



CITY OF SEATAC

PLANNING COMMISSION MEETING

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

MEETING AGENDA

- 1) Call to Order/Roll Call
- 2) Approval of the minutes of October 15, 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) Public Hearing - 2019 Comprehensive Plan Amendments (EXHIBITS B & B1)
- 5) Road Standards Code Update: Introduction (EXHIBITS C & C1)
- 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 October 15, 2019 Meeting

Members present: Chair Tejvir Basra, Vice Chair Brandon Pinto, Roxie Chapin, Tom Dantzler, Jagtar Saroya, Andrew Ried-Munro, Leslie Baker,

Members absent: None

Staff present: Planning Manager Jennifer Kester; Public Works Director Will Appleton; Senior Planner Kate Kaehny; Senior Planner David Tomporowski; Associate Planner Neil Tabor; Associate Planner Alena Tuttle; Steve Pilcher, CED Director

1. Call to Order

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

2. Approval of minutes of October 1, 2019 regular meeting

Moved and seconded to approve the minutes as written; passed 5-0.

3. Public Comments

None.

4. Concurrency Program Overview

Public Works Director Will Appleton and Senior Planner David Tomporowski presented information regarding City staff's recommendation to begin a transportation concurrency program. This would allow for better mitigation of traffic impacts from development than using the SEPA process. Mr. Appleton outlined the basics of the program. He reviewed the concept of Level of Service (LOS); it can be measured by congestion, travel speed and/or comfort and convenience. The City currently examines LOS at intersections; the proposal for the concurrency program is to consider a hybrid approach of travel time and system completeness. This is the policy issue before the Commission.

The City proposes to look at 3 distinct districts in which to examine transportation corridors. Mr. Appleton reviewed how the program will be implemented. The review system also helps Public Works staff to determine where to program future capital improvements.

Commissioner Dantzler questioned whether this program would be more effectively implemented post construction of SR 509. Mr. Appleton explained how the system will function; it will provide quicker answers than the existing SEPA process does. The way LOS is determined will alter from the current process, which focuses on intersections vs. other factors. This process will also look at multimodal improvements as potential mitigation measures (i.e., bicycle lanes).

Chair Basra asked for a comparison of today's system vs. the new proposal, using a real life example or even a hypothetical project.

Commissioner Chapin expressed concern regarding the parking lot proposal under consideration by the Port of Seattle in the north portion of the city. She noted the impacts to 24th Ave. S from the existing airport parking lot and questioned why other streets in the area are not included in the proposed system. Mr. Appleton indicated staff can provide information of how various corridors were included (or not) in the proposal.

Mr. Appleton indicated it may be difficult to find an example from past developments, as those analyses were done through the SEPA process. Ms. Kester explained that Planning staff can work with Public Works to come up with an example by the October 29 open house event.

Earl Gipson noted this appears to be an unfunded mandate and expressed concern that if can't be understood easily, action should be delayed.

Vicki Lockwood advocated moving forward with a more definitive process than currently exists through SEPA. She had questions about under what condition measurements are taken to define "the bank." She also questioned whether the developer can choose improvements from a list of options or if the City will dictate.

Mr. Appleton explained there is little "downside" to implementing this program; it will provide a more certain and predictable process. In his experience, he has only witnessed one project that tripped concurrency compliance.

5. 2019 Comprehensive Plan Amendments work session

Senior Planner Kate Kaehny noted this is the final review of the docket prior to the public hearing scheduled for November 5th. She reviewed the schedule for moving forward. Ms. Kaehny noted that the City Council has withdrawn the M-3 map amendment proposal.

Associate Planner Neil Tabor reviewed the WSDOT/Poulsbo RV proposal at the south end of Military Rd. (M-1). He reviewed the location of the site and its current land use designation and zoning. He reviewed some of the uses that could potentially develop on the property with the proposed zone change. Mr. Tabor then reviewed some of the additional information staff has gathered since this proposal's initial inclusion on the preliminary docket.

Mr. Tabor noted the impacts of the SR-509 project to the existing Poulsbo RV property, which is the impetus for the change. He noted that project is compliant with the land use designation criteria and appears to be supportable. In response to a question, he noted there has not yet been any public comment.

Vicki Lockwood inquired about the traffic light that currently serves Poulsbo RV and the potential of its relocation. She noted the additional impact of the new Kent Elementary School and its traffic impacts. Mr. Tabor noted traffic issues would be evaluated at the time of a specific development proposal.

Associate Planner Alena Tuttle presented map amendment M-2, Bow Lake Mobile Home Park. This proposal is to downzone a small portion of the park from Commercial Low/Neighborhood Business to Residential High/UH-900. This will allow this portion of the property to be developed with additional manufactured homes (not allowed in the NB zone). The change would result in an anticipated decrease in traffic from the current commercial zone.

Kate Kaehny then reviewed map amendment M-7, which is an administrative update of various technical maps such as the wetlands map. This type of amendment is routinely conducted every two years.

Text Amendments T-1 and T-2 are still active. (T-3 and T-4 were withdrawn). T-1 is in regards to transportation concurrency and was previously reviewed earlier in the meeting. T-2 is in regards to the Capital Facilities Plan.

Ms. Kaehny noted the next step is the October 29th open house, with a public hearing date set for November 5.

6. Director's Report

Director Pilcher noted that the Washington State Chapter American Planning Association annual conference will be held in Tacoma on Wednesday and Thursday of this week; most planning staff will be in attendance. He also mentioned the upcoming grand opening event of the new Glacier Middle School, to be held on October 24, 2019.

7. Commissioners' Comments

None.

8. Adjournment

There being no further business, the meeting adjourned at 6:55 p.m.



MEMORANDUM COMMUNITY & ECONOMIC DEVELOPMENT

Date: October 31, 2019
To: Planning Commission
From: Kate Kaehny, Senior Planner
Subject: Information for 11/5 Public Hearing on 2019 Comprehensive Plan
Amendment Final Docket Proposals

The purpose of this memo is to provide an overview of activities and materials associated with this Tuesday's Public Hearing on the 2019 Final Docket proposals.

11/5 Public Hearing on 2019 Final Docket Proposals:

As usual, staff will present an overview of the proposals before opening the floor to public testimony. After the public hearing, Commissioners have the opportunity to ask staff for clarifications or additional information on the proposals.

While the Commission is scheduled to provide a recommendation on the proposed amendments at your next meeting on November 19th, a recommendation could be made immediately after the public hearing if the Commission is comfortable doing so.

Staff Report on 2019 Final Docket Proposals:

Per the City's procedures, staff have completed their evaluation of the five Comprehensive Plan Amendment proposals that comprise the 2019 Final Docket. The Staff Report is attached to this memo. (It can also be found at the following link: [2019 Final Docket Staff Report.](#))

Written Comments Received to Date on 2019 Final Docket Proposals:

While numerous public comments were received and provided to the Planning Commission in regards to the M-3 Potential Rezone of North Military Rd S proposal before it was withdrawn, since that time there has been only one written inquiry sent to staff. In this single case, the individual had questions about the M-2 Bow Lake Mobile Home Park Map Amendment and Concurrent Rezone proposal, and requested to be added to the list of parties of interest that is maintained throughout the amendment process.

Anticipated Review & Adoption Schedule for November & December:

- **11/5:** Public Hearing on 2019 Comprehensive Plan Amendment Proposals
- **11/19:** Planning Commission recommendation on proposals (anticipated)
- **11/21:** Planning & Economic Development (PED) Committee recommendation (anticipated)
- **11/26:** City Council review of proposals
- **12/10:** City Council action on proposals (anticipated)



Staff Report 2019 Final Docket of Comprehensive Plan Amendments

October 29, 2019*

(*Note: Administrative corrections made on 10/31)

As part of SeaTac’s biennial process, the City is considering five proposals to amend the Comprehensive Plan. Each proposal is described and reviewed in this Staff Report based on the Final Docket Evaluation Criteria established within the City’s Comprehensive Plan Amendment Procedures. Site-specific map amendment proposals are additionally evaluated in terms of how proposed land use designations meet the Land Use Designation Criteria within Table 2.1 in the Comprehensive Plan.

SECTION I: LIST OF FINAL DOCKET PROPOSALS (Established by Resolution 19-009)

| FINAL DOCKET | STATUS/STAFF RECOMMENDATION |
|---|-----------------------------|
| <i>MAP AMENDMENT PROPOSALS INITIATED BY PUBLIC/OTHER AGENCIES</i> | |
| M-1: WSDOT/Poulsbo RV Map Amendment & Concurrent Rezone | Approve |
| M-2: Bow Lake Mobile Home Park Map Amendment & Concurrent Rezone | Approve |
| <i>MAP AMENDMENT PROPOSALS INITIATED BY CITY</i> | |
| M-7: Update Comprehensive Plan’s Informational Maps | Approve |
| <i>TEXT AMENDMENT PROPOSALS INITIATED BY CITY</i> | |
| T-1: Revisions to Transportation Concurrency Policies | Approve |
| T-2: Capital Facilities Plan Update | Approve |
| <i>WITHDRAWN FROM FINAL DOCKET</i> | |
| M-3: Military Road S Map Amendment & Concurrent Rezone – North End | <i>Withdrawn</i> |
| M-6: Establishing Land Use Designation & Zoning for Unused SR509 ROW | <i>Withdrawn</i> |
| T-3: PROS Plan Update (Parks, Recreation & Open Space Plan) | <i>Withdrawn</i> |
| T-4: City Center Sub-Area Plan Update Phase 1 | <i>Withdrawn</i> |

SEE ATTACHMENT 1 FOR DETAILED INFORMATION & AMENDMENT LANGUAGE FOR ALL PROPOSALS.

SECTION II: EVALUATION CRITERIA

FINAL DOCKET EVALUATION CRITERIA FOR ALL PROPOSALS:

1. **Changed Circumstance.** Circumstances related to the proposal have changed or new information has become available which was not considered when the Comprehensive Plan was last amended.
2. **Comprehensive Plan Consistency.** The proposal is consistent with all elements of the Comprehensive Plan and other applicable City policies and agreements.
3. **Population/Employment Targets.** The proposal will not prevent the City's adopted population and employment targets from being achieved.
4. **Concurrency.** The proposal will be able to satisfy concurrency requirements for public facilities including transportation and utilities, and does not adversely affect other adopted Level of Service standards.
5. **No Adverse Impacts.** The proposal will not result in development that adversely affects public health, safety and welfare and, as demonstrated from the SEPA environmental review, the proposal will not result in impacts to housing, transportation, capital facilities, utilities, parks or environmental features that cannot be mitigated.

FINAL DOCKET CRITERIA FOR SITE-SPECIFIC MAP AMENDMENT PROPOSALS ONLY:

6. **Additional Criteria for Comprehensive Plan Map Changes.** In addition to the above criteria, map change proposals will be evaluated according to the following:
 - a) **Change in Condition.**
 - (1) Conditions have changed since the property was given its present Comprehensive Plan designation so that the current designation is no longer appropriate, or
 - (2) The map change will correct a Comprehensive Plan designation that was inappropriate when established.
 - b) **Anticipated Impacts.** The proposal identifies anticipated impacts of the change, including the geographic area affected and the issues presented by the proposed change.
7. **Compatibility with Adjacent Uses.** The proposed amendment will be compatible with nearby uses.

LAND USE DESIGNATION CRITERIA FOR SITE-SPECIFIC MAP AMENDMENT PROPOSAL ONLY:

In addition to the Final Docket Criteria, site-specific Map Amendment proposals will also be assessed in terms of the how the proposed land use designation meets the Comprehensive Plan Land Use Designation Criteria within Table 2.1 in the Comprehensive Plan.

SECTION III: MAP AMENDMENT PROPOSALS

M-1) WSDOT/Poulsbo RV Map Amendment & Concurrent Rezone Proposal

PROPOSAL:

Location: Southeast SeaTac, 22809 Military Road S, east of I-5, PIN: 152204-9031

Size of Parcel: 0.62 acres (per the King County Tax Assessor's database)

Present Use: WSDOT Maintenance Facility

Description of Proposal: Based on the planned WSDOT extension of State Route (SR) 509, the applicant is proposing to change the land use designation and zone of a parcel to allow for commercial use by Poulsbo RV to mitigate losses to their current site.

Proposed Land Use Designation Change:

Current: Residential Low Density; Proposed: Commercial High

Proposed Rezone:

Current: Urban Low (UL)-15,000; Proposed: Community Business

- *Maximum building coverage in proposed Community Business zone:* Up to 75% building coverage.
- *Maximum structure height in proposed Community Business zone:* Limited by FAA and Fire Department regulations.
- *Allowed uses in proposed Community Business zone:* This zone is primarily a high density commercial zone and allows for a broad array of commercial, mixed-use residential and limited manufacturing and industrial uses.

