



SPECIAL
**Planning and Economic Development
Committee Agenda**

November 21, 2019

4:00 p.m.

SeaTac City Hall
Riverton Room

1st Floor

Councilmembers:
Joel Wachtel, Chair
Peter Kwon
Stanley Tombs

A quorum of the Council may be present.

Staff Coordinator: Steve Pilcher, CED Director

ITEM	TOPIC	PROCESS	WHO	TIME
1	Call to Order		Chair	4:00
2	Public Comment	Please raise your hand if you would like to speak. Public comments are limited to 10 minutes total and three minutes per individual speaker. Time may be reduced for each speaker to stay within the 10-minute time limit.	Chair	4:00 (10 min)
3	Minutes of 9/26/19 regular meeting	Review and approve	All	4:10
4	Inland Group Development Agreement	Review & recommendation	Jennifer Kester	4:10 (30 min)
5	2019 Comprehensive Plan Amendments	Review & recommendation	Kate Kaehny	4:40 (30 min)
6	Extension of Interim Small Wireless Facilities Ordinance	Briefing	Jennifer Kester, Cindy Corsilles	5:10 (15 min)
7	Adjourn			5:25



Planning & Economic Development Committee Minutes

Thursday September 26, 2019

6:00 PM

SeaTac City Hall – Riverton Room

Members:	Present:	Commence:	6:00 P.M.
		Adjourn:	7:27 P.M.
Joel Wachtel, Chair	X		
Peter Kwon	X		
Stanley Tombs	X		

Other Councilmembers: DM Clyde Hill; Rick Forschler; Pam Fernald

Staff Present: Jennifer Kester, Planning Manager; Aleksandr Yeremeyev, Economic Development Strategist; Tim Ramsaur, Sr. Management Analyst; Mark Johnsen, Sr. Assistant City Attorney

1. Public Comment	Vicky Lockwood requested the MultiFamily Tax Exemption Code sunset clause be shortened from five years to three years.
2. Approval of minutes of 07/26/19	Minutes approved 3-0.
3. NoaNet Broadband Feasibility Assessment	<p><u>X</u> Discussion</p> <p>Senior Management Analyst Tim Ramsaur explained that the purpose of tonight's presentation was to brief the committee on the outcome of the NoaNet Broadband Feasibility Assessment and to seek Committee guidance on the desired next steps for staff.</p> <p>Mr. Ramsaur summarized the findings in the report: There was a low response rate to the survey (~ 135 respondents) compared to the outreach effort. 71.5% of residents were satisfied with internet speed; 77.2% were satisfied with reliability; 33.3% were satisfied with price. The report does not recommend a build out of a fiber optic network for residential customers</p>

	<p>since two companies already offer wired internet. The City could consider building a fiber optic backbone for city services, parks and schools.</p> <p>The Committee reviewed the Top Four Recommendations from the assessment:</p> <ol style="list-style-type: none"> 1. Smart City Deployment – A concept that integrated information and communications technologies, along with physical devices and infrastructure, to optimize the efficiency of city operations and services and to connect to citizens. 2. Adopt a Digital Inclusion Initiative – All individuals have an inherent right to access broadband connections; as well as the skills and knowledge to properly leverage them. 3. Form Utilities Coordination Council – A council of public works staff and franchise holders for broadband and utility providers to support the growth and development of broadband and support “dig once” initiatives. 4. Develop Community Outreach/Communications Strategy – Create or leverage existing programs for senior citizens, those with language barriers, and the City’s low-income population to create skills in or awareness of internet services. <p>The councilmembers discussed existing work being done in the Public Works department consistent with these recommendations. They noted the educational system and libraries already provide some of these services. They thought there was value in placing conduit when the ROW is opened and connecting city facilities with broadband for disaster preparedness.</p> <p>After discussion, the Committee provided the following direction for each of the four recommendations:</p> <ol style="list-style-type: none"> 1. Smart City Deployment: Public Works Department should review. 2. Adopt a Digital Inclusion Initiative: Do not move forward. 3. Form Utility Coordination Council: Have Public Works Department review and report back to the PED Committee. 4. Develop Community Outreach/Communication Strategy: Have Kyle Moore, Government Relations and Communication Manager, consider ways to use current outreach methods.
<p>4. MultiFamily Tax Exemption Code Amendments</p>	<p><u> X </u> Recommendation</p> <p>Aleksandr Yeremeyev, Economic Development Strategist reviewed past discussions, noting that staff has prepared draft amendments to SMC 3.85 accordingly. He requested the committee consider the code and forward to the City Council. He asked the committee to consider removing the 5-year sunset clause to provide flexibility for developers.</p> <p>CM Tombs was not in favor of the sunset clause as it is important to the development community to have consistency and predictability in the code.</p> <p>CM Kwon stated he was in favor of the sunset clause.</p> <p>CM Wachtel was in favor of a sunset clause but thought it could be for a longer term.</p> <p>With no other comments from councilmembers, the committee voted to forward to the City Council with a recommendation to pass the amendments as written; 3-0</p>

<p>5. 2019 Comprehensive Plan Amendments</p>	<p><u> X </u> Briefing</p> <p>Planning Manager Jennifer Kester briefed the committee on the 2019 Comprehensive Plan Amendment process. She went over the status of each amendment that was included in the adopted docket. She noted that T-3, the PROS Plan Update, and T-4, the City Center Sub-Area Plan Update, have been withdrawn from the 2019 docket because the draft plans will not be ready in time to meet the 2019 schedule. These will continue into 2020.</p> <p>CM Kwon asked if delaying the PROS Plan would be detrimental to the City's pursuit of grants. Ms. Kester stated that CED has been in close communications with PCPS staff and she did not believe there is a detriment.</p> <p>Councilmembers asked Ms. Kester how staff was handling the comments and questions received at the 9/23 Community Meeting on M-3. Ms. Kester stated that all the comments will be compiled into one document and will be provided as part of the Planning Commission's October 1 meeting packet. She affirmed that the packet will include the staff notes on the listening session portion of the community meeting.</p> <p>CM Fernald asked if the questions that have been submitted by community members will be answered. Ms. Kester said that staff is working to find those answers and intends to distribute them as part of the Planning Commission's review process.</p>
<p>6. City Center Plan Update</p>	<p><u> X </u> Briefing</p> <p>Planning Manager Jennifer Kester briefed the committee the recent activities undertaken a part of the City Center Plan Update Phase 1 Project. She went over the recent contract amendment and community and stakeholder vision process. She noted that the consultants have completed 10 one-on-one interviews with business and property owners; a focus group with airport workers will occur on September 27; and, a community visioning meeting will occur on October 23. Next steps include a stakeholder charrette in November and a second community meeting in December.</p> <p>CM Wachtel asked for a council briefing of the vision prior to the stakeholder charrette and wanted to make sure staff understood the council did not want any surprises. CM Kwon agreed.</p> <p>Ms. Kester committed to taking that request back to CED Director Pilcher and staff for follow-up.</p>
<p>7. Future Topics</p>	<ul style="list-style-type: none"> • Maywood neighborhood zoning - Committee asked staff to report back on the nature of this topic. • Small Wireless Facilities
<p>8. Adjourn</p>	<p>The Chair adjourned the meeting at 7:27 p.m.</p>



MEMORANDUM COMMUNITY & ECONOMIC DEVELOPMENT

Date: November 19, 2019
To: Planning & Economic Development Committee
From: Jennifer Kester, Planning Manager
Subject: Development Agreement with Inland Group for the SeaTac Center Redevelopment

Inland Group is requesting a development agreement to facilitate the SeaTac Center Redevelopment Project on property located between S 152nd Street and S 154th Street, west of International Boulevard. This item will receive a public hearing at the Council's regular meeting of December 10, 2019 and action will be requested. Tonight, the PED Committee should make a recommendation to City Council.

Background:

As part of the Purchase and Sale Agreement (PSA) for the SeaTac Center property, the City and Inland Group are required to enter into a development agreement that includes:

- A. A development plan for the property
- B. Timelines related to the development of the property
- C. The right for the City to repurchase the property if timelines for the development aren't met
- D. The right of first refusal to purchase all of the property if Inland seeks to sell the property prior to construction.

The parties of the PSA are allowed to negotiate other terms and conditions of the development agreement. The purpose of this presentation is to outline those other terms requested by the developer.

