: space needed by 2023 should have been 762 sf)
- By 2025: 1,099 sf
- By 2035: 6,967 sf

Capital Facilities Projects Completed in ~~2018-2019~~ 2015-2017

~~None. In 2015-2017 the City completed the following projects:~~

- ~~• Construction of 1,500 of additional space at the Valley Ridge Community Center...~~

NAME	CAPACITY	LOCATION
SeaTac Community Center	26,809 square feet	4644 S. 188th St.
Valley Ridge Community Center		18237 42nd Ave S
Recreation Room at Bow Lake Elementary School	1,300 square feet	18237 42nd Ave S
TOTAL	31,109 square feet	

City LOS = 1,020 Square Feet per 1,000 population				
[1]	[2]	[3]	[4]	[5]
TIME PERIOD	CITY POPULATION	SQUARE FEET REQUIRED @ 1.02 PER CAPITA	SQUARE FEET AVAILABLE	NET RESERVE OR DEFICIENCY
2017-2019 Actual Pop.	29,180 28,850	29,764 29,427	31,109	1,345 -1,682
-2018-2023 <u>2020-2025</u> Growth	2,396 2,105	2,444 2,147	0	-2,444 -2,147
Total as of 2023 <u>2025</u>	31,576 30,955	31,574	31,109	1,099 -465*
Total as of 2035	37,329	38,076	31,109	-6,967
Capacity Projects:				
Community Center Acquisition/Development				
None				

Surface Water Management

Current Facilities

Information about the surface water management facilities inventory is available from the Public Works Department. Map BR5.1 in this section identifies the major drainage basins within the City. The City completed a Comprehensive Surface Water Plan for the Des Moines Creek Basin in the autumn of 1997 that identified needs for bringing the basin up to the adopted LOS. This multi-year project was completed in 2011.

Level of Service (LOS)

The City has adopted the current King County Surface Water Design Manual, together with revisions and amendments for flow control and water quality treatment as the LOS for all five of the major drainage basins in the City. The standards and requirements of the King County Surface Water Design Manual are intended to ensure that peak storm water flows from new development are equivalent to or less than pre-development conditions, and that new development does not have a degrading effect on ambient water quality. The City of SeaTac also worked in conjunction with the cities of Burien, Normandy Park, the Port of Seattle, and King County to complete a Comprehensive Surface Water Plan for the Miller Creek Basin.

Capital Facilities Projects Completed in ~~2018-2019~~2015-2017

Surface Water Management projects completed in ~~2018-2019~~2015-2017 include:

- ~~• S 168th Stormwater System Improvements~~
- ~~• Construction of Military Rd S (S 176th to S 166th St) storm drainage improvements.~~
- ~~• Completion of 2014-2015 Neighborhood Sidewalk Program projects on 37th Ave S (S 172nd S 166th St) and 40th Ave S (S 170th S 166th St) including storm drainage improvements.~~
- 2019 Overlay Project Des Moines Memorial Drive
- S 208th Drainage Repair/Replacement (Sound Transit Project)

Transportation

Current Facilities

Regional freeway facilities serving the City of SeaTac include I5, S.R. 509, and S.R. 518.

The City of SeaTac is served by interchanges with I-5 at S. 200th and S. 188th Streets. S.R. 518 also provides access to I-5 from the north end of the City. The 509 freeway currently terminates at S.188th Street; arterial streets south of S. 188th Street are designated as the current S.R. 509 route to Des Moines, Federal Way, and Tacoma. S.R. 518 provides the primary access to Sea-Tac Airport.

The City of SeaTac's Public Works Department's road system inventory consists of roads in 4 categories: principal arterials, minor arterials, collector arterials, and non-arterials.

~~Table BR5.35 "Current Facilities Inventory," lists each of the principal arterials, minor arterials, and collector arterials, along with the policy LOS for each of these arterial categories.~~

Map BR5.2 shows the geographic location of freeways, principal arterials, minor arterials, collector arterials, and non-arterial city streets.

Level of Service (LOS)

Policy ~~3-2A4.2A~~ of the City's Transportation Plan establishes an LOS standard for intersections and roadways with LOS E or better as being acceptable on ~~principal or minor arterials. LOS D or better is acceptable on collector arterials~~ all arterials and lower classification streets, as calculated on a corridor travel speed and delay-basis.