BACKGROUND & CONTEXT:

Background:

This project was initiated by WSDOT as a result of the SR 509 extension project. As part of mitigating actions for SR 509 project related takings, WSDOT is working with Poulsbo RV to surplus adjacent WSDOT owned sites to Poulsbo RV. These sites are intended to be transferred to Poulsbo RV for the purpose of retaining a viable site in the immediate vicinity of their current location.

The site of this proposal is a single parcel on the west side of Military Road directly east of I-5. The site is two parcels north of the existing Poulsbo RV site and immediately north of a currently vacant WSDOT owned parcel within the City of SeaTac that is zoned Community Business. Right-of-way space between Interstate 5 to the west and the current parcel boundary of the site is planned to be vacated to expand the size of the parcel to approximately 0.88 acres.

The site is owned by WSDOT and is currently being used as a WSDOT maintenance facility, and includes a cell tower. The site has previously been used as a church.

Environmentally Critical Areas (*Critical areas located on or immediately adjacent to the site may trigger development requirements in the SeaTac Zoning Code*):

The site has no known critical areas.

(M-1 Continued)

ANALYSIS:

Final Docket Evaluation Criteria & Findings:

| CRITERIA | FINDINGS: ARE CRITERIA MET? |
|---|--|
| <p>1) Circumstances Changed? (Is proposal a result of changed or new information?)</p> | <p><u>Yes.</u></p> <ul style="list-style-type: none"> • The SR 509 extension project will require the taking of a significant portion of the current Poulsbo RV site, and the relocation of buildings and vehicle storage areas. • WSDOT intends to surplus the subject site and adjacent SeaTac parcel to the south as part of their mitigation actions. |
| <p>2) Consistent with Comprehensive Plan? 3) Consistent with Plan’s population & employment targets?</p> | <p><u>Yes.</u></p> <ul style="list-style-type: none"> • See “Relevant Policies” section below. • Proposal is consistent with population and employment targets. |
| <p>4) Concurrency Requirements Met? 5) No Adverse Impacts? (i.e. Does not adversely impact infrastructure (transportation, utilities), health, safety, environment, etc. in ways that can’t be mitigated.)</p> | <p><u>Yes.</u></p> <ul style="list-style-type: none"> • The anticipated project will likely include the relocation of existing Poulsbo RV dealership functions currently located within the immediately proximity of the subject site. The relocation of these existing functions is unlikely to have significant impacts on traffic or the surrounding infrastructure. • The site is already served by sewer and water. |
| <p>6a) Change in Condition: 1) Conditions changed since property given its present designation. 2) Map change will correct a designation that was inappropriate when established.</p> | <p><u>Yes.</u></p> <ul style="list-style-type: none"> • Circumstances changed – see response to Criteria #1 |
| <p>6b) Proposal Identifies Anticipated Impacts to Geographic Area</p> | <p><u>Yes.</u></p> <ul style="list-style-type: none"> • Application materials identify minimal anticipated impacts and infrastructure improvements needed. |

(M-1 Continued)

| | |
|---|---|
| <p>7. Compatibility with Adjacent Uses</p> | <p>Generally, Yes.</p> <ul style="list-style-type: none"> • The requested Community Business zone is the same zoning designation as the adjacent parcel immediately to the south, and similar to parcels in the City of Kent farther south. • Parcels north of the site are zoned Residential Low UL-15,000. While historically the site has been occupied by non-residential uses (including a church and more recently the WSDOT maintenance facility), the proposed Community Business zone would allow for commercial uses of significantly higher building heights and intensities. • The anticipated relocation of the Poulsbo RV dealership would result in a fairly low intensity commercial use on the site. Should a higher intensity commercial development be proposed in the future, the project would be subject to development standards and infrastructure concurrency requirements to mitigate its impacts to the area, including the adjacent single-family zone. |
|---|---|

Land Use Designation Evaluation Criteria & Findings:

The following assessment evaluates how the applicant’s proposed land use designation meets the Land Use Designation Criteria in Table 2.1 of the Comprehensive Plan.

Table 2.1 Land Use Designation Criteria for Proposed Land Use Designation

| CRITERIA FOR “COMMERCIAL HIGH” DESIGNATION | FINDINGS: ARE CRITERIA MET? |
|--|---|
| <p>Existing Land Uses/Locations: Areas are generally characterized by previously developed high intensity commercial or industrial uses and are in locations that provide a transition between industrial or high intensity commercial areas and less intensive commercial, mixed use or residential zones.</p> | <p>Yes. The subject site has historically been occupied by non-residential uses, including the current WSDOT maintenance facility, and is immediately adjacent to a parcel that is currently designated Commercial High. The site is in a location that provides a transition between an area with medium to high intensity commercial uses and residential zones.</p> |
| <p>Access: Properties are located along principal or minor arterial streets.</p> | <p>Yes. Military Road is classified as a minor arterial road.</p> |
| <p>Environmentally Critical Areas: Areas should be free of or must be capable of appropriately accommodating environmentally critical areas.</p> | <p>Yes. No environmentally critical areas were identified within or adjacent to the site.</p> |

(M-1 Continued)

RELEVANT COMPREHENSIVE PLAN POLICIES

Ch. 4 Land Use Element

Commercial Land Use

- **Goal 2.4:** Serve the needs of the City's residents, businesses, and visitors through appropriate commercial land uses.

Commercial High

- **Policy 2.4F:** Allow high intensity development in the Commercial High designation to accommodate intense land uses, such as mixed use hotels, office towers, and high density housing, to support transit/walking/bicycling communities.

Essential Public Facilities

- **Policy 2.7D:** Actively engage with WSDOT and neighboring cities on the planning, design and construction of, and mitigation for highway or other major roadway facilities.

STAFF RECOMMENDATION: **Approve proposal.**

Staff recommends approval of this proposal for the following reasons:

- It meets the Final Docket Criteria and the Comprehensive Plan Amendment Land Use Designation Criteria. Determining factors include the planned SR 509 extension project adjacent to the site and the anticipated impacts of re-locating portions of the existing Poulsbo RV site impacted by this extension. While this proposal would allow a commercial high zone adjacent to a residential low zone, any future development on the site would be subject to development standards to mitigate its impacts to the adjacent single-family zone.

M-2) Bow Lake Mobile Home Park Map Amendment & Concurrent Rezone Proposal

PROPOSAL:

Location: The eastern portion of the property fronting 32nd Ave S and S 182nd St; PIN: 3423049008.

Size of Parcel: 45.32 acres. The approximate size of the subject site, which is a portion of the 45.32 acre larger parcel, is approximately 0.96 acres.

Present Use: The subject site contains ten existing mobile home units and a 3,300 SF commercial retail building.

Description of Proposal: The applicant is proposing to change the subject site, which is a portion of a larger parcel, from its current Commercial Low land use designation, to the Residential High Density land use designation, to allow for the expansion of mobile home pads and/or RV parking. The proposal also requests a concurrent rezone from the Neighborhood Business (NB) zone to the Urban High (UH)-900 multi-family zone.

Proposed Land Use Designation Change:

Current: Commercial Low (CL); **Proposed:** Residential High Density (RH)

Proposed Rezone:

Current: Neighborhood Business (NB); **Proposed:** Urban High (UH)-900

- Maximum density in proposed UH-900 zone: 48 dwelling units per acre
- Maximum structure height in proposed UH-900 zone: 55 feet
- Allowed uses in proposed UH-900 zone: This zone is primarily a multi-family zone, but it does allow for mobile homes through a conditional use process. Other uses are also allowed (e.g., Religious Use Facility, Bed and Breakfast, Day Care, limited retail uses).

BACKGROUND & CONTEXT:

Background:

The subject site is within the Bow Lake Mobile Home Park, a 55+ gated residential community comprised of approximately 455 residences, located to the East of International Boulevard. The subject site currently has a Commercial Low land use designation, is zoned Neighborhood Business (NB), and includes a small commercial building and ten mobile home units. Because the NB zone does not allow mobile homes, the existing mobile home units on the subject site are considered to be legal nonconforming uses. The applicant has proposed changing the designation to Residential High Density and the zone to UH-900 in order to correct the nonconformity, and to allow for additional mobile home or RVs to be located on the subject site.

Environmentally Critical Areas (*Critical areas located on or immediately adjacent to the proposed site may trigger development requirements in the SeaTac Zoning Code*):

Comprehensive Plan Map 9.1 identifies Bow Lake as a wetland, however, the proposal area is outside the maximum buffer width and therefore no regulations apply.

(M-2 Continued)

ANALYSIS:

Final Docket Evaluation Criteria & Findings:

| CRITERIA | FINDINGS: ARE CRITERIA MET? |
|--|--|
| 1) Circumstances Changed? (Is proposal a result of changed or new information?) | <u>Yes.</u> <ul style="list-style-type: none">• While the land uses in the immediately surrounding area have not changed, the proposal would allow for non-conforming residential uses on the site to become conforming after the proposed change.• The applicant has indicated that the existing commercial building is difficult to operate because of its location on a dead end local street. |
| 2) Consistent with Comprehensive Plan? 3) Consistent with Plan's population & employment targets? | <u>Yes.</u> <ul style="list-style-type: none">• See "Relevant Policies" section below.• Proposal is consistent with cited land use and housing policies.• Proposal consistent with targets. |
| 4) Concurrency Requirements Met? 5) No Adverse Impacts? (i.e. Does not adversely impact infrastructure (transportation, utilities), health, safety, environment, etc. in ways that can't be mitigated.) | <u>Yes.</u> <ul style="list-style-type: none">• Applicant confirmed availability of public infrastructure to accommodate development on the site.• The parcel is in a highly urbanized area with transportation, infrastructure and other public facility capacity to accommodate the change for additional residential land use. |
| 6a) Change in Condition: 1) Conditions changed since property given its present designation. 2) Map change will correct a designation that was inappropriate when established. | <u>Yes.</u> <ul style="list-style-type: none">• Land use conditions around the site have not changed since the parcel was given its current designation.• Proposed map change will eliminate the current non-conformity of mobile homes within a designation that does not allow for the use. |
| 6b) Proposal Identifies Anticipated Impacts to Geographic Area | <u>Yes.</u> <ul style="list-style-type: none">• Application materials address anticipated impacts to public facilities in area. |
| 7. Compatibility with Adjacent Uses | <u>Yes.</u> <ul style="list-style-type: none">• If changed to Residential High/UH-900, the subject site would have same classification as the current zoning and comprehensive plan designation of the surrounding areas of the parcel. |

(M-2 Continued)

Land Use Designation Evaluation Criteria & Findings:

The following assessment evaluates how the applicant’s proposed land use designation meets the Land Use Designation Criteria in Table 2.1 of the Comprehensive Plan.

Table 2.1 Land Use Designation Criteria for Proposed Land Use Designation

| CRITERIA FOR “RESIDENTIAL HIGH DENSITY” DESIGNATION | FINDINGS: ARE CRITERIA MET? |
|---|--|
| Existing Land Uses/Locations: Areas that provide a transition between low to moderate density residential uses and higher intensity mixed use or commercial areas. | Yes. The majority of the parcel in which the proposal is located has an existing designation of Residential High Density and is zoned UH-900. Amending the subject site’s designations to match the surrounding area would provide consistency and would maintain the character of the surrounding residential area. |
| Access: Areas are located adjacent to arterial streets and are near transit and employment and/or commercial areas. | Yes. The site is within the City Center which provides commercial and employment areas. The Link Light Rail (SeaTac Airport Station) and Rapid Ride bus stop are within walking distance via 32 nd Ave S and S 176 th St through use of sidewalk infrastructure. |
| Environmentally Critical Areas: Areas should be free of or must be capable of appropriately accommodating environmentally critical areas. | Yes. The proposal site is not within any wetland or critical area buffers. |

RELEVANT COMPREHENSIVE PLAN POLICIES

Land Use Chapter - High Density Residential:

- **Policy 2.3E:** Provide a high density living option through the Residential High Density designation.

Housing & Human Services Chapter - Variety of Housing Types:

- **Policy 3.4B:** Promote a variety of housing types and options in all neighborhoods, particularly in proximity to transit, employment, and educational opportunities.

STAFF RECOMMENDATION: **Approve proposal.**

Staff recommends this proposal for the following reasons:

It meets the Final Docket Criteria and the Comprehensive Plan Amendment Land Use Designation Criteria. The proposal will eliminate the non-conforming status of pre-existing mobile home residences while allowing for additional residences on the subject site. The map change will also create consistency with the Residential High land use designation and UH-900 zoning of the surrounding parcel.