Authority:

Under State Statute (RCW 36.70B.170-.201) and the City of SeaTac Municipal Code (SMC 15.100.040 and 15.115.030), the City is authorized to negotiate and enter into development agreements with property owners to set certain parameters under which a project will be implemented. Such development agreements must set forth the standards and other provisions that shall apply to, govern, and vest the specific development, use and mitigation of the project for the duration specified in the agreement. In exchange, the local government (public) will receive public benefits deemed appropriate and commensurate with the benefits provided to the property owner as part of the agreement.

Request:

The redevelopment of the SeaTac Center will include construction of three mixed use residential apartment buildings, six to seven stories tall, with approximately 760 parking spaces in structured and surface parking, approximately 30,000 square feet of commercial

space, and approximately 580 residential units, including 360 affordable multifamily units. The development agreement allows for certain departures from specific zoning standards. The City will receive public benefits in exchange for the considerations being granted to the Inland Group. Attached to this memo is a letter from Inland Group fully describing their project, phasing, zoning code deviation requests, and public benefits offered. Two site plans are included to graphically represent their requests.

In summary, the deviations and considerations being proposed in the Development Agreement include:

- Phasing the development by separating the Affordable Buildings and Market Rate Building into two distinct permitting projects and two legal lots
- Allowing for a stand-alone parking lot
- Relief from building façade landscaping requirements
- Relief from side yard landscaping requirements adjacent to Pancake Chef
- Relief from surface parking lot landscaping between the Affordable Buildings and Pancake Chef
- Reducing the amount of multifamily recreation space required.

The public benefits being provided from the proposed Development Agreement are:

- Permanent pedestrian connection, via easement, between the affordable buildings, connecting International Boulevard to the internal private drive to the west
- Creation of a SeaTac neighborhood police office in the ground level commercial space, if desired
- Creation of long-term affordable housing.

Other benefits attributable to the project (but cannot be considered public benefits within the Development Agreement) include:

- Replacement of approximately 30,000 square feet of commercial space
- Additional tax revenues
- Increased fee revenues.

Recommendation:

Staff has considered Inland's request, negotiated terms, reviewed the criteria of approval in SMC 15.115.030(C) (enclosed), and is recommending approval.



Inland Group

Comprehensive Multifamily Construction & Development Services

EXHIBIT 4A
DATE: 11/21/19

November 18, 2019

City of SeaTac
Attn: Jennifer Kester, Planning Manager
4800 S. 188th Street
SeaTac, WA 98188-8605

Re: SeaTac Center Redevelopment – 15245 International Blvd. S.
Development Agreement Request

Dear Jennifer:

Following is the final Development Agreement Request and a color-coded Site Plan to assist with the review of this request for the SeaTac Center Redevelopment.

This final Development Agreement Request provides a project summary, a summary of the phasing of the proposed development, details deviations from development standards requested, and details the public benefits offered as part of the SeaTac Center Redevelopment. Pursuant to SeaTac Municipal Code section 15.115.030, we submit the following for consideration:

Project Summary

- 1) Three mixed-use towers built atop two separate garage structures, separated by a new private drive connecting S. 154th Street and S. 152nd Street on approximately 4.22 acres (Parcels A, B, and C of the ALTA Survey submitted with the Preliminary Site Plan Review package).
- 2) Approximately three hundred sixty (360) affordable multifamily units in two (2) towers sited within the eastern portion of the site (the "Affordable Buildings"). All units in the Affordable Buildings will be rent- and income-restricted to households earning up to sixty percent (60%) of the King County Area Median Income for a period of at least thirty-five (35) years.
- 3) Approximately two hundred twenty (220) multifamily units in one (1) tower sited within the western portion of the site (the "Market Rate Building"). The Market Rate Building contains a break at the street/pedestrian level for fire department access but is connected at both the garage level and the upper residential levels. Ten percent (10%) of the Market Rate Building units may be income set-aside for households earning less than eight percent (80%) of the King County Area Median Income, or, alternatively, twenty percent (20%) of the units may be income set-aside for households earning less than fifty percent (50%) of the King County Area Median income, and in either case, the remaining units (90% or 80%) may be income-restricted to one hundred fifteen percent (115%) of the King County Area Median Income (consistent with the proposed financing structure and the City of SeaTac's Multi Family Tax Exemption program).

- 4) Ground level commercial space in various locations fronting International Blvd. and the new private drive, offering approximately 30,000 square feet.
- 5) A Pedestrian Plaza/Walkable Boulevard connecting the sidewalk along International Blvd. to the new private drive (east-west pedestrian connection). The Pedestrian Plaza/Walkable Boulevard will be available not just as a pedestrian connection, but for special events for the benefit of the SeaTac community (planning and programming to be determined).

Project Phasing

The SeaTac Center Redevelopment will be processed under one land use entitlement (Preliminary Site Plan, Development Agreement, SEPA) and will eventually be separated into two distinct projects for permitting purposes (one for the Affordable Buildings and one for the Market Rate Building), and legally separated into two lots via Boundary Line Adjustment. Building permits for the Affordable Buildings will take priority over the Market Rate Building, but we intend to permit both components of the development within six (6) months of one another to take advantage of constructing them mostly simultaneously.

Site Plan

Two versions of the Site Plan are attached. The first shows the proposed lot separation with the Affordable Buildings shaded in green and the Market Rate building shaded in yellow. The second site plan is a simplified version of the Site Plan that defines each of the areas for the Deviations from Development Standards described below.

Deviations from Development Standards

After careful consideration and site planning to maximum efficiency, accommodate existing conditions, and create a vibrant transit oriented mixed-use development, we respectfully request the following deviations from development standards.

- 1) **Stand-Alone Parking Lot:** We request the stand-alone lot fronting S. 152nd Street be permitted for a new surface parking lot offering at least eight (8) parking stalls, along with a new pedestrian connection (stair) to the Pancake Chef restaurant entry sidewalk. The area of the Site Plan impacted by this request is colored in orange and labeled Item 1 – Stand Alone Parking Lot. The SMC does not allow a stand-alone (non-contiguous) parking lot otherwise within this specific zoning designation. However, note that this parking lot as proposed is in direct response to the existing parking easement to the benefit of the Pancake Chef. Redevelopment of the SeaTac Center site is encumbered by the parking spaces currently allowed in the northeast portion of the development site. The Developer and City are working to complete an easement modification to satisfy the landowner and restaurant operator, and a significant component of the resolution is the creation of the standalone parking lot be built out on the rectangle piece.
- 2) **Building Façade Landscaping:** We request relief from the standard building façade landscaping requirement along the northern and western building façades of Buildings A and B (north and south towers of the Affordable Buildings), and the eastern façade of the Market Rate Building.

The area of the Site Plan impacted by this request is colored in greenish-blue (labeled Item 2A – Building A Façade Landscaping); colored in light blue (labeled Item 2B – Building B Façade Landscaping); and blue (labeled 2C – Market Rate Building Façade Landscaping). To accommodate the parking easement modification noted in No. 1 above and to maximize the parking structure size beneath the street level to meet parking required by code (as reduced), the landscaping does not fully meet the code standard. However, significant planting still occurs, and in several locations the use of raised planters is offered instead of planting in bare soil – a landscaping design feature common at Transit Oriented Development sites where site area is often maximized. Note that the private courtyards will be extensively landscaped, enhancing the livability and significantly softening and greening the interior building façades.

- 3) **Side Yard Landscaping:** We request relief from the standard side yard landscaping buffer requirement along the northern property boundary immediately adjacent to the Pancake Chef restaurant. The area of the Site Plan impacted by this request is colored in green and labeled Item 3 – Side Yard Landscaping at Pancake Chef. The specific area where relief is requested is yet another impact of the existing parking easement, which also provides for the permanent encroachment of a storage building onto the SeaTac Center Redevelopment property. Accordingly, as part of the proposed parking easement modification, the Developer will satisfy the easement grantee by keeping in place or replacing the storage space and ensuring adequate delivery vehicle access to the storage building. While accommodating this goal in the site plan, the standard side yard landscaping buffer cannot also be met while maintaining the desired unit-count and commercial square footage outcomes.
- 4) **Landscaping at Surface Parking Lot:** We request relief from the standard surface parking lot landscaping requirement on the parking on either side of the drive aisle connecting Military Road South to the new private drive. The area of the Site Plan impacted by this request is colored in red hatch and labeled Item 4 – Landscaping at Surface Parking Lot Between Pancake Chef. The parking easement modification mentioned in Item 1 is also the driver of this deviation request, as the requirement to keep surface parking available for Pancake Chef operations (and commercial uses during off hours) is critical to the easement modification. If full parking lot landscaping requirements were meant, the site area required for parking would be significantly larger, impacting both the number of units and the square footage of commercial space. Helping to offset the lack of parking lot landscaping, the northeast corner, which is most visible to pedestrians and vehicles, will be enhanced with hardscaping and landscaping as appropriate.
- 5) **Multifamily Recreation Space:** We request relief from the multifamily recreation space requirement. The area of the Site Plan impacted by this request is colored in dark red and labeled Item 5 – Multifamily Recreation Space. As a result of maximizing both the residential and commercial components of the SeaTac Center Redevelopment, the proposed multifamily open space falls short of the code minimum. Note that the multifamily recreation space is arranged in four distinct, private locations that will serve all residents well. The courtyard spaces are large enough to provide outdoor space, while also private well-appointed with landscaping, hardscaping and furnishings. Also note that the private drive running north south and the

pedestrian plaza running east west between the Affordable Buildings will serve as additional open space, just not technically counted as multifamily recreation space.