The City's Director of Public Works, utilizing established criteria, has the authority to provide for exceptions to the LOS E standard along minor and principal arterials if future improvements are included in the City's transportation plan, or where the City determines improvements beyond those identified in the transportation plan are not desirable, feasible, or cost-effective. ~~The recommended plan would require exceptions to the LOS policy at the following three intersections: S. 188th Street/International Boulevard; S. 200th Street/International Boulevard; and S. 188th Street/I5 southbound ramps.~~

Capital Facilities Projects Completed in ~~2018-2019~~ 2015-2017

Transportation projects completed in ~~2018-2019~~ 2015-2017 include:

- "Connecting 28th/24thAve S" project extending new roadway and non-motorized improvements, completing principal arterial (5 lanes, bike lanes, sidewalks)
- S 166th Street Pedestrian Improvements – Safe Routes to School Project
- Military Rd S Pvement Overlay Project, between S 209th Street and I-5 Bridge Overpass
- ~~"Connecting 28th/24thAve S" project extending new roadway and non-motorized improvements, completing principal arterial (5 lanes, bike lanes, sidewalks)~~
- ~~Construction of Military Rd S (S 176th to S 166th St) improvements including adding 10 blocks of sidewalk, bike lanes, and turn lanes.~~
- ~~Completion of 2014-2015 Neighborhood Sidewalk Program projects on 37th Ave S (S 172nd S 166th St) and 40th Ave S (S 170th S 166th St) including approximately 0.75 centerline miles of new sidewalk on both sides of the street with curb, gutter.~~
- ~~Completed 2015-2016 Neighborhood Sidewalk Program project on 32nd Ave S (S 188th St S 192nd St) with new sidewalk on both sides of street~~

Concurrency (Adequate Public Facilities)

In compliance with GMA and City Policy 5.1B, adequate Roads and Transit facilities must be available within six years of the occupancy and use of any projects that cause the roadway LOS to be exceeded.

Table BR5.37 Transportation: Current Facilities	
PRINCIPAL ARTERIALS (CURRENT LEVEL OR LOS E)	International Boulevard
	S. 188th St.
	S. 200th St.
	28th/24th Ave. S. (S. 188th St. to S. 202th St.)
MINOR ARTERIALS (MIN LOS E)	Des Moines Memorial Dr. S.
	Military Rd. S.
	S. 128th St.
	S. 154th St.
	S. 160th St. (Air Cargo Rd. - Military Rd. S.)
	S. 176th St. (International Blvd. - Military Rd. S.)
	S. 178th St. (East of Military Rd. S.)
	S. 216th St.
COLLECTOR ARTERIALS (MIN LOS D)	24th Ave. S. (S. 128th - S. 154th St.)
	34th Ave. S. (S. 160th - S. 176th St.)
	42nd Ave. S. (S. 176th - S. 188th St.)
	35th Ave. S (S. 216th - 37th Pl. S.)
	40th Pl. S. (37th Pl. S. - 42nd Ave. S.)
	42nd Ave. S. (S. 164th St. - S. 160th St.)
	S. 136th St. (West of 24th Ave. S.)
	S. 142nd Pl.
	S. 142nd St. (West of 24th Ave. S.)
	S. 144th St.
	S. 170th St. (Air Cargo Rd. - Military Rd. S.)
	S. 192nd St. (8th Ave. S. - 16th Ave. S.)
	S. 208th St. (24th Ave. S, - International Boulevard)

New Table BR5.37:

Table 1. Concurrency Corridor Level of Service Standards

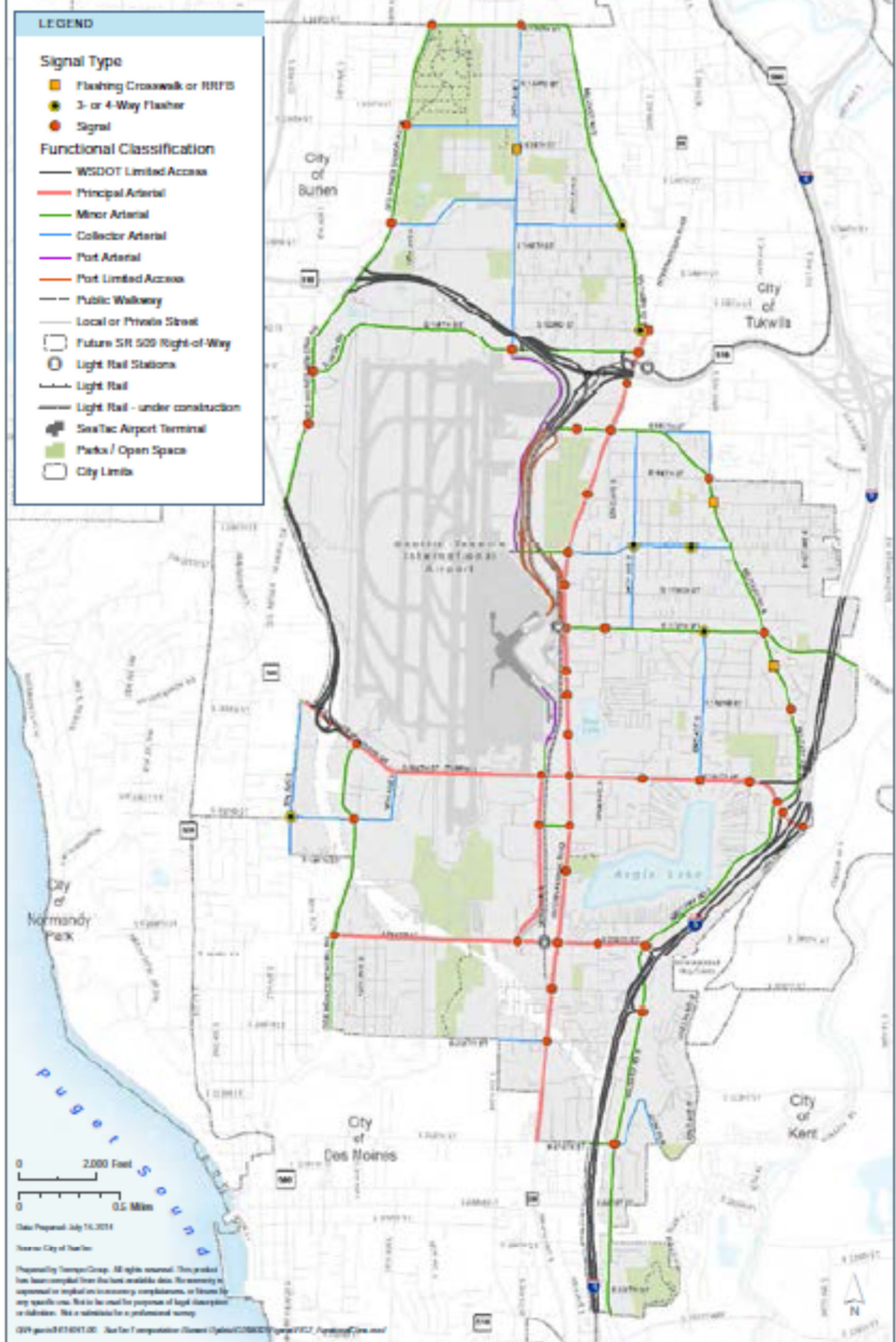
ID	Corridor Name	Corridor Extents	Classification ¹	LOS Standard	Minimum Average Travel Speed (mph) ²
Northern Corridors					
1	S 128th Street	Des Moines Memorial Dr to Military Road	Minor Arterial	E	11
2	Des Moines Memorial Drive	128th St to 160th St	Minor Arterial	E	11
3	Military Road S	152nd St to 188th St	Minor Arterial	E	11
4	S 154th Street	Des Moines Memorial Dr to International Blvd	Minor Arterial	E	11
5	S 144th Street	24th St to Military Road	Collector Arterial	E	9
6	S 152nd Street	24th St to Military Road	Local Street	E	8
Central Corridors					
7	International Boulevard ³	154th St to 188th Str	Principal Arterial	E	12
8	Military Road S	International Blvd to 188th St	Minor Arterial	E	11
9	S 176th Street	International Blvd to Military Rd	Minor Arterial	E	9
10	S 170th Street	International Blvd to Military Rd	Collector Arterial	E	9
11	34th Avenue S	160th St to 176th St	Collector Arterial	E	9
Southern Corridors					
12	S 188th Street	IS NB Ramps to Des Moines Memorial Dr	Principal Arterial	E	11
13	Des Moines Memorial Drive	188th St to 208th St	Minor Arterial	E	11
14	24/26/28th Avenue S	188th St to 216th St	Principal Arterial	E	11
15	International Boulevard ³	188th St to 216th St	Principal Arterial	E	12
16	Military Road S	188th St to 228th St	Minor Arterial	E	11
17	S 200th Street	Des Moines Memorial Dr to Military Rd	Principal Arterial	E	11