M-7) Update Comprehensive Plan's Informational Maps

PROPOSAL:

Description of Proposal: Revise the formatting in Map 9.1 Wetland & Streams to improve the graphical depiction of information. See Attachment 1 for more detail.

BACKGROUND & CONTEXT:

Background: This proposal is an administrative update to the formatting of Map 9.1 Wetland & Streams, and does not change any of the map's data.

ANALYSIS:

Final Docket Evaluation Criteria & Findings: Because this is an administrative change the criteria are not applicable.

| CRITERIA | FINDINGS: ARE CRITERIA MET? |
|--|-----------------------------|
| 1) Circumstances Changed? (Is proposal a result of changed or new information?) | <u>N/A</u> |
| 2) Consistent with Comprehensive Plan? 3) Consistent with Plan's population & employment targets? | <u>N/A</u> |
| 4) Concurrency Requirements Met? 5) No Adverse Impacts? (i.e. Does not adversely impact infrastructure (transportation, utilities), health, safety, environment, etc. in ways that can't be mitigated.) | <u>N/A</u> |
| 6a) Change in Condition: 1) Conditions changed since property given its present designation. 2) Map change will correct a designation that was inappropriate when established. | <u>N/A</u> |
| 6b) Proposal Identifies Anticipated Impacts to Geographic Area | <u>N/A</u> |
| 7. Compatibility with Adjacent Uses | <u>N/A</u> |

STAFF RECOMMENDATION: **Approve proposal.**

Staff recommends approval of this proposal to improve the formatting and graphical depiction of information on Map 9.1 Wetland & Streams.

SECTION IV: TEXT AMENDMENT PROPOSALS

T-1) Revisions to Transportation Concurrency Policies

PROPOSAL:

Amend level of service (LOS) policies that measure the performance of the City’s transportation system. LOS measurement is changed from intersection delay to corridor travel speed and non-motorized system completeness. Amendments are proposed within the following chapters of the Comprehensive Plan: Ch. 4 Transportation Element, Ch. 5 Capital Facilities Element and the Capital Facilities Background Report. (See Attachment 1 for proposed amendments.)

BACKGROUND/CONTEXT:

The Public Works Department has been working with the City Council’s Transportation & Public Works (T&PW) Committee on revising transportation concurrency policies since 2017. This amendment assists that effort by changing the way the City measures LOS, making it more reflective of citizens’ user experience by measuring corridor travel speed. It also incorporates a measurement of the City’s non-motorized network, recognizing the important role sidewalks and bicycle lanes play in the City’s transportation system. This LOS measurement change is a key component of the City’s effort to more consistently and effectively implement and track transportation concurrency, while better serving the development community.

ANALYSIS:

Final Docket Evaluation Criteria & Findings:

| CRITERIA | FINDINGS: ARE CRITERIA MET? |
|---|---|
| 1) Circumstances Changed? (Is proposal a result of changed or new information?) | <u>Yes.</u> <ul style="list-style-type: none"> The 2015 Puget Sound Regional Council Comprehensive Plan Certification process identified opportunities for the City to increase alignment with the Growth Management Act, including revisions to the City’s transportation concurrency policies. |
| 2) Consistent with Comprehensive Plan? 3) Consistent with Plan’s population & employment targets? | <u>Yes.</u> <ul style="list-style-type: none"> See “Relevant Policies” section below. |
| 4) Concurrency Requirements Met? 5) No Adverse Impacts? (i.e. Does not adversely impact infrastructure (transportation, utilities), health, safety, environment, etc. in ways that can’t be mitigated.) | <u>Yes.</u> <ul style="list-style-type: none"> The proposed revisions increase alignment with the Growth Management Act’s transportation concurrency requirements and enable the City to better plan for transportation facilities that adequately serve existing and new development. |

(T-1) Continued

RELEVANT COMPREHENSIVE PLAN POLICIES

Capital Facilities

- Goal 5.1: Plan for public facilities to adequately serve existing and new development by establishing levels of service (LOS) standards and determining the capital improvements needed to achieve and maintain these standards for existing and future residents and employees.
- Additional policies are part of proposed revisions and can be found in Attachment 1.

STAFF RECOMMENDATION: Approve proposal.

Staff recommends approval of this proposal because it meets the Final Docket Criteria and increases policy alignment with the Growth Management Act.

T-2) Capital Facilities Plan Update

PROPOSAL:

Update the Capital Facilities Element and Background Report, including the 6-year Capital Facilities Plan (biennial update). (See Attachment 1 for proposed amendments.)

BACKGROUND:

The Washington State Growth Management Act (GMA) requires the Capital Facilities Element to identify public facilities that will be needed during the six years after an update of the Comprehensive Plan.

ANALYSIS:

Final Docket Evaluation Criteria & Findings:

| CRITERIA | FINDINGS: ARE CRITERIA MET? |
|---|--|
| 1) Circumstances Changed? (Is proposal a result of changed or new information?) | Yes. <ul style="list-style-type: none">• State law requires Cities to update capital facilities plans with current population and capital project information. |
| 2) Consistent with Comprehensive Plan? 3) Consistent with Plan’s population & employment targets? | Yes. <ul style="list-style-type: none">• See policies in “Relevant Policies” section below.• The Capital Facilities Plan must plan to accommodate population and employment growth. |
| 4) Concurrency Requirements Met? 5) No Adverse Impacts? (i.e. Does not adversely impact infrastructure (transportation, utilities), health, safety, environment, etc. in ways that can’t be mitigated.) | Yes. <ul style="list-style-type: none">• The purpose of updating the Capital Facilities Plan is to ensure that adequate infrastructure is in place or planned for in order to accommodate new growth. |

(T-2) Continued

RELEVANT COMPREHENSIVE PLAN POLICIES

Capital Facilities Chapter

- Goal 5.1: Plan for public facilities to adequately serve existing and new development by establishing levels of service (LOS) standards and determining the capital improvements needed to achieve and maintain these standards for existing and future residents and employees.

STAFF RECOMMENDATION: **Approve proposal.**

Staff recommends approval of this proposal to ensure compliance with State law and because it meets the Final Docket Criteria.

Attachment 1:

2019 FINAL DOCKET

Comprehensive Plan

Amendment & Rezone

Proposals

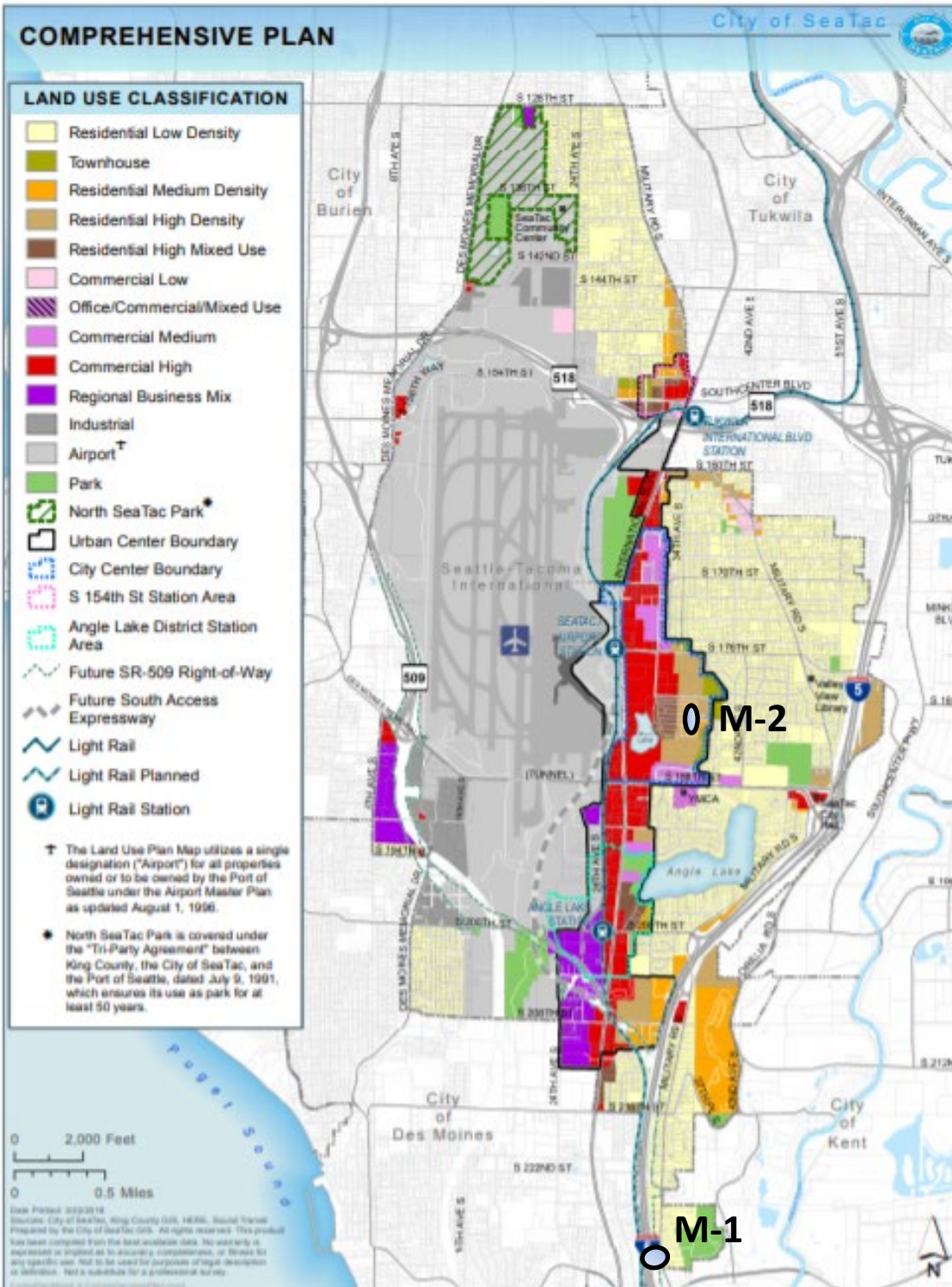
| | |
|-----|--|
| M-1 | WSDOT/Poulsbo RV Comprehensive Plan Map Amendment & Concurrent Rezone |
| M-2 | Bow Lake Mobile Home Park Comprehensive Plan Map Amendment & Concurrent Rezone |
| M-7 | Update Comprehensive Plan's Informational Maps |
| T-1 | Revisions to Transportation Concurrency/LOS Policies |
| T-2 | Capital Facilities Plan Update |

City of SeaTac

Attachment 1: Map Amendment Proposals

**City of SeaTac
2019 Comprehensive Plan Amendment Process**

Locations of Site-Specific Map Amendment Proposals Vicinity Map (& Current Comprehensive Plan Map)

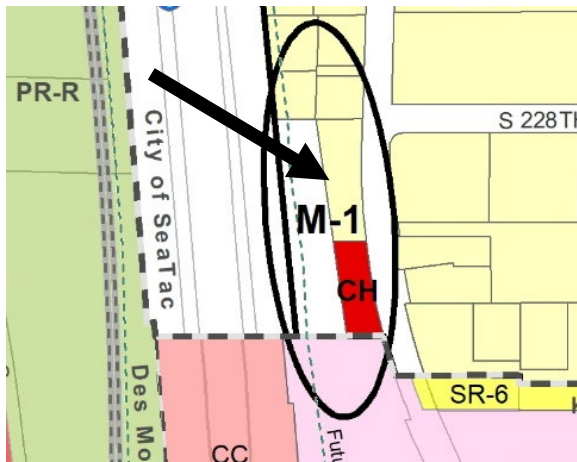


Map Amendment M-1

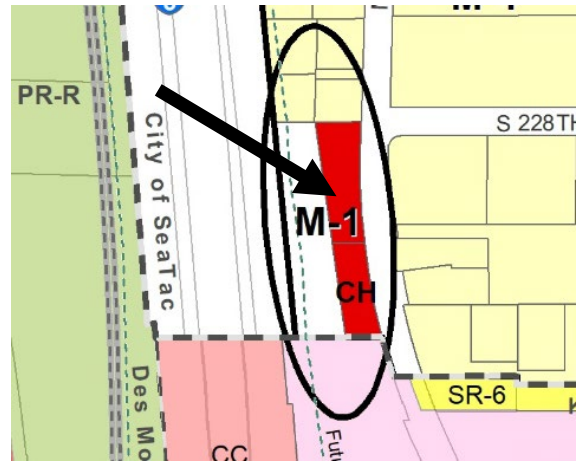
Proposal: WSDOT-Poulsbo RV Map Amendment & Concurrent Rezone