Public Benefits of the Development Agreement

In consideration of this Development Agreement and in exchange for the deviations detailed above, Developer proposes the following public benefits.

- 1) **Affordable Housing:** Creation of long-term affordable housing and market rate housing totaling approximately 575 units. This will provide permanent housing stock at many pricing levels for the area workforce.
- 2) **Commercial Space Replacement:** Creation/replacement of approximately 30,000 square feet of commercial space. The newly built commercial space will provide an opportunity for business to locate immediately where their customers are (at least 1,000 residents at full occupancy). Non-resident customers and employees can enjoy the easy access provided by light rail.
- 3) **Pedestrian Easement:** Creation of a permanent pedestrian connection between the two Affordable Building towers connecting International Boulevard west to the new private drive, created via easement agreement to the benefit of the City of SeaTac for public pedestrian use. We envision this pedestrian plaza to be a regular route of foot traffic, better connecting the western portion the development site to the eastern portion and connected to the Light Rail Station. We also expect this space can be made available regularly for community gatherings and special events.
- 4) **Police Substation:** Creation of a City of SeaTac neighborhood police office/substation, if desired, within one of the commercial spaces at ground level within the development.
- 5) **Fees and Taxes:** The sales tax on construction of the affordable housing and commercial space is estimated to benefit the City of SeaTac in the approximate amount of \$3.9 million. Additionally, traffic fees and building permit fees to be paid to the City of SeaTac are approximately \$2.4 million. Finally, a significant on-going sales tax benefit from residents living (and spending) in the City will be realized for decades to come.

We look forward to formal consideration of this Development Agreement request. Please contact me at (509) 321-3218 or keithj@inlandconstruction.com if you have any questions.

Sincerely,



Keith James
Developer

GENERAL NOTES

- REFER TO SURVEY FOR ADDITIONAL INFORMATION ON EXISTING CONDITIONS
- REFER TO LANDSCAPE DRAWINGS FOR SIGNIFICANT TREE NOTES, REMOVAL, AND MITIGATION CALCULATIONS
- REFER TO CIVIL DRAWINGS FOR PRELIMINARY GRADING PLAN AND ALL SITE RETAINING WALLS

SITE PLAN LEGEND

- HYDRANT (E) DENOTES EXISTING TO REMAIN, U.O.N.
- TREE - SEE LANDSCAPE DWGS FOR ADDITIONAL INFORMATION (E) DENOTES EXISTING TO REMAIN
- EXISTING TREE TO BE REMOVED, SEE LANDSCAPE DWGS FOR ADDITIONAL INFORMATION
- OPEN SPACE, SEE CALCULATIONS



SITE PLAN
SCALE: 1" = 30'-0"

UNIT MATRIX - PROPOSED

UNIT MATRIX - OVERALL AFFORDABLE BLDGS			
UNIT	QTY.	UNIT AREA	GROSS AREA
S1	29	427 SF	12393 SF
A1	134	529 SF	70841 SF
A3	135	591 SF	71432 SF
B1	64	747 SF	47808 SF
B2	32	863 SF	27625 SF
B4	20	923 SF	18463 SF
C1	116	428 SF	49596 SF
C2	26	1132 SF	29420 SF
C3	6	1373 SF	8236 SF
TOTAL:	74		83343 SF

UNIT MATRIX - OVERALL MARKET RATE BLDGS			
UNIT	QTY.	UNIT AREA	GROSS AREA
S1	22	461 SF	10149 SF
A1	22	571 SF	48507 SF
A2	9	619 SF	5570 SF
A3	3	661 SF	1983 SF
B1	97	5629 SF	54659 SF
B2	35	809 SF	28315 SF
B3	16	933 SF	14932 SF
B4	10	928 SF	9278 SF
C1	18	967 SF	17403 SF
C2	79	6902 SF	6902 SF
C3	5	1177 SF	5884 SF
TOTAL:	229		21568 SF

UNIT MATRIX - PROJECT TOTAL			
UNIT	QTY.	UNIT AREA	GROSS AREA
S1	51		22542 SF
A1	51		22542 SF
A2	219		119348 SF
A3	4		2574 SF
B1	232		127491 SF
B2	99		76123 SF
B3	48		42557 SF
B4	10		9278 SF
C1	38		39865 SF
C2	195		163824 SF
C3	47		51571 SF
TOTAL:	43		111097 SF

OPEN SPACE

REQUIRED:	10% X 183,878 SF = 18,388 SF
PROPOSED:	8,506 SF

PARKING

REQUIRED:			
AFFORDABLE UNITS:			
29	STUDIO	1 PER DWELLING UNIT	29 STALLS
135	1 BED UNITS	1.5 PER DWELLING UNIT	203 STALLS
116	2 BED UNITS	2 PER DWELLING UNIT	232 STALLS
74	3 BED UNITS	2 PER DWELLING UNIT	148 STALLS
		WITH 30% REDUCTION	398 STALLS
MARKET RATE UNITS:			
22	STUDIO	1 PER DWELLING UNIT	22 STALLS
97	1 BED UNIT	1.5 PER DWELLING UNIT	146 STALLS
79	2 BED UNIT	2 PER DWELLING UNIT	158 STALLS
22	3 BED UNIT	2 PER DWELLING UNIT	44 STALLS
		WITH 30% REDUCTION	370 STALLS
COMMERCIAL/RETAIL USE:			
30,000 SF		1 STALL PER 250 SF	120 STALLS
		WITH 30% REDUCTION	84 STALLS
EXISTING EASEMENT/PARKING AGREEMENT:			
	PANCAKE CHEF REQUIRED		17 STALLS
TOTAL REQUIRED:			740 STALLS
PROVIDED:			
	STRUCTURED PARKING (AFFORDABLE BUILDING)		429 STALLS
	- AFFORDABLE UNITS		412 STALLS
	- COMMERCIAL		17 STALLS
	STRUCTURED PARKING (MARKET RATE BUILDING)		275 STALLS
	- MARKET RATE UNITS		249 STALLS
	- COMMERCIAL		26 STALLS
	SITE SURFACE PARKING		59 STALLS
	- PANCAKE CHEF		17 STALLS (SIGNED)
	- COMMERCIAL		42 STALLS (SIGNED)
TOTAL PROVIDED:			763 STALLS
ACCESSIBLE PARKING:			
AFFORDABLE BUILDING A & B		TOTAL REQUIRED	9 (2 VAN) STALLS
		TOTAL PROVIDED	9 (2 VAN) STALLS
MARKET RATE BUILDING		TOTAL REQUIRED	6 (1 VAN) STALLS
		TOTAL PROVIDED	6 (1 VAN) STALLS
LOADING ZONE:	10' W X 30' L X 14'-6" H	TOTAL REQUIRED	3
		TOTAL PROVIDED	3

TAX PARCEL NO.

004300-0013, 004300-0015, 004300-0018

LEGAL DESCRIPTION

PARCEL A:
LOTS 6, 7, AND 8, BLOCK 1, THIRD ADDITION TO ADAMS HOME TRACTS, ACCORDING TO THE PLAT THEREOF, RECORDED IN VOLUME 15 OF PLATS, PAGE 17, IN KING COUNTY, WASHINGTON.
ALSO EXCEPT THOSE PORTIONS OF LOTS 6, 7, AND 8, LYING EASTERLY OF THE WESTERLY MARGIN OF PRIMARY STATE HIGHWAY NUMBER 1.
EXCEPT THE NORTH 2 FEET OF THE EAST 175.8 FEET OF SAID LOT 6.
RECORDING NO. 05133875.
ALSO EXCEPT THAT PORTION OF LOT 8 CONVEYED TO THE STATE OF WASHINGTON UNDER CAUSE NUMBER 07-2-07478-8 KNT, PURSUANT TO STIPULATED JUDGMENT FOR AND DEGREE OF APPROPRIATION RECORDED UNDER RECORDING NO. 2008082000724.