1. Classification from City of SeaTac Comprehensive Plan.

2. Minimal travel speed for corridor based on Highway Capacity Manual (6th Edition, Transportation Research Board, 2000)

3. Corridor exempt from concurrency because of classification as Highway of Statewide Significance.

FIGURE 2: ROADWAY FUNCTIONAL CLASSIFICATION & SIGNAL LOCATIONS



Map BR5.2. Existing Roadway System

**September 23, 2019 Military Road South – North End Potential Rezone
Community Meeting
Comments Received**

COMMENT

Prefer to maintain the present low density family residential – need balance in city. Please investigate/release information on ownership issues raised in meeting e.g. why this parcel group singled out/conflict of interest??

COMMENT

Pls. Do not change the zoning. This neighborhood should remain as a single family zone. We do not need traffic & increase noise level in this area!!

COMMENT

- Why are you trying to rezone the area from a single family home zone to either a medium or high-density area?
- How is the potential increase in population going to be mitigated. (i.e. Especially schools)? Traffic,
- How will this development going to affect property taxes?
- There are areas within the proposed area that are considered “wetlands”. How are you going to protect those areas?

COMMENT

Why ask for verbal comments and then respond with “put it in writing”? Are your ears not working? The request for verbal comments came across as insincere and superficial. Attendees wasted their time and voices.

COMMENT

Traffic – Military Rd and 133rd now is a high-traffic area with no sidewalks. It's a very dangerous area in or out of a car. There's been too many accidents just at the Military/133rd intersection to count. How would adding more people improve that?

Safety needs to be #1 priority. More people = more traffic, even if there is great transportation.

More people can also mean more crime. I've grown up in the area – been here my whole life – and can see it improving. I don't want it to backslide where I don't feel safe in my own backyard. If it rezones to a medium or high-density – how will you determine what will be built to keep the current and future residents of the existing houses safe? Shouldn't the people paying the property taxes (and ultimately affected the most by this change) have a say of who will be our neighbors, not the land owner?

COMMENT

I'm concerned with public safety primarily. We live on the corner of Military Rd S & 133rd since December of 2018. The 9 months we've been in Tukwila, bordering SeaTac, we've seen at least 16 accidents. 2 of those accidents have come thru our

fence. I've sent several emails to the engineers of SeaTac, they say their hands are tied, in so many words. I worry for the people walking and waiting for public transportation. If you bring in med to high density, it will bring in more traffic to the area. At this point with no changes to infrastructure, its blandant NEGLIGENCE on behalf of the City to not provide a safe means to get from Point A to B.

I'm also concerned with how fast this moving... when planning for public works take 6 years.

COMMENT

There needs to be a shift in prority to Public Safety. Military Rd NEEDS improvement to sidewalks & traffic signs. We live on 133rd & Military Rd S. and have witnessed over 15 accidents @ this intersection w/2 of those accidents resulting in vehicles coming thru our front yard fence. You cannot consider re-zoning to allow for more people to live in this area directly, w/o addressing this issue first. Why this has not been addressed or put on a 6-year plan is baffling. Please consider re-prioritizing and focusing on the safety of the community & neighborhood, meeting those needs over development. That is what we need.

Have you ever had to run out of your house to a car crash to see if someone has died? Try doing that over 15x's!

COMMENT

Sucks

COMMENT

Multi-family development needs to happen but not to the benefit of only one land owner. A larger area would make more sense.

Problems do exist with the one area chosen. Supposedly access to transportation was a consideration but walking along Military Road is taking your life in your hands. It is dangerous & needs sidewalks.

What about the extra traffic?