Comprehensive Plan Land Use Designation Proposal

Existing: Residential Low
(Single family residential)

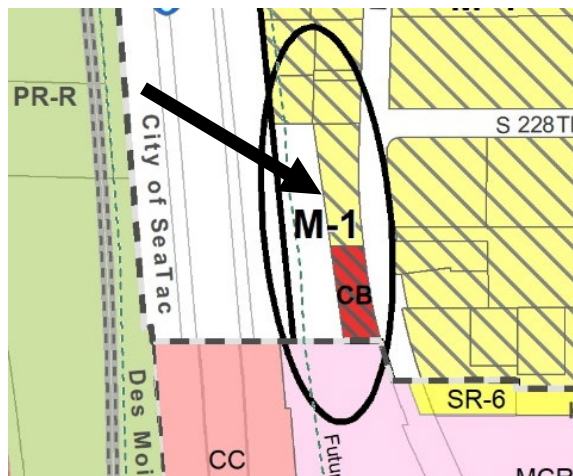


Proposed: Commercial High
(Commercial high intensity)

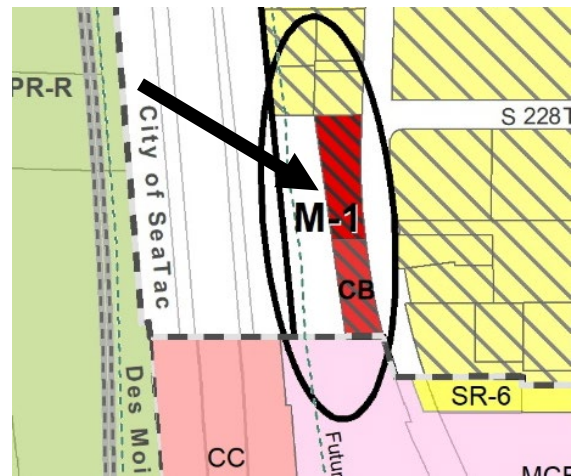


Rezone Proposal

Existing: Urban Low (UL) 15,000
(Single family residential)



Proposed: Community Business
(High intensity commercial)



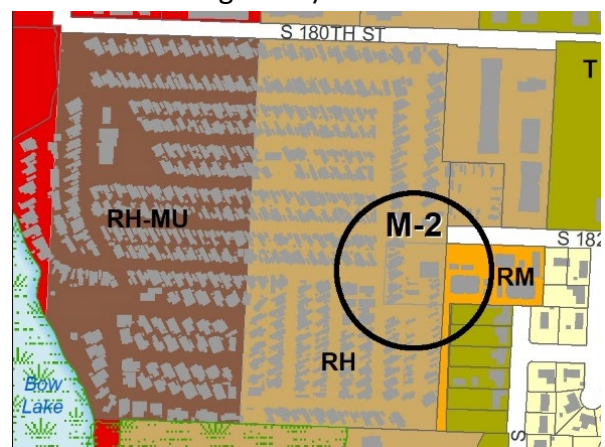
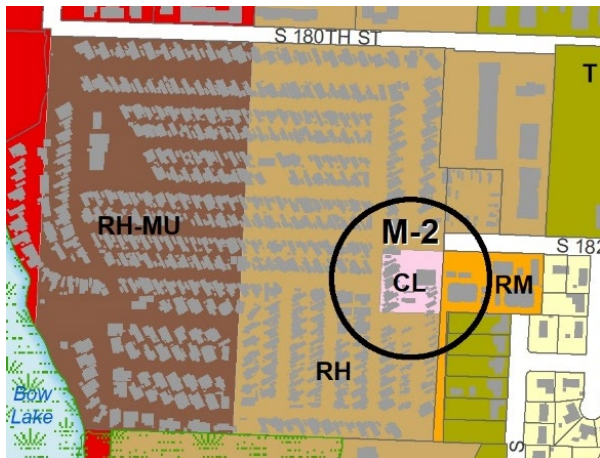
Map Amendment M-2

Proposal: Bow Lake Mobile Home Park Map Amendment & Concurrent Rezone

Comprehensive Plan Land Use Designation Proposal

Existing: Commercial Low
(Low intensity commercial)

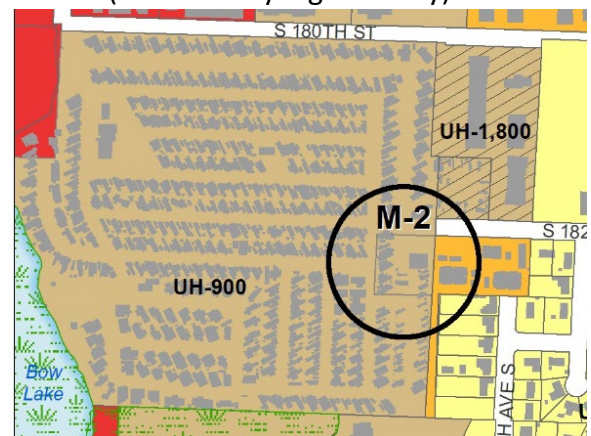
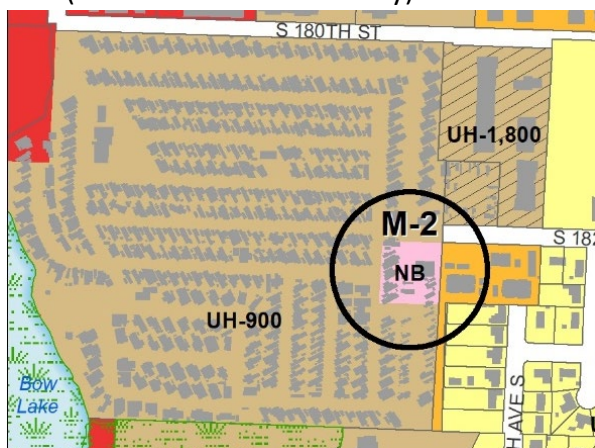
Proposed: Residential High Density
(High density multi-family, same as surrounding areas)



Rezone Proposal

Existing: Neighborhood Business (NB)
(Commercial low intensity)

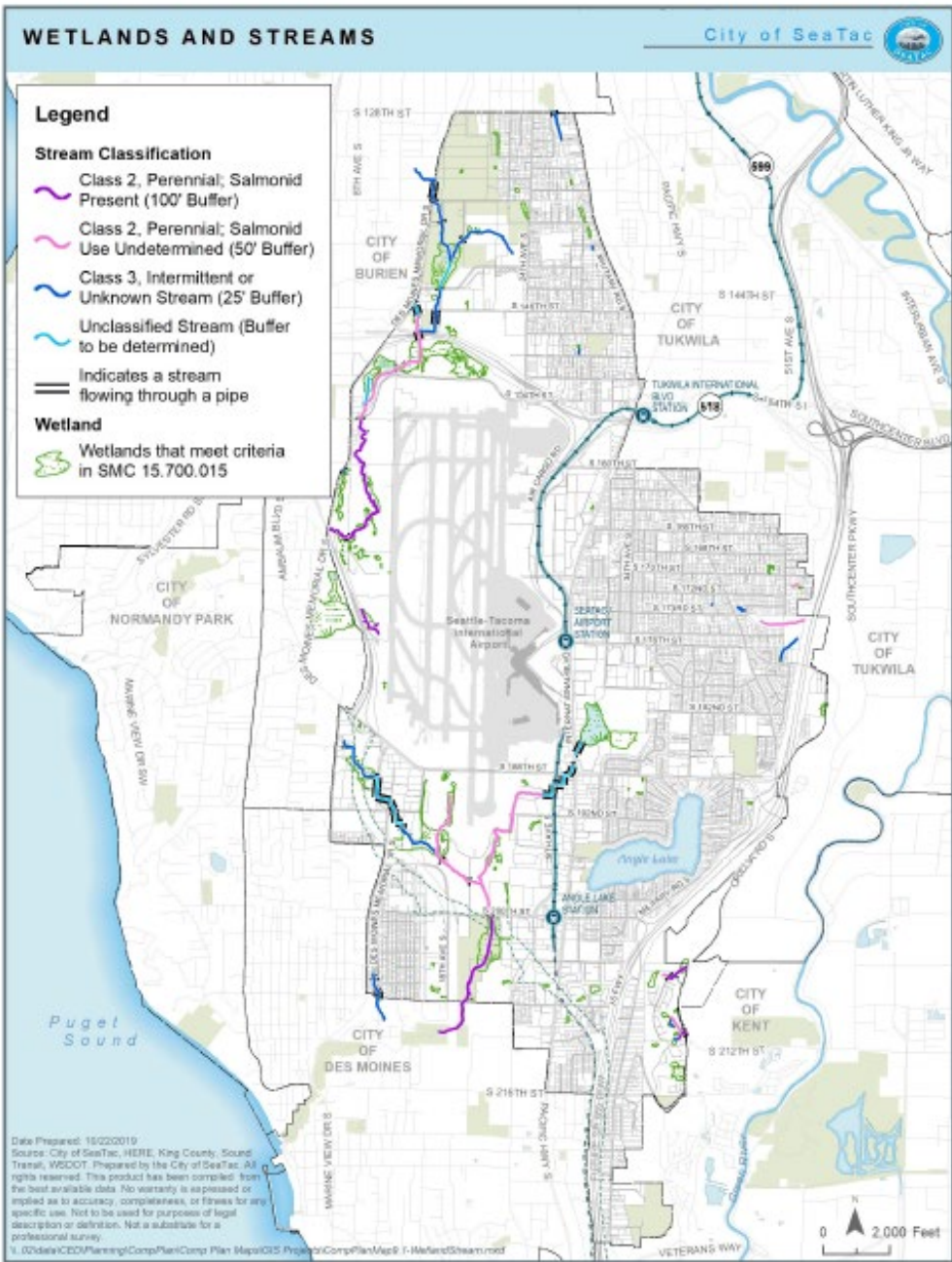
Proposed: Urban High (UH) 900
(Multi-family high density)



Map Amendment M-7

Map 9.1: Wetlands and Streams: Proposed Changes

- Revise the formatting of Map 9.1 to improve the graphical depiction of information. There are no changes to data on the map.



Attachment 1: Text Amendment Proposals

**City of SeaTac
2019 Comprehensive Plan Amendment Process**

Text Amendment T-1:

Revisions to Transportation Concurrency/Level of Service (LOS) Policies

- Ch. 4: Transportation Element

TRANSPORTATION ELEMENT

CHAPTER 4

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INTRODUCTION



The transportation system needs to support the land use plan to provide transportation alternatives for meeting day-to-day activities. The Urban Center and other higher density areas of residential and commercial land uses need to be served with transit and good pedestrian and bicycle facilities, as well as roadways to adequately meet the transportation needs of those areas of the City. These multi-modal facilities and transportation services can help reduce the reliance on the automobile to reduce the costs and potential adverse impacts of building more and wider roadways. The transportation system also serves as an adjunct to the Parks, Recreation, and Open Space Element by providing multi-modal facilities to support walking, bicycling, and other activities, and provide connections to local parks and regional trails, leading to better health outcomes.

The transportation system is the backbone of the City of SeaTac community. The City's multi-modal transportation system supports all aspects of the community including land use, housing, economic vitality, recreation, and the environment, and helps define the overall character, livability, and quality of life of the City. The Transportation Element establishes the broad goals and policies for directing investments in the system, investments that cover a wide range of items including preservation, operations, safety and multi-modal capital improvements.

The Transportation Element also identifies the role of regional agencies in providing transportation to the City, and how the City's investments support the regional system. The result is a long-term blueprint for guiding the development, maintenance, and operations of the transportation system to help support the overall vision for the City. It is used by City staff, the Planning Commission, City Council, and the community in establishing priorities for the full range of transportation investments, working with other agencies, and evaluating development proposals. Background for the Transportation Element can be found in the Transportation Master Plan and Safe and Complete Streets Plan.

The Transportation Element is coordinated with the Land Use; Parks, Recreation, and Open Space; Capital Facilities; and Economic Vitality Elements. The Transportation Model was developed jointly with the Port of Seattle to ensure the plans of both jurisdictions are based on the same traffic and system assumptions.

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 of development.

Policy 4.2A

Establish a level of service (LOS) standard of:

- Corridor travel speed equating to LOS E or better
- Non-motorized system completeness

Two components are important to defining the adequacy of the City's transportation system and evaluating concurrency:

1. The ability to maintain reasonable vehicle travel speeds along major corridors serving traffic within the City.
2. The provision of adequate multimodal facilities. This is measured by degree of completeness of the City's planned pedestrian and bicycle networks, which are defined in the City's Transportation Master Plan.