PARCEL B:
LOTS 4, 8, AND 10, AND THE EAST 66 FEET OF THE SOUTH 104.9 FEET OF LOT 3, BLOCK 1, THIRD ADDITION TO ADAMS HOME TRACTS, ACCORDING TO THE PLAT THEREOF, RECORDED IN VOLUME 15 OF PLATS, PAGE 17, IN KING COUNTY, WASHINGTON.
EXCEPT THE NORTH 200 FEET OF THAT PORTION OF SAID LOT 4, LYING WEST OF THE WEST LINE OF THE EAST 60 FEET THEREOF.
ALSO EXCEPT THE WEST 56 FEET OF SAID LOT 10.
ALSO EXCEPT THAT PORTION OF SAID LOTS 9 AND 10 CONVEYED TO THE STATE OF WASHINGTON FOR HIGHWAY PURPOSES BY DEED RECORDED UNDER RECORDING NO. 05133875.
ALSO EXCEPT THAT PORTION THEREOF CONDEEMED IN KING COUNTY SUPERIOR COURT CAUSE NUMBER 07-2-07478-8 KNT, PURSUANT TO STIPULATED JUDGMENT FOR AND DEGREE OF APPROPRIATION RECORDED UNDER RECORDING NO. 2008082000724.

PARCEL C:
THE EAST 54 FEET OF THE WEST 144 FEET, LESS THE SOUTH 50 FEET THEREOF, OF LOT 5, BLOCK 1, THIRD ADDITION TO ADAMS HOME TRACTS, ACCORDING TO THE PLAT THEREOF, RECORDED IN VOLUME 15 OF PLATS, PAGE 17, IN KING COUNTY, WASHINGTON.

THE PROPERTY DESCRIBED AND SHOWN HEREON IS THE SAME PROPERTY AS DESCRIBED IN THE CHICAGO TITLE COMPANY OF WASHINGTON COMMITMENT FOR TITLE INSURANCE NUMBER 0137850-06, UPDATE 3RD COMMITMENT, DATED JANUARY 15, 2018.

CHICAGO TITLE INSURANCE COMPANY OF WASHINGTON
COMMITMENT NO. 0137850-06
SCHEDULE B - EXCEPTIONS.

- RIGHT TO MAKE NECESSARY SLOPES FOR CUTS OR FILLS UPON PROPERTY HEREIN DESCRIBED AS SET FORTH IN JOURNAL OF PROCEEDINGS OF COUNTY COMMISSIONERS RECORDS IN VOLUME 30, PAGE 455; VOLUME 31, PAGE 36; AND VOLUME 36, PAGE 18; AFFECTS SUBJECT PROPERTY AS TO PARCELS A AND B, NOT PLOTTED, DOCUMENT NOT PROVIDED.
- RIGHT TO MAKE NECESSARY SLOPES FOR CUTS OR FILLS UPON PROPERTY HEREIN DESCRIBED AS GRANTED OR RESERVED IN PERMIT TO EXTEND SLOPES RECORDED MARCH 8, 1989 UNDER RECORDING NO. 0591471; DOES NOT AFFECT THE SUBJECT PROPERTY, NOT PLOTTED, DESCRIBES A 10 FOOT WIDE STRIP ON THE EAST SIDE OF PACIFIC HIGHWAY.
- RIGHT TO MAKE NECESSARY SLOPES FOR CUTS OR FILLS UPON PROPERTY HEREIN DESCRIBED AS GRANTED OR RESERVED IN EASEMENT FOR HIGHWAY SLOPES RECORDED FEBRUARY 23, 1989 UNDER RECORDING NO. 05133875; AFFECTS SUBJECT PROPERTY AS TO PARCEL B, NOT PLOTTED, SPECIFIC LOCATION CAN NOT BE DETERMINED.
- PERMANENT AND PERPETUAL EASEMENT FOR INGRESS AND EGRESS FOR PARKING RESERVED IN QUIT CLAIM DEED RECORDED SEPTEMBER 1, 1965 UNDER RECORDING NO. 5923014; AFFECTS SUBJECT PROPERTY AS TO PARCEL A, PLOTTED.
- RELINQUISHMENT OF ACCESS TO STATE HIGHWAY NUMBER SR 518 AND OF LIGHT, VIEW AND AIR BY WARRANTY DEED RECORDED JUNE 12, 1989 UNDER RECORDING NO. 0623255; AFFECTS SUBJECT PROPERTY AS TO PARCEL A, NOT PLOTTED, GENERAL IN NATURE.
- AMENDED EASEMENT AGREEMENT RECORDED JULY 25, 2003 UNDER RECORDING NO. 20030725003120; AFFECTS SUBJECT PROPERTY AS TO PARCEL A, EASEMENTS PLOTTED.
- MATTERS DISCLOSED BY SURVEY PREPARED BY BOCK & CLARK'S NATIONAL SURVEYORS NETWORK ON SEPTEMBER 8, 1999 AND AS DISCLOSED ON STATUTORY WARRANTY DEED RECORDED DECEMBER 22, 2004 UNDER RECORDING NO. 20041222001820; AFFECTS SUBJECT PROPERTY AS TO PARCELS D & E, NOT PLOTTED, GENERAL IN NATURE.
- RIGHTS, INTERESTS, OR CLAIMS WHICH MAY EXIST OR ARISE BY REASON OF RECORD OF SURVEY RECORDED APRIL 9, 2008 UNDER RECORDING NO. 2008040900004; AFFECTS SUBJECT PROPERTY AS TO PARCEL C, NOT PLOTTED, GENERAL IN NATURE.
- THIS ITEM INTENTIONALLY DELETED.
- THIS ITEM INTENTIONALLY DELETED.
- RIGHTS OF THE PUBLIC FOR STREET RIGHT-OF-WAY AS DISCLOSED BY THE PLAT OF THIRD ADDITION TO ADAMS HOME TRACTS; AFFECTS SUBJECT PROPERTY AS TO PARCEL F, STREET RIGHT OF WAY DEPICTED ON THE SURVEY.
- THIS ITEM INTENTIONALLY DELETED.
- THIS ITEM INTENTIONALLY DELETED.