The whole character of the neighborhood will change.

The project will literally be in my backyard & will kill my property value.

It's a poor neighborhood & new businesses will struggle.

COMMENT

We have a well-established community we're happy with. I DO NOT want to see this area rezoned to allow for apartments & multi-unit dwellings. I know vacant areas will have to be developed and I would be happy to have single-family homes built. However, I do not understand how you can be talking about putting in multi-family units when the

needs of current residents aren't even met. I cannot believe I have lived in my home for 17 yrs (my neighbor 62 yrs) and we don't even have a safe place to walk on Military Road! What's up with that? There is nothing to separate pedestrians from the traffic!

I do not want to see this happen and change the makeup and density of my neighborhood including problems inherent that, specifically, increased traffic and crime.

COMMENT

Military Rd needs to be on the 6 yr plan for sidewalks.

The City does need some development for restaurants, shopping.

The boom of people is already here and will continue to come.

More families are living together in one house and already overloading street saturation on private streets the City has less/no jurisdiction which I feel when it comes to vehicle/parking

Saturation should change

150th should be added to the sidewalk plan too. There is high traffic several times a day because of Islamic Center

Sidewalks are necessary for anyone that is not flocking to prayer.

COMMENT

OPPOSED to proposed upzoning in this area & all of north SeaTac.

Concerns include

- Traffic
- Crime
- Gentrification/density
- Pollution
- Loss of green space
- Corruption/bins (?) to current landowners benefit of proposed development area

PLEASE consider keeping this neighborhood AS IS single family housing. Thank you.

COMMENT

It should remain as single family ZONE. Apartments don't belong in this area. Please don't ruin the neighborhood. Lots of people who can't afford million dollar homes in Seattle are willing to buy homes here. There's so many accidents on 133rd & Military Rd.

COMMENT

The City is already expanding with several multi-family developments, including over 600 units with estimated ~2,500 residents. Conversely, single family low-density zoning

is rapidly disappearing. Many long-term residents located from Seattle and other areas to experience single family living here. The proposed rezone is in the heart of the last continuous single family residential block outside of Angle Lake. Please maintain this last bit of neighborhood/community environment that brought residents here. I am opposed to this upgrade – it basically is among other things a significant quality of life issue. Resist the pressure created by outside influences, including City of Seattle & King County.

COMMENT

I don't think I want apartment close to my house. To high traffics not enough parking and devalue my house. And please explain to me. What is the relationship deloveper and planning committee member? I have been living in this area for 30 years. I don't want this neighborhood destroy.

COMMENT

After 2 yrs of searching for a new home, I found it in 1997 on S. 133rd, sitting in the middle of an established single family dwelling neighborhood.

S. 133rd & Military are both 2 lane roads. The traffic & accident rates are bad. Why would anyone consider anything but single family dwellings in the parcel mentioned?

There was mention of transit. There are a couple of bus stops on Military & S 128th. The Light Rail system is 4 miles away.

Anything more than single family dwellings would impact all aspects of our current neighborhood – traffic, noise, polution, sewer, water, etc.

Please do not allow up zoning from single family zone.

There is a wetland area within the parcel. Is anyone aware?

COMMENT

No high density apartments!!!

Duplexes & 4-plexes are agreeable. Parking, off street, a must!

Townhouses as long as 2 parking spaces are provided for each unit

All new streets have sidewalks.

Honor & preserve existing wetland.

Landscaping should include native trees & habitat designed for birds & bees

Any multi-family buildings should include solar panels, green roofs, permeable asphalt. We're in the 21st Century. Let's require developers to get into it. Energy efficiency is a

must. Also, good building practices – no quick & dirty buildings that look like crap in 5 years.

If the properties are rentals, they damn well better be cared for.

Just because Burien & Tukwila do something, why does SeaTac? SeaTac can be its own City.

If you feel the need to change zoning, urban medium MAX!

COMMENT

I have safety concerns with dense population and growth. I am against rezoning & would like to maintain residential HOME community & neighborhoods. I would like more information about where to submit a formal letter & be informed of any upcoming meetings regarding rezoning this area.

COMMENT

What upgrades to Military Rd?

Military Road is busy now and there is no pedestrian safety

This will reduce my property value.

How will we be compensated?

Why only this property?