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.

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.~~
- ~~• 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,~~~~

To accommodate these two objectives, the City has a level of service standard based on “vehicle trips available” (VTA). This standard assesses the adequacy of the transportation system for new development by calculating “vehicle trips available by corridor.” This calculation is based on a minimum allowed travel speed, and augmented with trip credits associated with non-motorized network completeness. These two concepts are explained in greater detail below:


Corridor Travel Speed: The City has identified weekday PM peak period (4-6 pm) travel speeds along key corridor segments as a critical measure of the adequacy of its transportation system. Corridor level of service is based on the average travel speed through a corridor, which reflects both the total corridor travel time and delays at the intersections within and at the ends of each corridor. The minimum average travel speed for each corridor equates to LOS E. The ability to add additional PM peak period vehicle trips to these corridors is dependent upon those trips not decreasing the average travel speed of these corridors below LOS E. Map 4.2 Concurrency Corridors shows the defined corridor segments.

Non-motorized System Completeness: The City has three non-motorized districts as shown in Map 4.3 Concurrency Districts. 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. This metric is calculated separately for each district. As 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: Level of service standard is met if all designated concurrency corridors have remaining trip capacity during the PM peak period; meaning additional vehicle trips could be added to those corridors without lowering the average travel speed below the established level of service threshold.

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

- ~~– 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 multi-modal 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 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 non-motorized modes and a range of transit services and facilities.~~

ROADWAY FUNCTIONAL CLASSIFICATION & SIGNAL LOCATIONS

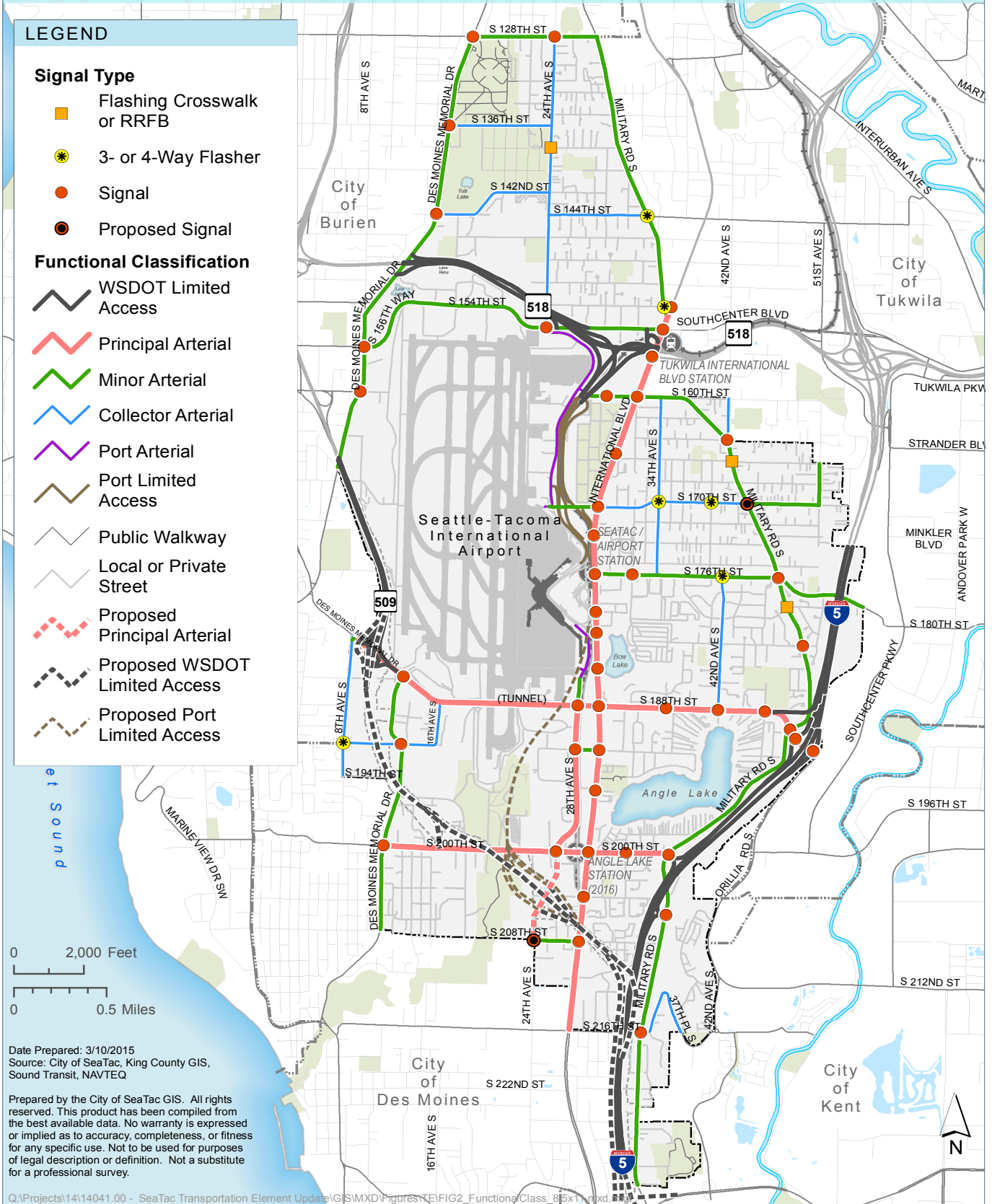
LEGEND

Signal Type

-  Flashing Crosswalk or RRFB
-  3- or 4-Way Flasher
-  Signal
-  Proposed Signal

Functional Classification

-  WSDOT Limited Access
-  Principal Arterial
-  Minor Arterial
-  Collector Arterial
-  Port Arterial
-  Port Limited Access
-  Public Walkway
-  Local or Private Street
-  Proposed Principal Arterial
-  Proposed WSDOT Limited Access
-  Proposed Port Limited Access



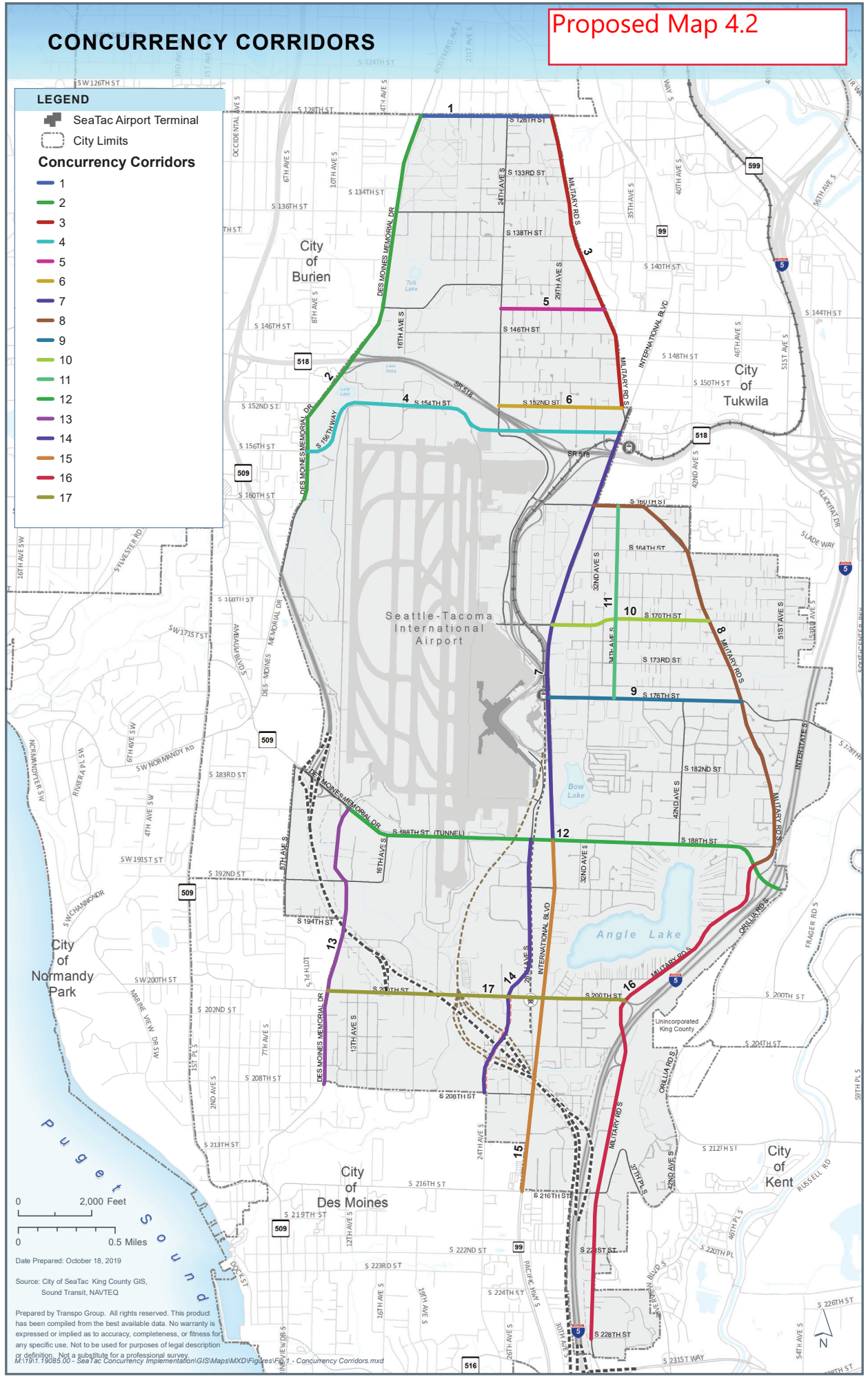
Map 4.1. Roadway Functional Classification & Signal Locations

CONCURRENCY CORRIDORS

Proposed Map 4.2

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



Date Prepared: October 18, 2019






Source: City of SeaTac, King County GIS, Sound Transit, NAVTEQ

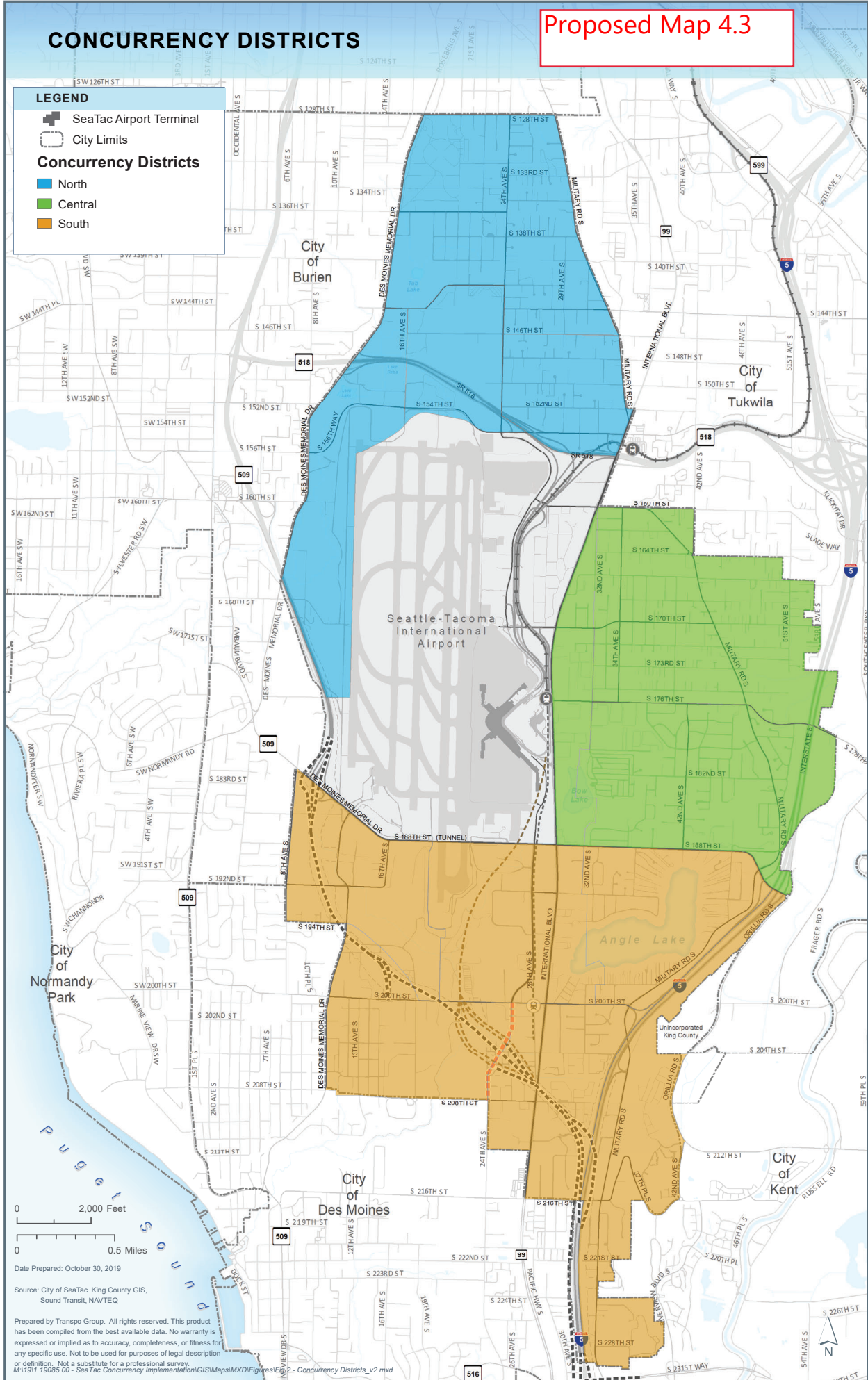
Prepared by Transpo Group. All rights reserved. This product has been compiled from the best available data. No warranty is expressed or implied as to accuracy, completeness, or fitness for any specific use. Not to be used for purposes of legal description or definition. Not a substitute for a professional survey.
 M:\1917_19065_00 - SeaTac Concurrency Implementation\GIS\Map\MXD\Figures\Fig 4.2 - Concurrency Corridors.mxd