SEATAC CENTER REDEVELOPMENT

13245 INTERNATIONAL BLVD S
SEATAC, WASHINGTON 98188

GENERAL NOTES

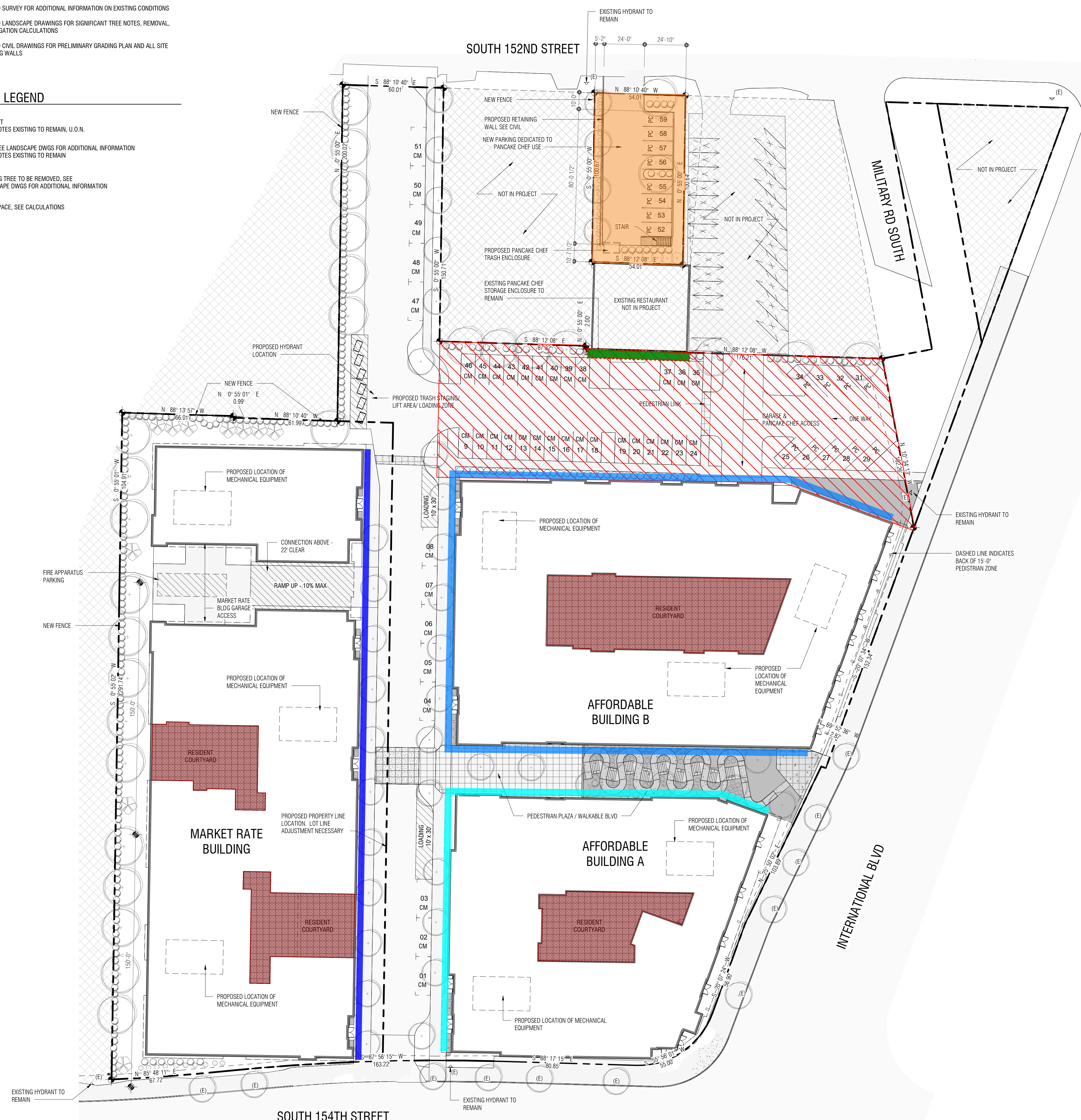
- REFER TO SURVEY FOR ADDITIONAL INFORMATION ON EXISTING CONDITIONS
- REFER TO LANDSCAPE DRAWINGS FOR SIGNIFICANT TREE NOTES, REMOVAL, AND MITIGATION CALCULATIONS
- REFER TO CIVIL DRAWINGS FOR PRELIMINARY GRADING PLAN AND ALL SITE RETAINING WALLS

SITE PLAN LEGEND

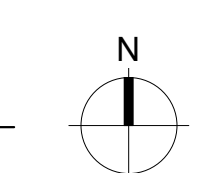
- HYDRANT
(E) DENOTES EXISTING TO REMAIN, U.O.N.
- TREE. SEE LANDSCAPE DWGS FOR ADDITIONAL INFORMATION
(E) DENOTES EXISTING TO REMAIN
- EXISTING TREE TO BE REMOVED. SEE LANDSCAPE DWGS FOR ADDITIONAL INFORMATION
- OPEN SPACE, SEE CALCULATIONS

PLAN LEGEND - DA ITEMS

- ITEM 1 - STAND ALONE PARKING LOT
- ITEM 2A - BUILDING A FACADE LANDSCAPING
- ITEM 2B - BUILDING B FACADE LANDSCAPING
- ITEM 2C - MARKET RATE FACADE LANDSCAPING
- ITEM 3 - SIDE YARD LANDSCAPING AT PANCKAE CHEF
- ITEM 4 - LANDSCAPING AT SURFACE PARKING LOT BETWEEN PANCKAE CHEF
- ITEM 5 - MULTI-FAMILY RECREATION SPACE



SITE PLAN
SCALE: 1" = 30'-0"



6. The conditional use is such that pedestrian and vehicular traffic associated with the use will not be hazardous or conflict with existing and anticipated traffic in the neighborhood; and
 7. The conditional use will be supported by adequate public facilities or services, and will not adversely affect public services to the surrounding area unless conditions can be established to mitigate adverse impacts.
- E. A minor conditional use permit may be granted by the Director only in the following situations:
1. The minor conditional use must conform to the criteria as set forth in this section and all other requirements of this code.
 2. To allow the expansion of an existing, legal conditional use which has previously been permitted within the zone classification, provided the requested expansion of the existing conditional use is either:
 - a. No greater than twenty percent (20%) of the gross floor area of the existing conditional use; and
 - b. Exempt from environmental review under the State Environmental Policy Act (SEPA).
 3. To allow location of a new concealed freestanding WCF in a low intensity zone, subject to the requirements set forth in Chapter 15.480 SMC, Wireless Communications Facilities.
 4. To allow uses in school facilities or City facilities within the residential zones and Park zone. See criteria in Chapter 15.470 SMC, Subsidiary Uses. (Ord. 15-1018 § 1)

15.115.030 Development Agreements

- A. A person or entity having ownership or control of real property within the City may file an application for a development agreement with the Department, solely and exclusively on the current form approved by the said Department, together with the filing fee set forth in the current edition of the City's Fee Schedule as adopted by resolution of the City Council.
- B. Terms of the proposed development agreement shall be subject to the Development Review Committee process set forth at SMC 16A.05.020, Preapplication Meetings, and such other provisions of SMC Title 16A, Development Review Code, as may be deemed appropriate by the City.
- C. The Director is authorized, but not required, to negotiate acceptable terms and conditions of the proposed development agreement with due regard for the following criteria:
 1. The development agreement conforms to the existing Comprehensive Plan policies.
 2. The terms of the development agreement are generally consistent with the development regulations of the City then in effect.

3. Appropriate project or proposal elements such as permitted uses, residential densities, and nonresidential densities and intensities or structure sizes are adequately provided, to include evidence that the site is adequate in size and shape for the proposed project or use, conforms to the general character of the neighborhood, and would be compatible with adjacent land uses.
4. Appropriate provisions are made for the amount and payment of impact fees imposed or agreed to in accordance with any applicable provisions of State law, any reimbursement provisions, other financial contributions by the property owner, inspection fees, or dedications.
5. Adequate mitigation measures, development conditions, and mitigation requirements under Chapter 43.21C RCW are provided.
6. Adequate and appropriate design standards such as maximum heights, setbacks, drainage and water quality requirements, landscaping, and other development features are provided.
7. If applicable, targets and requirements regarding affordable housing are addressed.
8. Provisions are sufficient to assure requirements of parks and open space preservation.
9. Interim uses and phasing of development and construction is appropriately provided. In the case of an interim use of a parcel of property, deferments or departures from development regulations may be allowed without providing a demonstrated benefit to the City; provided, that any departures or deferments to the code requested for a final use of the property shall comply with criteria No. 11 below. The agreement shall clearly state the conditions under which the interim use shall be converted to a permanent use within a stated time period and the penalties for noncompliance if the interim use is not converted to the permanent use in the stated period of time.
10. Where a phased development agreement is proposed, a site plan shall be provided and shall clearly show the proposed interim and final use subject to the agreement.
11. In the case of a development agreement where the proposed use would be the final use of the property, it shall be clearly documented that any departures to the standards of the code, requested by the applicant, are in the judgment of the City, offset by providing a benefit to the City of equal or greater value relative to the departure requested. In no case shall a departure to the code be granted if no benefit to the City is proposed in turn by the applicant.
12. Conditions are set forth providing for review procedures and standards for implementing decisions.
13. A build-out or vesting period for applicable standards is provided.
14. Any other appropriate development requirements or procedures necessary to the specific project or proposal are adequately addressed.