Will a SeaTac employee's family profit from this re-zone?

What does SeaTac get from this?

North SeaTac has always been ignored. So now you want to negatively impact the area.

WHY US?

COMMENT

How are Tejvir & Jag Basra related?

Planning committee, requesting developer

What alternate locations are being considered?

Green space requirements?

How is adequate infrastructure defined?

No sidewalks

2 busses

What is the incremental benefit to the former Star Nursery lot owner?

What is their obligation to mitigate impact of apartments?

Is there a benefit to existing residences?

What changed to prompt designation change?

What mitigation is there to property values?

Morning traffic on Military is already difficult...

J. Basra's email to the council misrepresents the impact. I own the house to the north of the development (proposed) and our foundation is level with the property, not 45 feet above

COMMENT

2-page comment card attached (Rec'd at 9/24 RCM)

Attachment for COMMENT CARD : 9/23/2019 M-3 Potential Rezone Meeting

DISGUSTING is the first word that came to my mind as I left tonight's "Community Meeting".

My first question is WHY did you organize a Community Meeting, when you were clearly not prepared to receive the community? Headlined "COME TO THE COMMUNITY MEETING TO PROVIDE YOUR INPUT" was defined as "The city is eager to hear from property owners and neighbors....." Sept 23rd from 5:30pm to & 7pm. However, while hands were still in the air with questions, you abruptly called the meeting to a close at 6:45pm, instructing anyone with further comments to write a Comment Card. You allowed three council persons time to speak, over the citizens who attended this meeting with prepared questions and comments.

The one clear message that Council Person Fernald brought out was that Council Person Forschler is blatantly advocating for his friends, the Basras, property owner of the described land area up for re-zone.

The area in question, N.E. SeaTac, has been in a state of deterioration for years, with little or no code enforcement throughout the area. It was announced tonight, that basic improvements, including sidewalks would be at least 6 years off. (When asked, the city manager told me in 1995, that I would not see sidewalks along Military Road South, "in your lifetime"). Military Road South, from 116th to 144th has one 35 MPH speed sign, (between 138th & 140th). By the time the race cars (including Metro Buses) reach the sign, they are at speeds of 55-60 MPH. Late night racing along this road is comparable to the Indianapolis 500 Speedway. We are also an ambulatory community with children and families walking day and night along Military Road. To rezone for multiple family/apartment living, without prior supporting improvements, is a clear recipe for danger.

Another point, not addressed at tonight's meeting, is the issue of wet-lands. There is an area of natural flow wetlands, that runs north from 148th to the Duwamish River. Have there been appropriate studies done to insure protection not only for the natural wetland, but also to insure the safety of the single family homes along/aside this flow? There is history on this subject, (prior to formal wetland designations), whereby homes were built on 135th, onto the summer-dry-bed of the flow. When the rains began, the basements of these homes became unplanned for swimming pools. To alleviate this, was to close off the south culverts, which in turn backed up water south, that seeped into basements along the flow.

How can the city consciously consider a change to the zoning code, upending an entire community, to accommodate a single purchaser, of a single piece of property? Considering that S.E. SeaTac already has these improvements, with a much more

stable infrastructure, (grocery, restaurants, businesses, etc) would it not be more prudent to impose this zoning change for population increase, in a more prepared area?

It has taken YEARS of study, consultants, and talk, to even consider the area, west of Highway 99, north of 154th and south of 152nd, for a major apartment complex with retail space at ground level. This project is still in the consideration phase, with no target date to even break ground, or as it will be, to tear down the current structures and rebuild. Why are you in a "3 month rush" for the property rezone area between 133rd and 128th? This is a major impact to our community and I think this issue should actually go to a citizens vote rather than an obviously biased political decision.

COMMENT

My wife and I moved here 31 years ago. We found a nice place to raise a family. At that time there was lots of crime. There's been a crack house across the street. The police moved them on and now a young couple has moved in and fixed the place up. Nice to see. Our home was broken into multiple times. This was discouraging and stressful. But we liked it here and persisted and raised our kids. Our daughter wants to move back in when we are ready to move on. The neighborhood has changed for the better as families have moved here. These families and people have made a difference and they are the roots of this community.