CONCURRENCY DISTRICTS

Proposed Map 4.3

LEGEND

-  SeaTac Airport Terminal
-  City Limits
- Concurrency Districts**
-  North
-  Central
-  South



0 2,000 Feet
0 0.5 Miles

Date Prepared: October 30, 2019

Source: City of SeaTac King County GIS, Sound Transit, NAVTEQ

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RECOMMENDED IMPLEMENTATION STRATEGIES

This section identifies the specific steps, or implementation strategies, that achieve this Element's policies. It also identifies the group(s) with primary responsibility for carrying out each strategy and the expected time frame within which the strategy should be addressed. Policy summaries are included in the table for reference.

As the Primary Responsibility column indicates, many of the implementation strategies will be initially undertaken by a specified board or commission. In most cases, the City Council will analyze the specific board/commission recommendation and make the final decision about how to proceed.

The time frames are defined as follows:

- Short-Term one to five years
- Medium-Term six to 10 years
- Long-Term 11 to 20 years
- Ongoing no set time frame, since the strategy will be implemented on a continual basis

The time frames are target dates set regularly when the City Council adopts amendments to the Comprehensive Plan.

The list of proposed implementation strategies is a minimum set of action steps and is not intended to limit the City from undertaking other strategies not included in this list.

| PROPOSED POLICIES | IMPLEMENTATION STRATEGIES | PRIMARY RESPONSIBILITY | TIME LINE |
|---|---|--|------------|
| GOAL 4.1 PROMOTE THE SAFE AND EFFICIENT TRANSPORT OF PEOPLE AND GOODS BY IMPLEMENTING AND MAINTAINING AN INTEGRATED MULTI-MODAL TRANSPORTATION SYSTEM. | | | |
| 4.1A Plan for and implement a multi-modal transportation system while balancing transportation needs with other community values. | Regularly monitor and report on the status of implementation of transportation improvement projects and programs, mode splits, safety, and other metrics to track the success of implementing the policies of the Transportation Element. | Staff | Ongoing |
| | Develop and implement surveys to check in with SeaTac residents, businesses, and visitors on assessing the status and priorities of the City's multi-modal transportation system. | Staff | Short Term |
| | Amend the Capital Facilities Plan and Transportation Improvement Program (TIP) and Capital Improvement Plan (CIP) as needed to implement policies reflecting growth and transportation funding. | City Council, Planning Commission, Staff | Ongoing |
| | Review and refine the Transportation Element and Transportation Master Plan as part of the annual Comprehensive Plan amendment docket process. | City Council, Planning Commission, Staff | Ongoing |
| 4.1B Develop a multi-modal transportation system that reduces adverse environmental impacts of the transportation system. | Review and implement multi-modal transportation design standards to meet federal, state, regional, and local policies related to the environment. | Staff, Planning Commission, City Council | Ongoing |
| | Where feasible, low impact development should be the commonly used approach to minimize impervious surfaces and storm water runoff pursuant to the Surface Water Design Manual. | City Council, Planning Commission, Staff | Ongoing |
| GOAL 4.2 DEVELOP AND MAINTAIN AN ARTERIAL STREET AND HIGHWAY SYSTEM THAT REDUCES REGIONAL AND AIRPORT RELATED TRAFFIC ON CITY STREETS. | | | |
| 4.2A <u>Establish an LOS standard of corridor travel speed (LOS E or better) and non-motorized system completeness</u> | Regularly monitor traffic volumes on local streets to maintain the adopted LOS. | Staff | Ongoing |

| | | | |
|--|---|-------|---------|
| 4.2A Establish LOS for intersections and roadways with LOS E or better as acceptable on principal or minor arterials. | Regularly monitor traffic volumes on local streets to maintain the adopted LOS. | Staff | Ongoing |
|--|---|-------|---------|

| PROPOSED POLICIES | IMPLEMENTATION STRATEGIES | PRIMARY RESPONSIBILITY | TIME LINE |
|--|--|---|--------------------|
| <p>4.2B Permit development that is consistent with the 2035 Land Use Element and Comprehensive Plan development assumptions; provided, that the transportation system operates within the adopted level of service (LOS).</p> | <p>Regularly monitor traffic volumes and operations to maintain the adopted LOS.</p> | <p>Staff</p> | <p>Short-Term</p> |
| <p>4.2C Encourage funding and construction of Phase 1 of the SR 509 Freeway Extension by 2025.</p> | <p>Ongoing coordination and lobbying.</p> | <p>City Council, Planning Commission, Staff</p> | <p>Ongoing</p> |
| <p>4.2D Partner with the Port of Seattle, WSDOT, and other agencies to fund and construct Interim Airport South Access by 2025.</p> | <p>Ongoing coordination and lobbying.</p> | <p>City Council, Planning Commission, Staff</p> | <p>Ongoing</p> |
| <p>4.2E Encourage funding and construction of the South Airport Expressway (SAE) between the Airport and SR 509 Freeway Extension before 2035.</p> | <p>Ongoing coordination with WSDOT and other agencies to prepare necessary studies and funding strategy.</p> | <p>City Council, Planning Commission, Staff</p> | <p>Medium-Term</p> |
| <p>4.2F Support funding and construction of Phase 2 of the SR 509 Freeway Extension by 2040.</p> | <p>Ongoing coordination with WSDOT and other agencies to prepare necessary studies and funding strategy.</p> | <p>Staff, Planning Commission, City Council</p> | <p>Medium-Term</p> |
| <p>4.2G Support direct HOV ramp connections between I-5 and SR 509 and I-5 and SR 518 and I-405.</p> | <p>Ongoing coordination with WSDOT and other agencies to prepare necessary studies and funding strategy.</p> | <p>Staff, Planning Commission, City Council</p> | <p>Medium-Term</p> |

Text Amendment T-1:
**Revisions to Transportation Concurrency/
 Level of Service (LOS) Policies**
- Ch. 5: Capital Facilities Element

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; 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-1:

Revisions to Transportation Concurrency/Level of Service (LOS) Policies

- Capital Facilities Background Report

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 BR5.35. 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 | 15 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, 2016)

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

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.

Also: Proposed amendments from T-1
(Revisions to Transportation
Concurrency Policies) are incorporated.

CAPITAL FACILITIES BACKGROUND REPORT

CHAPTER 5

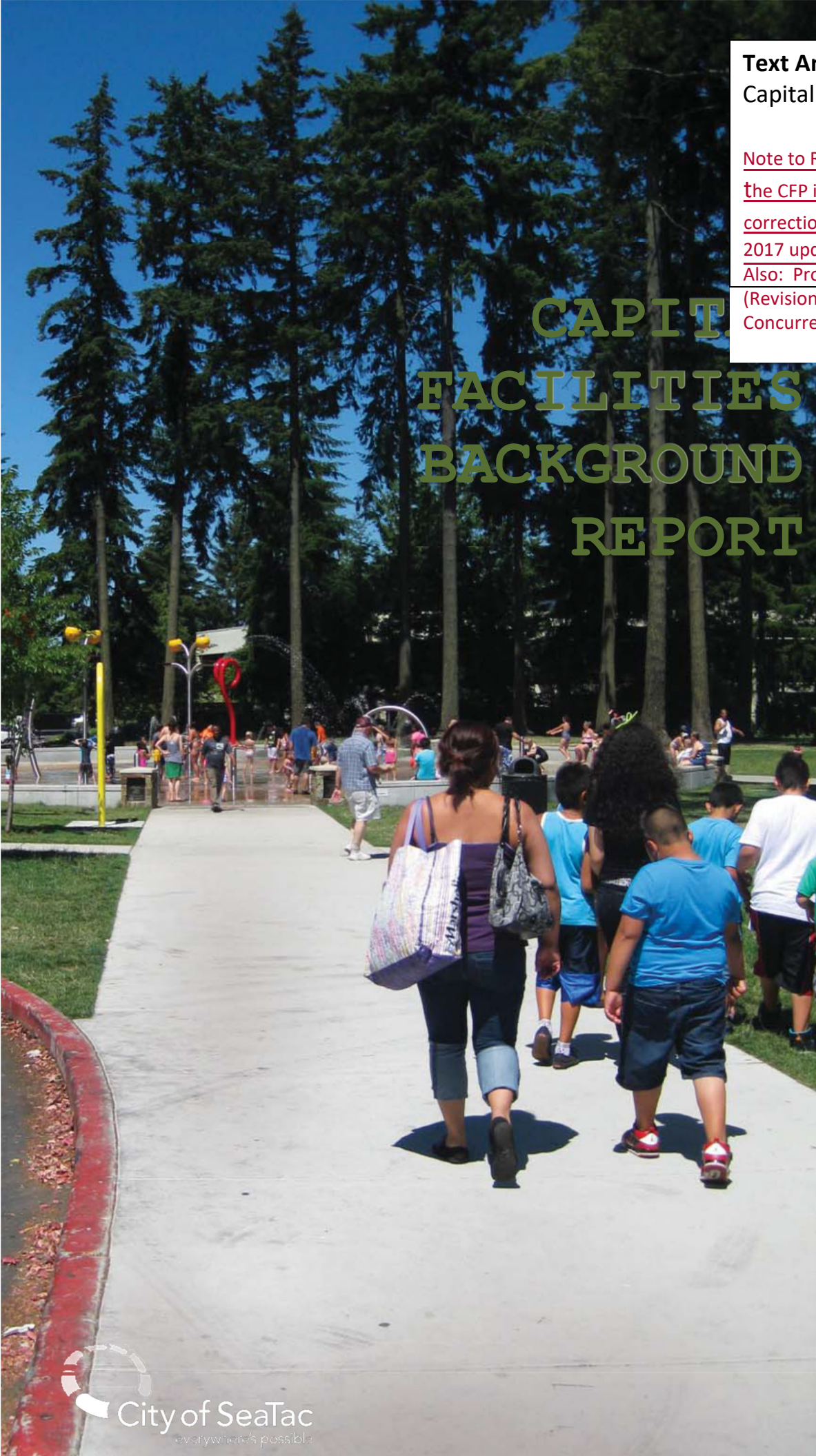


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SUMMARY

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 CIP. One of the CIP 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