15. If appropriate, and if the applicant is to fund or provide public facilities, the development agreement shall contain appropriate provisions for reimbursement over time to the applicant.
 16. Appropriate statutory authority exists for any involuntary obligation of the applicant to fund or provide services, infrastructure, impact fees, inspection fees, dedications, or other service or financial contributions.
- D. If the Director deems that an acceptable development agreement has been negotiated and recommends the same for consideration, the City Council shall hold a public hearing and then may take final action, by resolution, to authorize entry into the development agreement. In addition, the Council may continue the hearing for the purpose of clarifying issues, or obtaining additional information, facts, or documentary evidence.
- E. The decision of the Council shall be final immediately upon adoption of a resolution authorizing or rejecting the development agreement.
- F. Following approval of a development agreement by the Council, and execution of the same, the development agreement shall be recorded with the King County Recorder.
- G. Because a development agreement is not necessary to any given project or use of real property under the existing comprehensive plan and development regulations in effect at the time of making application, approval of a development agreement is wholly discretionary and any action taken by the City Council is legislative only, and not quasi-judicial. (Ord. 15-1018 § 1)

15.115.040 Essential Public Facilities

- A. **Purpose.** The purpose of this section is to establish a formal process for identifying and siting of essential public facilities (EPFs).
- B. **Included Essential Public Facilities.** EPFs subject to this section include, but are not limited to, those facilities identified in the EPF definition (SMC 15.105.050), the Seattle-Tacoma International Airport, Interstate 5, State Route 509 (both current and proposed extensions), State Route 518, the Federal Detention Center, the King County Bow Lake Solid Waste Transfer Station, and the Sound Transit's "LINK" Light Rail System.
- C. **Threshold Review.** During or within forty-five (45) days subsequent to the mandatory preapplication Development Review Committee meeting required by SMC 16A.05.020, Preapplication Meetings, the Director shall make a threshold determination, and advise the potential applicant in writing of such determination, whether the proposed project is an EPF and, if so, whether it is difficult to site. In making said determinations, the Director shall broadly and liberally apply the definition of an EPF in consideration of the full range of proposed and potential services to be provided to the public, whether provided directly by, funded by, or contracted for by a governmental agency, or provided by a private entity or entities subject to public service obligations. The determination of whether an EPF will be difficult to site shall be made by the Director upon known or reasonably perceived and articulable facts. Proposed projects determined not to be EPFs, and proposed projects determined to be EPFs but also determined to be not difficult of siting, shall be reviewed and processed as any other similar project pursuant to the City Development Code without regard to this section.



MEMORANDUM COMMUNITY & ECONOMIC DEVELOPMENT

Date: November 19, 2019
To: Planning & Economic Development (PED) Committee
From: Kate Kaehny, Senior Planner
Subject: Information for 11/21 PED Review of 2019 Comprehensive Plan Amendment Final Docket Proposals

The purpose of this memo is to provide information on the PED Committee's Final Docket review session and associated materials.

Review Session

The review session will include a staff overview of the Final Docket proposals, which will include time for PED questions and discussion. Staff will be requesting the PED Committee's recommendation on the proposals so that it will be available for the full Council review of the Final Docket, which will take place on November 26, 2019.

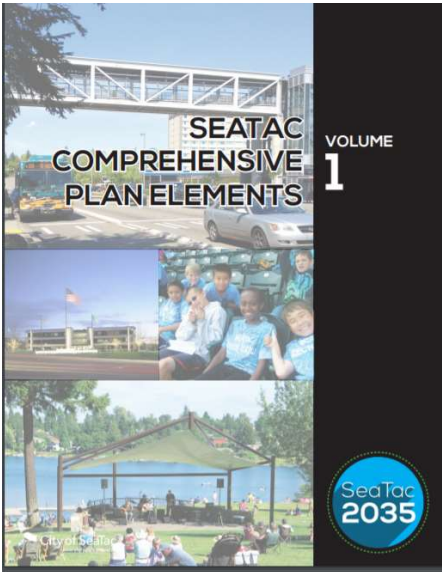
Materials

The materials for the review session include:

- **Exhibit 5:** This memo
- **Exhibit 5a:** PowerPoint slides that will be presented on 11/21
- **Exhibit 5b:** Draft Agenda Bill 5313 regarding proposed Comprehensive Plan amendments, including the draft ordinance (and amendments) and the following attachments:
 - Final Docket Review Dates
 - Staff Report
 - Public Comments Received to Date
 - Public Hearing Summary
- **Exhibit 5c:** Draft Agenda Bill 5343 and related ordinance regarding amendments to the official zoning map (rezones proposed as part of Map Amendment proposals M-1 and M-2)

Final Docket Next Steps


After the PED Committee's November 21 review session, the Final Docket agenda bills will be presented at the November 26, 2019, Regular Council meeting for review and potential action. Council must take action on the amendments to the Comprehensive Plan before the end of the year.



The image shows the cover of a report titled "SEATAC COMPREHENSIVE PLAN ELEMENTS VOLUME 1". The cover features three photographs: a modern transit station, a group of diverse children, and a park pavilion. A circular logo at the bottom right of the cover reads "SeaTac 2035".

PED Committee
Final Docket
Review &
Recommendation

November 21, 2019



PRESENTATION OVERVIEW

PURPOSE OF PRESENTATION

- To provide PED with the opportunity to complete their review of the 2019 Final Docket proposals.
- To review public comment to date, including comments from the November 5, 2019, Public Hearing.

WHY IS THIS ISSUE IMPORTANT?

1. City Council is scheduled to review the Final Docket Proposals, public comment and PED and Planning Commission recommendations on November 26, 2019.
2. City Council must take action on the 2019 Final Docket Proposals before the end of the year.



COMMITTEE ACTION REQUESTED

COMMITTEE ACTION REQUESTED

- A recommendation to City Council on the proposed Final Docket amendments in advance of the full Council review scheduled for Nov 26, 2019, where Council will review and potentially act on the amendments.

STAFF RECOMMENDATION

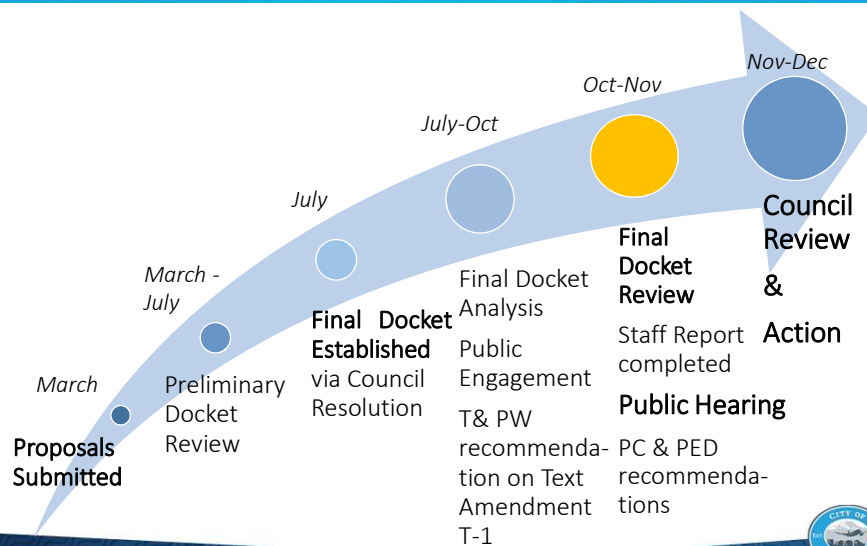
- After evaluating each of the five proposed Final Docket proposals, as described in the Staff Report, staff is recommending adoption of all amendments.

REVIEWS TO DATE

- Planning Commission: 9/3/19, 10/1/19, 10/15/19
 - 11/5/19: After the public hearing, PC made recommendation to adopt all Final Docket proposals.
- Public Hearing: 11/5
- T&PW: 9/19/19
 - 9/19/19: T&PW made recommendation to adopt T-1: Transportation Level of Service and Concurrency Revisions.
- PED: 9/26/19