Now M-3 is being studied for upzoning. The developer has submitted in letter to the planning committee a picture of wants to build. Its five stories, up to 55' in height. This is completely unlike anything in the neighborhood. I believe it will be like a bomb going off for our neighborhood. It will have a corrosive effect and hack of the roots of the people here. You don't have a healthy plant by hacking at the roots. There will be a downward spiral.

The city wants to increase density and is working to that end in the business zone and around the light rail stations. The project proposed for M3 is away from that density. Its place is with the other projects in the red zones of the comprehensive plan.

Why disrupt the roots that make up M-3. Help the neighborhood thrive and survive. Don't carve us up. My wife and I have been walking the area, talking to neighbors and have found this upzoning universally opposed. Not a person liked the idea.

Page 2 – The extra traffic and pollution are looked on with dread. Safety is a big concern. Walking around here can be tough. Any commercial built is going to have to be car centric and negatively impactful. People we met talked about how this could be the straw that forces them to leave. I've heard SeaTac is 40% single family homes now. The rest are apartments and home rentals. Keep M-3 single family.

I've been reading the city's comprehensive plan and would like to point to policies 2.1B, 2.3A and 7.1I.

Policy 2.1B

Direct moderate and high density residential development to the Urban Center, especially within the City Center and station areas. The Urban Center accommodates residents and employees in a mix of uses and structures. Moderate and high density residential uses are appropriate within the Urban Center, where residents can walk or ride transit to work, and take advantage of the employment and activities within the center. However, piecemeal rezoning of an area on a lot-by-lot basis could be detrimental to public health, safety, and welfare.

Policy 2.3A

Stabilize and protect existing single family residential neighborhoods by maintaining a designated Residential Low Density (Single Family) area.

SeaTac's established residential neighborhoods are important components of the community and should be protected from negative impacts of conflicting or inappropriate nearby land uses. The character of healthy neighborhoods should be maintained since it provides a sense of well-being for residents and enhances the stability of the entire city. Land within the Residential Low Density areas is, and will continue to be, primarily single family in nature.

Policy 7.11

Transition to lower building heights and densities moving outwards from the city center.

There's even a drawing of those heights moving outward from the city center.

Help our neighborhood thrive and survive. Don't carve us up.

M-3 is over a mile from the light rail.

Page 3 – The process here has been frustrating. We only found out about the upzone recently. Yet the proposed changes have been considered for months. There hasn't been much time for a citizen to find out what's going on. And it stinks that the chair of the planning commission is the son of the developer here. Not a lot of process transparency, how we got here is opaque. Is this a common thing that something like this gets dumped on citizens in a short time frame? We don't have much chance to respond. Seems rushed.

Last night I felt people should have been allowed more time for comments and questions. There's only a couple more times for people to ask their questions. Some people are more verbal communicators than writers. Doesn't seem a fair process. Again, it seems rushed.

**Map Amendment Proposal M-3: Military Rd South – North End
Potential Rezone Community Meeting
September 23, 2019**

SeaTac Community Center

Q&A Session Notes

Recorded by David Tomporowski, Senior Planner

- **Attendee:** On Military Road – when will they put in sidewalks? Very unsafe. This development would bring in more people.
 - Staff: Currently there are no projects planned in our six-year program
- **Attendee:** What has been the extent of the Planning Commission chair’s involvement and his family’s involvement in this?
 - Staff: We have asked the planning commission chair to recuse himself of any of these decisions.
 - Attendee: But he brought it forward to begin with!
- **Councilmember Rick Forschler** – I brought it forward. People say “I wish I had a place to eat, a place to shop in my neighborhood” – our zoning only allows for this type of use along IB, and they have to compete with hotels, parking, airport land use demands. In order to have these amenities, we have to rezone other areas outside of IB. I proposed three different areas, and this one came first. The other areas will be looked at.
- **Attendee:** Will local businesses get first bid on these new developments?
 - Staff: The City doesn’t have a direct hand in who owns the property or who is able to locate there, but we have an economic development strategist that can work with local businesses
- **Attendee:** You’re talking about businesses – this is high density development that you can put businesses in?
 - Staff: We’re considering that, along with medium residential too
- **Attendee:** What about the property values of people that live there?
 - Staff: the King County Assessor deals with property values – there’s not a direct correlation with property values and rezoning, the assessor looks at the development around the property to assess property value
- **Attendee:** Concerned about taxes – a lot of neighbors are retired. These would be car centric business. There’s already enough traffic. Worry about taxes going up.
 - Staff: I’d welcome you to call the tax assessor directly to inquire about potential changes
- **Councilmember Pam Fernald:** I have a statement and a question. Rick is trying to sell it, that’s inappropriate here. Rick restrain yourself. That’s my statement. My question: isn’t “to do nothing” one of the choices?
 - Staff: Yes.
- **Attendee:** The mailing that was sent to us didn’t list high density as being considered, yet you say you’re considering it now. Why wasn’t that included in the mailing?
 - Staff: At the time we were sending letters out, we got feedback from the Council and Planning Commission to consider high density as well.