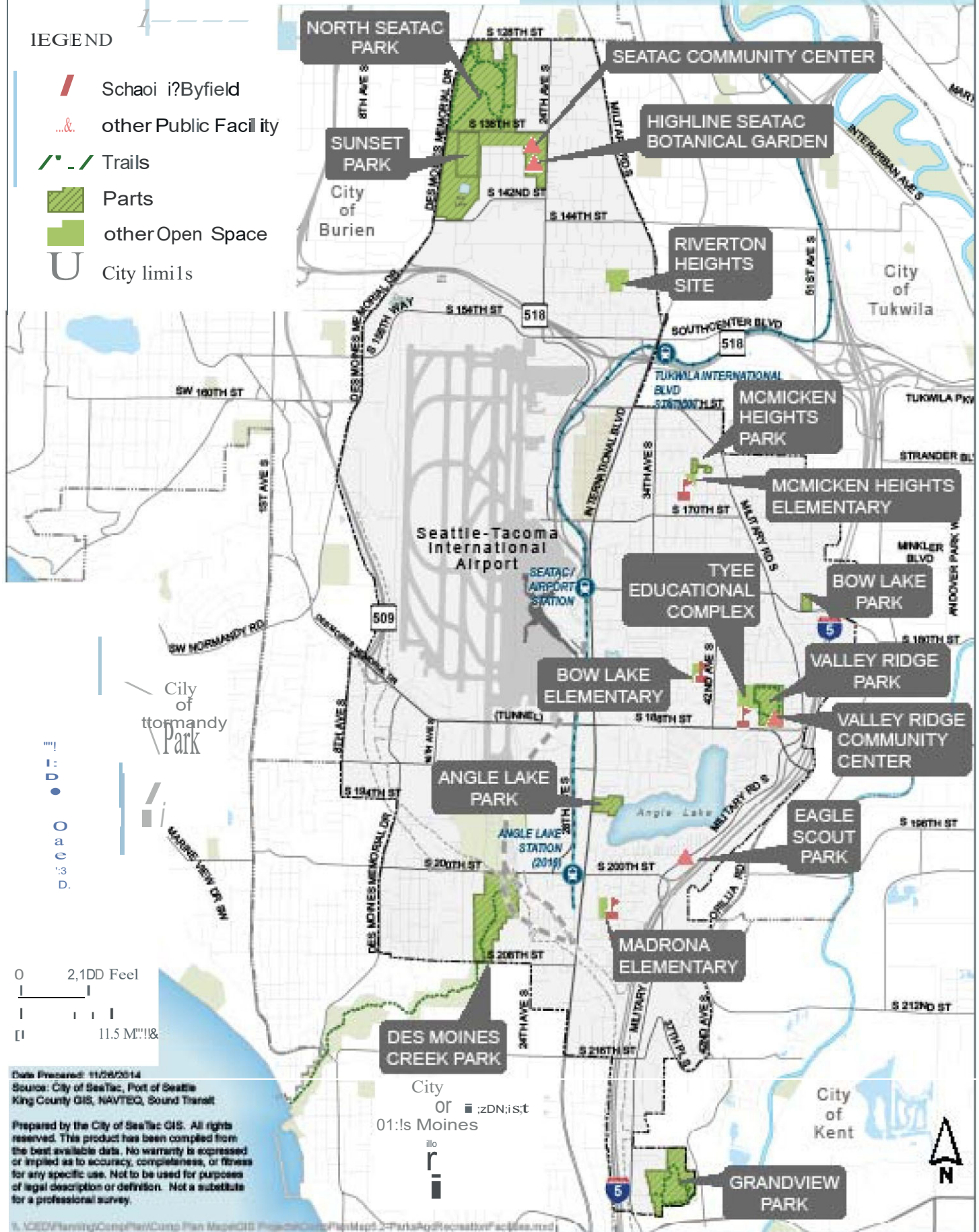
In ~~2018-2019~~2015-2017 the City completed the following capacity-related projects:

- ~~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 <u>2020-2025</u> Growth | 2,396 2,105 | 4.1 3.6 | 6.8 | 2.7 -3.2 |
| Total as of 2023 <u>2025</u> | 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:

| Table BR5.10 Neighborhood Parks: Parks Inventory | | | | |
|---|-------------------|--------------------|-------------------|-------------------------------|
| 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.

| Table BR5.11 Neighborhood Parks: Capital Projects LOS Capacity | | | | |
|---|-----------------------------|---|--------------------------------|----------------------------------|
| City LOS = 0.27 acres per 1,000 population | | | | |
| (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.

Table BR5.12 Regional Parks: Current Facilities Inventory

| 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.

| PARK | LOCATION | NUMBER OF FACILITIES |
|--------------------|-------------------------------|----------------------|
| Valley Ridge Park | 4644 S. 188th Street | 2 |
| NST Community Park | S. 128th Street & 20th Avenue | 2 |
| TOTAL | | 4 |

| 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. | <u>29,180</u> 28,850 | <u>4.4</u> 4.3 | 6 | | <u>1.6</u> 1.7 |
| -2018-2023 <u>2020-2025</u> Growth | <u>2,396</u> 2,105 | <u>0.4</u> 0.3 | 0.0 | 0.5 | <u>0.1</u> -0.2 |
| Total as of 2023 <u>2025</u> | <u>31,576</u> 30,955 | <u>4.8</u> 4.6 | 6 | 0.5 | <u>1.7</u> 1.9 |
| Total as of 2035 | 37,329 | <u>5.7</u> 5.6 | 6 | 0.5 | <u>0.8</u> 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</u> Youth Baseball/Softball Fields Acquisition/Development: | | | | | |
| None in 2018-2019, however baseball/softball field renovations at North SeaTac Park are planned as part of the six-year CFP. | | | | | |

| 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 FACILITIE |
| NST Community Park | S. 128th Street & 20th Avenue South | 1 |
| Riverton Heights Park | 3011 S. 148 th 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 FACILITIE S 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) |

Table 1. Concurrency Corridor Level of Service Standards

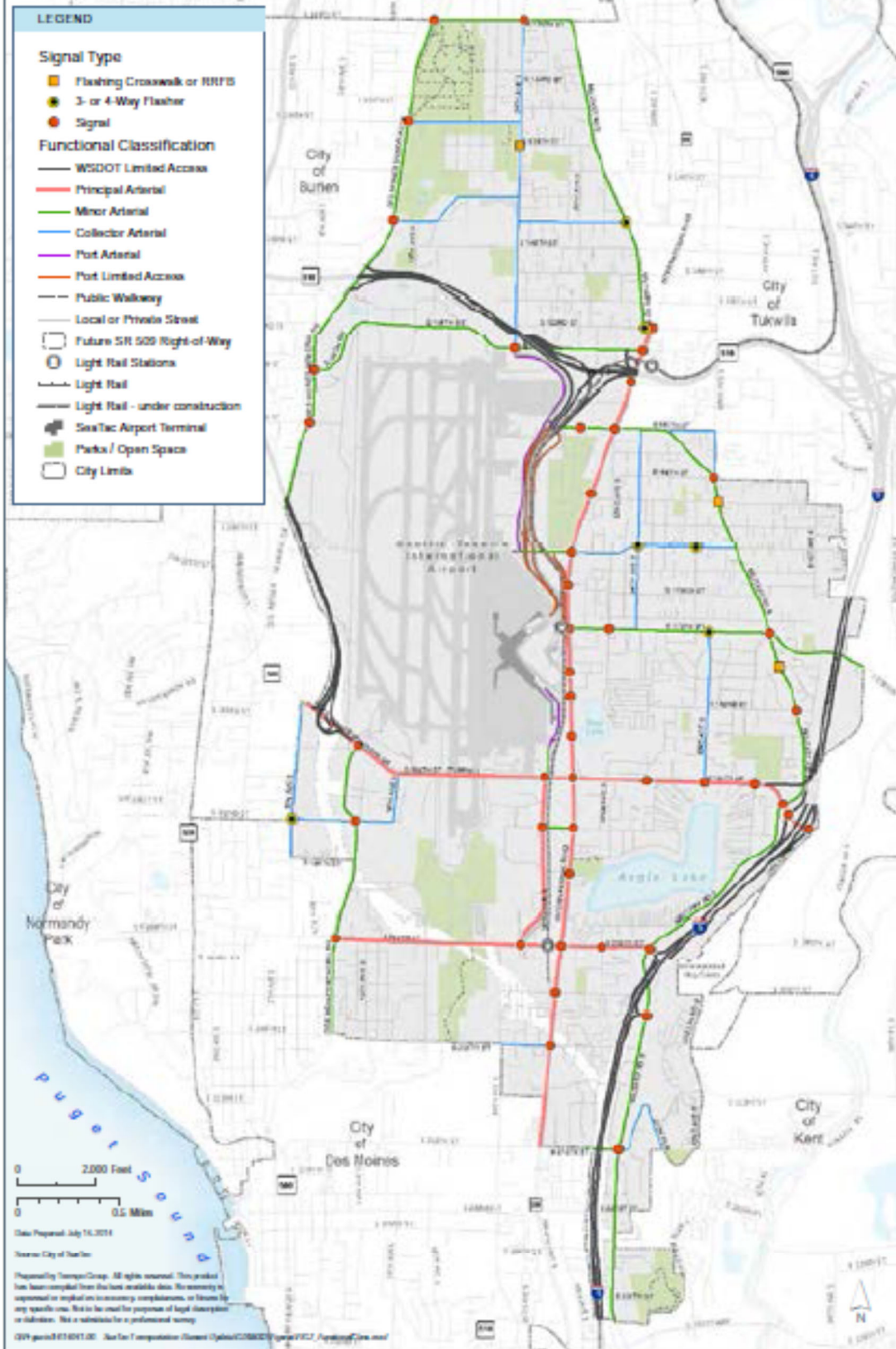
| ID | Corridor Name | Corridor Extents | Classification ¹ | LOS Standard | Minimum Average Travel Speed (mph) ² |
|---------------------------|--------------------------------------|--|-----------------------------|--------------|---|
| Northern Corridors | | | | | |
| 1 | S 128th Street | Des Moines 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 | I5 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, 2016)

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

FIGURE 2: ROADWAY FUNCTIONAL CLASSIFICATION & SIGNAL LOCATIONS





MEMORANDUM COMMUNITY & ECONOMIC DEVELOPMENT

Date: November 5, 2019
To: Planning Commission
From: Anita Woodmass, Senior Management Analyst
Subject: Road Standards Code Update: Introduction

TPW Committee Action:

TPW has reviewed the proposed code changes and at its October 24, 2019 meeting, forward the proposed code changes to the Planning Commission to conduct a public hearing on November 19, 2019.

Purpose:

This is the first briefing of the Planning Commission. This meeting is to provide an overview of the proposed code changes, provide a schedule update and answer any questions on proposed changes affecting the following elements of the City's Right of Way (ROW) standards: Frontage Improvements; Right of Way Dedication; Deferral of Improvements; and Right of Way Cross Sections.

Background:

What is the ROW

Public ROW is, in most cases, an easement in favor of a city or county for public travel and use over real property. While the city or county may not own the fee title to the underlying land, the city or county is responsible for the governance, improvement, maintenance, operations and oversight of the ROW within their jurisdiction for that purpose.

Why ROW Standards Are Important

ROW standards are essentially the 'rule book' for what, how, when, and where any and all improvements are made within the ROW and apply to both public and private development.

These improvements are long term investments in our community, are often a catalyst for private development, build significant value and should reflect the goals, values and vision of the City; therefore, crafting ROW standards that are in alignment with these positions is critical and fundamental to shaping the growth and future of our City.

The Issue with the Existing Standards

The ROW standards that are currently in place for the City of SeaTac have been assembled in a piecemeal fashion since incorporation, are difficult to use, allow for excessive interpretation thereby creating inconsistencies and setting poor precedent and most importantly do not reflect the current vision, values and goals of the City.

For example, many arterials and collectors were constructed as King County rural roadways without urban features such as curbs, gutters, sidewalks, drainage, illumination, and appropriate turn lanes. The adoption of SeaTac specific standards will be instrumental in helping to improve safety for all modes of travel, reduce maintenance costs, enhance the look and feel of the City, provide developer certainty and shape the future of SeaTac.

Subsequently, Public Works is actively developing SeaTac specific road standards (the SeaTac Road Design Manual), thereby positioning the City to better accommodate and align growth with our City's priorities. In all cases, it is the responsibility of the jurisdiction, specifically the Public Works Department within SeaTac, to manage all uses and improvements within the ROW to ensure safety, functionality and benefit for our residents and the traveling public. New and revised ROW standards will allow for this.

Proposed Code Language and Road Standards

While the final draft of the proposed SeaTac Road Design Manual is several months away from being complete, there is an immediate need to make modifications to the SMC to address private development improvements within the ROW and to guide Capital Improvement Projects; specifically, the following topics should be addressed:

1. **Frontage Improvements:** Generally, (see summary table attached), the construction of a new building or expansion of an existing building will require frontage improvements (landscape strip, curb, gutter, sidewalk).
2. **Right of Way Dedication:** Generally, and as needed, (see summary table attached), the construction of a new building or expansion of an existing building will require the dedication of ROW to the City for immediate or future improvements.
3. **Deferral of Improvements:** Remove code language that allows for the deferral of improvements as it is problematic for many reasons and allow for bonding.
4. **Right of Way Cross Section:** Review and update the ROW cross section to reflect City policy and implement the City's vision.