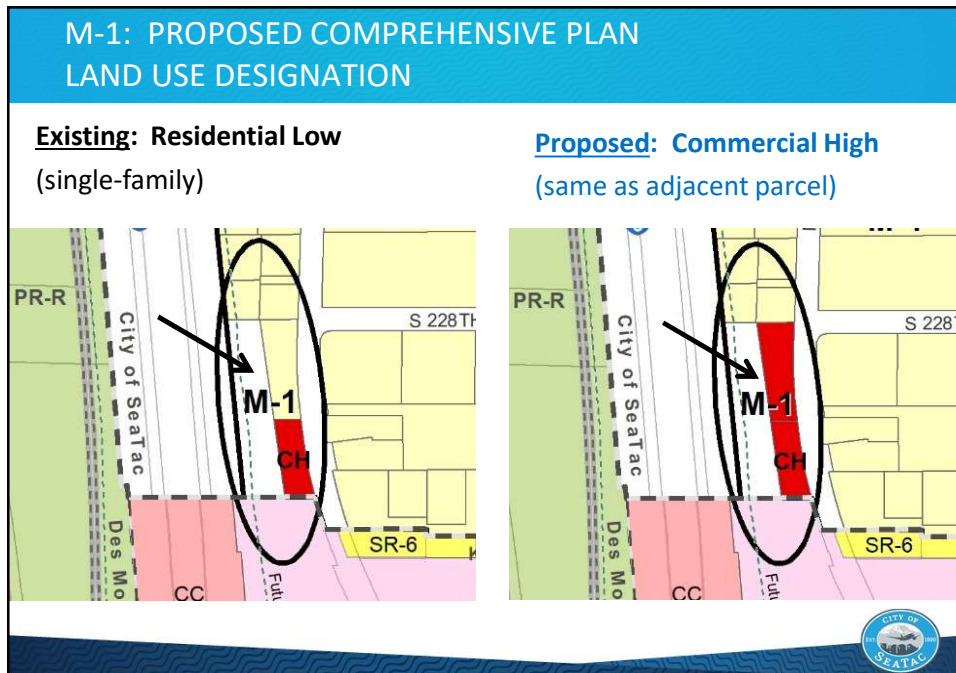
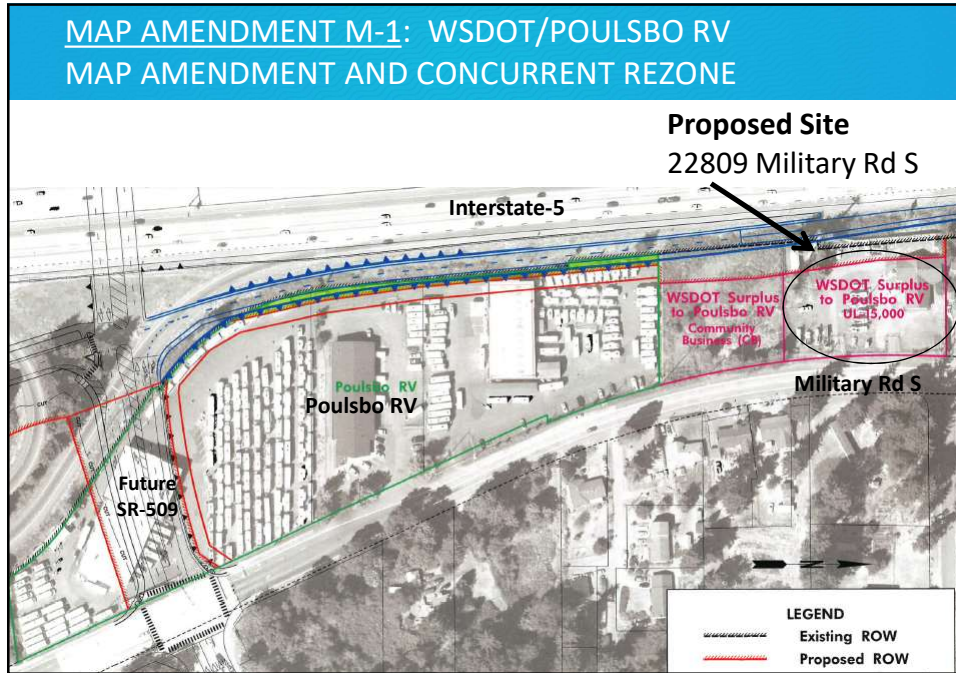
Overview of 2019 Comprehensive Plan Amendment Process



FINAL DOCKET PROPOSALS			
Map Amendment Proposals		Proponent	Planning Commission Recommendation
M-1	WSDOT/Poulsbo RV Comprehensive Plan Map Amendment & Concurrent Rezone	WSDOT	Adopt
M-2	Bow Lake Mobile Home Park Comprehensive Plan Map Amendment & Concurrent Rezone	Bow Lake MHP	Adopt
M-7	Update Comprehensive Plan's Informational Maps	City-Planning	Adopt
Text Amendment Proposals		Proponent	
T-1	Revisions to Transportation Level of Service (LOS) & Concurrence Policies	City-Public Works	Adopt
T-2	Biennial Update of Capital Facilities Plan	City-Planning	Adopt

FINAL DOCKET PROPOSALS WITHDRAWN FROM CONSIDERATION			
Withdrawn		Proponent	
M-3	Military Road S – North End Comprehensive Plan Map Amendment & Concurrent Rezone – Withdrawn at 10/10 Special Council Meeting	City Council	
M-6	Establishing Land Use Designation and Zoning for Unused SR509 ROW – Withdrawn because of project timing	Planning Division	
T-3	PROS (Parks, Recreation & Open Space) Plan Update – Withdrawn because of project timing	Parks Department	
T-4	City Center Sub-Area Plan Update: Phase 1 Preliminary Urban Design Framework – Withdrawn because of project timing	Planning Division	

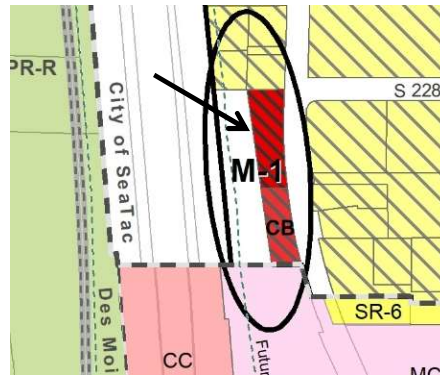
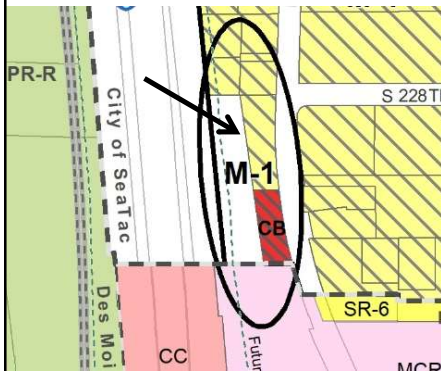




M-1: PROPOSED ZONING

Existing: Urban Low 15,000
(single-family, large lot)

Proposed: Community Business
(Commercial high intensity)



MAP AMENDMENT M-2: BOW LAKE MOBILE HOME PARK MAP AMENDMENT AND CONCURRENT REZONE

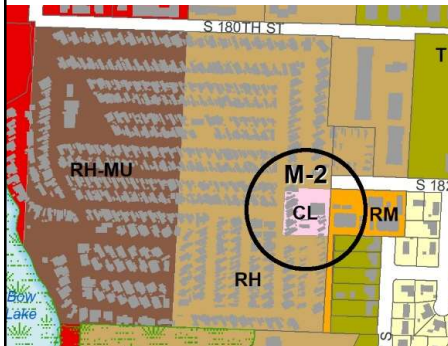


- Site owned by mobile home park
- Area includes commercial building outside of Park fencing & area within fencing occupied by mobile homes

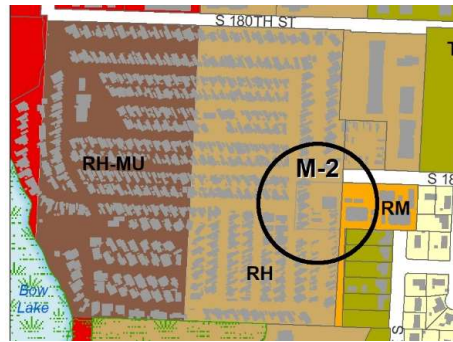


M-2: PROPOSED COMPREHENSIVE PLAN LAND USE DESIGNATION

Existing: Commercial Low
(low intensity commercial)

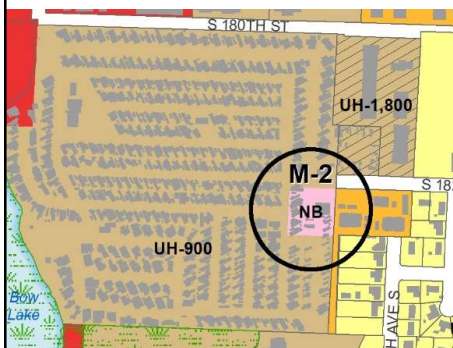


Proposed: Residential High
(high density multi-family)

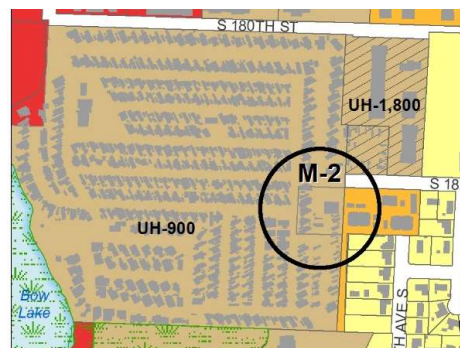


M-2: PROPOSED ZONING

Existing: Neighborhood Business
(low intensity commercial)



Proposed: Urban High 900
(high density multi-family,
same as adjacent area)



MAP AMENDMENT M-7: ROUTINE COMPREHENSIVE PLAN MAP UPDATE



PROPOSAL

- Administrative update to Map 9.1: Wetlands & Streams Map. No changes to map data.