- **Attendee:** That new sewer line that came in – will that accommodate this new development?
 - Staff: We are talking with Valley View, asking those questions.
 - Attendee: Why aren't they here? They should be here.
- **Attendee:** The homeless problem in Seattle is pushing into here. Will any of this development be allocated for low-income people?
 - Staff: All we're looking at is zoning. We do not have a specific project in mind.
 - Attendee: Other than the developer that's bought the land.
- **Attendee:** We're just looking at zoning now right?
 - Staff: Yes
- **Attendee:** Public safety is an issue. 24th Ave has paved sidewalks on both sides of streets. There are none on 26th, Military. Safety is an issue. Why would you stop the zoning change boundary at 26th, with no sidewalks? Safety issue on Military.
- **Councilmember Joel Wachtel:** This is a process that we're examining.
 - I am going to tell you: you should put your thoughts in writing. Send the thoughts to us.
 - The comp plan process is complicated, even to me. Just because something is put up as "we want to do this," the decision is in the Council's hands, and we make a decision on what's best for city and how public feels about it. Don't feel like anything's a done deal. Your comments on those cards in the back are public record.
 - Watch the agenda for the Council: when you see this issue come up, come in. We want to hear what you have to say. The question of what someone bought...people in business speculate. They have no guarantees. There is no deal. You are the people we serve. This Council takes this very seriously.
- **Attendee:** Noticed we have the NW Kidney Center nearby: how did that get built, what kind of zoning, is it different?
 - Staff: Yes, that parcel was zoned for that type of use for a very long time. Highline School District owned it for a long time. Once they decided to sell, the kidney center bought it. The zoning is called Regional Business Mix, RBX.
- **Attendee:** City has had other Comprehensive Plans in its history?
 - Staff: The Comprehensive Plan was adopted in 1994, it has been updated in years since.
- **Attendee:** Is it always this fast? It's been such a quick process. Why is it this fast?
 - Staff: It depends on the project. We encourage you to record that in your comment.



MEMORANDUM COMMUNITY & ECONOMIC DEVELOPMENT

Date: September 26, 2019
To: Planning Commission
From: Kate Kaehny, Senior Planner
Subject: City Center Plan Update Phase 1: Project Status Information for Tuesday's Briefing

The purpose of this memo is to provide you with the following information ahead of Tuesday's briefing on the status of the City Center Plan Update Phase 1 project.

Recent & Upcoming Activities

- **Community & Stakeholder Vision Process:** Consultant and City Staff
 - Business Stakeholder Interviews & Briefings:
 - To date, the project consultant has completed ten one-on-one interviews with business and property owners.
 - Staff briefed the Hotel/Motel Tax Advisory Committee at their September meeting and facilitated a discussion on the Committee's top priorities for the City Center area.
 - Employee/Worker Engagement:
 - The project consultant will facilitate a visioning focus group with Airport workers on September 27th.
 - Residential Community Engagement:
 - Staff just confirmed the date and location of the City Center Community Visioning Meeting and will be commencing outreach and advertising to community members next week. The date and time follow:
 - City Center Community Visioning Meeting
Wed, October 23rd, 6:30-8pm
McMicken Elementary School Cafeteria

Next Steps

Key next steps in the project include:

- **November** (date tbd): Stakeholder Charrette on vision & urban design alternatives that implement vision
- **December** (date tbd): Second Community Meeting on vision & urban design alternatives
- **End of Year:** Draft Vision & Preliminary Urban Design Framework Document completed