The proposed modifications to SMC will ensure that developers are able to obtain accurate information early in the project design phase regarding ROW dedication and improvements that may be required as part of their development. This provides for developer certainty, consistent application of City code, and a contiguous and unified streetscape through the City.

Attachment: Summary of Proposed Changes (ROW Standards)

Summary of Proposed Changes

Right-Of-Way Standards

It is proposed to make edits and changes to four key area’s of the SeaTac Municipal Code, all pertaining to improvements within the Right-of-Way (ROW).

1. Frontage Improvements
2. Right of Way Dedication
3. Deferral of Improvements
4. Right of Way Cross Section

Below is a summary table which identifies the existing text, proposed text and notes/description.

| | Existing Code | Proposed Code | Notes |
|-----------------------------------|--|---|---|
| 1. Frontage Improvements | | | |
| What Triggers Improvements | <p>Whenever a building permit with a project value in excess of seventy-five thousand dollars (\$75,000) or grading and drainage permit with a project value in excess of seventy-five thousand dollars (\$75,000) is applied for under provisions of City ordinances to:</p> <p>A. Construct a new building or expand an existing building to be used for:</p> <ul style="list-style-type: none"> • Multiple-residence structure consisting of three (3) or more dwelling units; or • Public assembly; or • Commercial purposes; or • Industrial purposes; or • Construct or expand a parking lot; or • Expand or modify a building in connection with a change of use. In this | <p>Applicability. Street frontage improvements of right-of-way shall occur where a development is applied for under the provisions of city ordinances for:</p> <ul style="list-style-type: none"> • A subdivision or shortplat; • Construction of a new building, or expansion of an existing building encompassing more than 50% of the gross floor area (GFA) or an increase of more than 12,000 square feet of GFA of the building/complex, that is used for either public assembly, commercial purposes, industrial uses, townhouses or a multi family complex; • Construction of a new surface parking lot or structured parking building for the sole purpose of parking where the | <p>Applicability provides the ‘trigger’ for the code standards.</p> <p>Key changes include:</p> <ul style="list-style-type: none"> • Requiring frontage improvements (curb, gutter, sidewalk, landscape strip) for single family or ADU construction where it is in excess of \$250k. • Replace the existing \$75,000 project value trigger with gross floor area expansion criteria (to be consistent with SEPA thresholds). • Clarification of frontage improvement requirements for shortplats. |

| | | | |
|---------------------------------------|--|---|---|
| | <p>instance a change of use would be a change in land use as described by the latest edition of the Institute of Transportation Engineers (ITE) Trip Generation Manual for the purposes of calculating Transportation Mitigation Fees per Chapter 11.15 SMC;</p> <ul style="list-style-type: none"> • Create a subdivision of property per SMC Title 14; | <p>project value is in excess of seventy five thousand dollars (\$75,000);</p> <ul style="list-style-type: none"> • The expansion of an existing parking area (surface parking or structured parking) for the purposes of commercial use where the project value is in excess of seventy five thousand dollars (\$75,000); • Construct or expand a single family dwelling unit or construct a new detached ADU, where construction improvements are in excess of \$250,000. | <ul style="list-style-type: none"> • A Change of use is no longer a trigger for frontage improvements. <p>No Change to existing code triggers:</p> <ul style="list-style-type: none"> • Parking (new or expansion) of commercial parking. • Subdivision of property. |
| <p>Payment of improvements</p> | <p>... the applicant for such building or grading and drainage permit shall simultaneously make application for a permit, as an integral part of such new construction or alteration, for the construction of such off-site improvements as may be required by the Public Works Director, or designee, including, but not limited to, sidewalks, curbs, gutters, street paving, traffic signalization, water mains, drainage facilities, sanitary sewers, all improvements required by any applicable ordinance and all necessary appurtenances. Such off-site improvements (except traffic signalization systems) shall extend the full distance of the real property to be improved upon and which adjoins property dedicated as a public street. Traffic signalization off-site improvements shall be installed pursuant to the provisions of all applicable ordinances. (Ord. 04-1008 § 3)</p> | <p>Street frontage improvements shall be installed along the entire street frontage of the property at the sole cost of the developer as directed by the Director or designee. Street frontage improvements may include, but not be limited to curb, gutter, sidewalk, storm drainage, street lighting, traffic signal equipment, public utility relocation, franchise utility relocation, landscaping strip, street trees and landscaping, irrigation, on street parking, street pavement widening, bicycle lanes, safety railings, street signs, pavement marking, and channelization. The street frontage improvements may be continued off-site if necessary to provide a safe accessible transition.</p> | <p>No Change to standard: Existing text per SMC 13.200.010 'Off-site Improvements', rewritten for better organization and clarification.</p> |
| <p>Timing</p> | <p>No Existing Language</p> | <p>Timing. Required street frontage improvements shall be complete or</p> | <p>Clarification language added and will require all improvements to be installed</p> |

| | | | |
|--------------------------|-----------------------------|--|--|
| | | <p>substantially complete prior to issuance of any certificate of occupancy (including temporary certificate of occupancy) or finalization of a permit for new construction, or prior to final approval for subdivisions or short subdivisions. If improvements are not completed, a bond shall be posted in accordance with the code provisions.</p> | <p>prior to issuance of a Certificate of Occupancy or substantially complete (with a bond posted). The deferral of improvements is proposed to be removed from the code.</p> |
| <p>Discretion</p> | <p>No Existing Language</p> | <p>When (due to site topography, city plans for improvement projects, or other similar reasons) the Director or designee determines that street frontage improvements cannot or should not be constructed at the time of building, subdivision, or short subdivision construction, the developer shall, prior to issuance of the building permit or final approval for subdivisions and short subdivisions, at the direction of the Director or designee, and as authorized by and in a manner consistent with RCW 82.02.020:</p> <ul style="list-style-type: none"> • Pay to the city an amount equal to the developer’s cost of installing the required improvements prior to issuance of a building permit. Such construction value to be based on reasonable estimates of costs, as approved by the director: or • Record an agreement to not protest a local improvement district to improve the street frontage; or • Director may waiver the requirements or costs to install improvements | <p>New language. Provides greater clarity and alternative options for instances where improvements cannot or should not be made.</p> |

| | | | |
|--|-----------------------------|--|--|
| <p>Local Improvement District</p> | <p>No Existing Language</p> | <p>If, at a time subsequent to the issuance of a building permit, a local improvement district is established that includes the property for which the building permit was issued, and if such condition or agreement as prescribed in this section has been performed by the developer, the condition or agreement may be considered in the compilation of the local improvement district assessment roll as a preexisting contract with the city, for which the developer may be credited against the assessment with the appropriate amount of costs of construction expended by the developer.</p> | <p>New language. If an applicant/developer has previously installed street improvements, and in the event an LID is introduced, credit will be provided so as to prevent a developer/owner having to pay twice for an improvement.</p> |
|--|-----------------------------|--|--|

2. Right-Of-Way Dedication

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| <p>When Dedication is Required</p> | <p>The existing code establishes minimum standards for the dedication (and improvement) of streets as related to any and all subdivision applications.</p> | <p>Applicability. Dedication of right-of-way shall occur, unless otherwise waived in Section 14.27.020 (D) where a development is applied for under the provisions of city ordinances for:</p> <ul style="list-style-type: none"> • A subdivision or shortplat; • Construction of a new building, or expansion of an existing building encompassing more than 50% of the gross floor area (GFA) or an increase of more than 12,000 square feet of GFA of the building/complex, that is used for either public assembly, commercial purposes, industrial uses, townhouses or a multi family complex; • Construction of a new surface parking lot or structured parking building for the | <p>New language requires a dedication of right-of-way when triggered by the actions identified in the proposed code. This is necessary to obtain ROW for maintenance, street improvements, and/or street expansions.</p> <p>No change to standard: ROW Dedication is already required for shortplats and subdivisions.</p> |
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| | | <p>sole purpose of parking where the project value is in excess of seventy five thousand dollars (\$75,000);</p> <ul style="list-style-type: none"> • The expansion of an existing parking area (surface parking or structured parking) for the purposes of commercial use where the project value is in excess of seventy five thousand dollars (\$75,000); • Construct or expand a single family dwelling unit or construct a new detached ADU, where construction improvements are in excess of \$250,000. | |
| Timing | No Existing Language | Timing. Dedication shall occur at the time of recording for subdivision or shortplat, or prior to the issuance of a Certificate of Occupancy (including temporary certificate of occupancy) or the finalization of a permit. | Provides clarity and process. |
| Requirement for Dedication | Existing language provides criteria for the dedication as it pertains to subdivisions and/ or binding site plans. | <p>As necessary, the city shall require the dedication of right-of-way by the developer as a condition of development approval. The developer is required to dedicate right-of-way to accommodate:</p> <ul style="list-style-type: none"> • Motorized and nonmotorized transportation facilities including but not limited to bicycle lanes, street lighting, and traffic control devices; and/or • Street frontage improvements where the existing right-of-way is not adequate; and/or • The extension of existing or future public street improvements; and/or • Planned improvements identified in the SeaTac City Code, or standards or adopted plans including, but not limited | Identifies the criteria for dedication and why it is important. |

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| | | <p>to: Transportation Master Plan, 6 year Transportation Improvement Plan, and the Comprehensive Plan; and/or</p> <ul style="list-style-type: none"> • For maintenance of city road and/or drainage facilities; and/or • Mitigation of direct impacts of a development; and/or | |
| <p>Variance</p> | <p>The SeaTac Municipal Code adopts King County Chapter 14.42.060 'Variance' language by reference.</p> | <p>A variance from these Standards may be granted by the Director or its designee upon the following minimum criteria which must be shown to be based on sound engineering principles:</p> <ul style="list-style-type: none"> • An application for a variance that indicates those sections of the Standards which are relevant to the proposed alternative and explanation of how the deviation meets the essential elements of these Standards. • A specific description of the proposed alternative to the Standards along with supporting documentation. • Verification that such deviations are not contrary to the public interest. • Verification that compliance with the standards from which the variance is sought is, under the circumstances, not feasible. • Verification that the activity as permitted under the variance will require no compromise from these Standards with respect to safety, function, fire protection, transit needs, appearance and maintainability. | <p>New language and criteria added to provide flexibility and a consistent process for review.</p> |

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| | | <ul style="list-style-type: none"> • Verification that all requirements of the International Fire Code and any other applicable codes are met. | |
| Dedication of Private Roads as Public Streets. | The SeaTac Municipal Code adopts 2016 King County Road Standards and states: King County will not accept private roads for maintenance as public roads until King County determines that there is a benefit to the public and such roads are brought into conformance with current King County Code and these Standards. | <p>Consideration of acceptance of a private road is subject to the requirements of city policies and codes. Final acceptance is subject to city council approval and the following:</p> <ul style="list-style-type: none"> • The private road meeting all public street design and construction standards; • Acceptability of road and public utilities construction, including pavement condition; • Condition of title; • Survey monumentation; • Consideration of maintenance costs; and • A demonstrated public benefit. | New Code. Provides criteria for acceptance of private roads and requires approval by Council. |

3 Deferral of Improvements

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| Deferral of Improvements | <p>Per Title 14 (subdivisions and shortplats), onsite and offsite improvements can be deferred by an applicant by posting a bond, financial guarantee or recording a restrictive covenant.</p> <p>Improvements can be deferred up to 3 years.</p> | Required street frontage improvements may not be deferred in its entirety. Language allows for the bonding of improvements after substantial improvements has been made. | <p>Bonding after substantial progress has been made on private and public improvements will allow for flexibility where it is needed.</p> <p>Allowing shortplats to be recorded without improvements is problematic as it places the onus on the City to take action against a bond and install any improvements not completed by the applicant.</p> |
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| | | | <p>Example: Someone can legally purchase a lot, come in for a building permit, and if the developer of the shortplat 'deferred' the improvements through a covenant or financial means, the new owner is unable to obtain a building permit and in some instances will be required to pay for the improvements and obtain permits from the City.</p> <p>A Bond can be very challenging and time consuming for staff to 'pull' and removes staff from City business to project manage private construction.</p> |
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4 Right of Way Cross Section

Sidewalk and Landscape Strip

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Key elements include:
 Landscape strips stipulated at:

- 6' along principal and minor arterials.
- 4' along collector and local roads

Sidewalk Widths stipulated at:

- 8' along principal arterials.
- 6' along minor arterials, collector and local roads.

On street parking designated by street.

Policy Direction: Provide sidewalks and safe conditions for all residents and visitors.




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Thickened shoulder will be required to be replaced with a sidewalk and landscape strip.



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