PROPONENT

- City of SeaTac Planning Division



TEXT AMENDMENT T-1: REVISIONS TO TRANSPORTATION LEVEL OF SERVICE (LOS) & CONCURRENCY POLICIES

PROPOSAL

- To change the way the City measures Level of Service (LOS) from delay at intersections to corridor travel speed and non-motorized system completeness.
- The proposal would:
 - Increase alignment with Growth Management Act's concurrency requirements.
 - Complement the City's efforts to better ensure transportation infrastructure keeps up with growth.

PROPONENT

- City of SeaTac Public Works Department



TEXT AMENDMENT T-2: CAPITAL FACILITIES PLAN UPDATE

PROPOSAL

- Routine update of the 6-year Capital Facilities Plan (CFP) per the Growth Management Act which requires the identification of public facilities that will be needed during the six years after an update of the Comprehensive Plan.
 - Updating the CFP ensures that adequate facilities are either planned or in place to satisfy the City’s adopted level of service (LOS) requirements for things like transportation infrastructure, utilities and parks.

PROONENT

- City of SeaTac Planning Division



PED RECOMMENDATION REQUESTED

Map Amendment Proposals		Planning Commission Recommendation	PED Recommendation
M-1	WSDOT/Poulsbo RV Comprehensive Plan Map Amendment & Concurrent Rezone	Adopt	
M-2	Bow Lake Mobile Home Park Comprehensive Plan Map Amendment & Concurrent Rezone	Adopt	
M-7	Update Comprehensive Plan’s Informational Maps	Adopt	
Text Amendment Proposals		Proponent	
T-1	Revisions to Transportation Level of Service (LOS) & Concurrency Policies	Adopt	
T-2	Biennial Update of Capital Facilities Plan	Adopt	

NEXT STEPS

CITY COUNCIL ACTION REQUIRED BY END OF YEAR

COUNCIL REVIEW & ADOPTION SCHEDULE

11/26 RCM: Agenda Bill review and potential Council action

12/10 RCM: Potential Council action, if needed



11/12/2019

DRAFT AGENDA BILL 5313: – 2019 Comprehensive Plan Amendment Process

RCM Council Meeting

Meeting Date: 11/26/19

AgendaQuick Title: An Ordinance of the City Council of the City of SeaTac, Washington, amending portions of the City of SeaTac Comprehensive Plan.

Prepared By: Kate Kaehny
Department: Community and Economic Development
Date Action Requested: RCM: 11/26/19
Amount: N/A
Applicable Fund Name: N/A
Director Approval: Steve Pilcher , CED Director
City Manager Approval: Carl Cole, City Manager
Division: Planning
Review Dates: See Attachment #1
Budgeted?: N/A

COUNCIL CONSIDERATION:

An Ordinance of the City Council of the City of SeaTac, Washington, amending portions of the City of SeaTac Comprehensive Plan.

PURPOSE:

The proposed Ordinance adopts the Comprehensive Plan amendments for 2019.

ANALYSIS:

The City of SeaTac procedures for amending the Comprehensive Plan provide for consideration of proposed amendments every other year (in odd-numbered years) in two stages: (1) the “Preliminary Docket,” and (2) the “Final Docket.”

- (1) **Preliminary Docket:** Includes all proposals submitted in accordance with the pre-established deadline or added by the City Council and/or staff.
- (2) **Final Docket:** Includes all proposals deemed appropriate by the City Council to go forward for detailed review. Final Docket proposals undergo environmental analysis under SEPA and a Public Hearing before the Planning Commission.

The City Council established the Final Docket by Resolution on July 7, 2019. While nine proposals were originally established on the Final Docket, since that time three of the proposals were withdrawn because of project scheduling issues including:

1. Map Amendment M-6: Establishing a Land Use Designation and Zoning for Unused SR509 ROW Adjacent to Des Moines Creek Park,
2. Text Amendment T-3: Parks, Recreation & Open Space (PROS) Plan Update, and
3. Text Amendment T-4: City Center Plan Update Phase 1

Additionally, on October 10, 2019, at a Special Council Meeting, the City Council voted to withdraw Map Amendment M-3: Military Road S Map Amendment & Concurrent Rezone-North End.

As part of the review process, all remaining Final Docket proposals are required to be evaluated according to the following criteria:

FINAL DOCKET 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 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 MAP AMENDMENT PROPOSALS ONLY:

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

The Staff Report (Attachment 2), lists all amendment proposals, and includes an assessment of how each proposal does or does not satisfy the Final Docket criteria and Land Use Designation Criteria, as appropriate. A staff recommendation regarding the approval of the proposals is also provided.

COMMITTEE REVIEWS & RECOMMENDATIONS

The Planning Commission reviewed the proposed amendments during three work sessions and after conducting a public hearing on November 5, 2019, made the recommendations noted in the table below.

The Planning and Economic Development (PED) Committee reviewed the proposed amendments at their meetings on September 26, 2019 and reviewed the proposals and made their recommendations on November 21, 2019. The PED Committee's recommendations are noted in the table below.

NOTE: PED RECOMMENDATIONS WILL BE INSERTED AFTER THE 11/21 MEETING.

PROPOSAL	11/5/2019 PLANNING COMMISSION RECOMMENDATION	11/21/2019 PED RECOMMENDATION
<i>MAP AMENDMENT PROPOSALS INITIATED BY PUBLIC/OTHER AGENCIES</i>		
M-1: WSDOT/Poulsbo RV Map Amendment & Concurrent Rezone Proposal	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: Transportation Level of Service (LOS) & Concurrency Revisions	Approve	
T-2: Capital Facilities Plan Update	Approve	

City Council will review the proposal on November 26, 2019.

- ALTERNATIVE(S):
1. Amend the Ordinance prior to adoption.
 2. Remand to the Planning Commission for modification.
 3. Do not adopt.

Final Docket Review Dates

Planning Commission:

- Reviews: 9/3/19, 10/1/19, 10/15/19
- Recommendation: 11/5/19

Public Hearing:

- Hearing Date: 11/5/19

Planning & Economic Development (PED) Committee:

- Reviews: 9/26/19
- Recommendation: 11/21/19

Transportation & Public Works (T&PW) Committee - Review of Proposed Transportation Level of Service & Concurrency Revisions:

- Reviews: 9/19/19
- Recommendation: 9/19/19



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 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.

FINAL DOCKET PROPOSALS: PUBLIC COMMENTS RECEIVED AS OF 11/13/2019

From: [J.M](#)
To: [Kate Kaehny](#)
Subject: [EXTERNAL EMAIL] - November 5, 2019 Public Hearing regarding Amendment Proposal M-2 Bow Lake Mobile Home Park File #CPA19-0003
Date: Friday, November 1, 2019 10:49:44 PM

To all Council members at Seatac City Hall,

I am against rezoning of parcel # 342304-9008 . I will only agree to rezone all of Bow Lake Residential Community to Mobile Home zoning status only. I feel that there is not a flow of communication regarding the objective of the owner who purchased this property in April of this year. (The Carlyle Group) I hear the City Council has had contact with the owners and knows the plan they have for the property. If this is not in the interest of the current mobile home owners it should not be considered. We need every available affordable housing option available in Seatac. This Mobile home park has been in existence over 30 years and also has historical presence since it was a spot for families to come and stay to be able to enjoy the Worlds Fair. This is a 55 and up community many on fixed incomes, many that have lived in the park for many years and it is their home. So please do not rezone, unless it is to Mobile Home zoning. This will affect me as a low income, single, Senior. I do not have many options left and many waiting list for affordable housing are very long and its not a solution that would be helpful to 479 households in Bow Lake Residential Community.

Please protect our homes say NO to rezoning : Rezone to Mobile Home Zoning status only.

Jeannie Marie

Summary of Public Hearing:
2019 Biennial Comprehensive Plan Amendments

From the Minutes: November 5, 2019 Planning Commission Meeting

Sr. Planner Kate Kaehny began the staff presentation, noting she will be followed by other staff. She explained the Comprehensive Plan and its amendment process. She reviewed the process that occurred this year and the next steps to occur before final Council review and action.

There are five proposals under consideration this year: 3 map amendments and 2 text amendments. Four proposals were withdrawn earlier in the process.

Associate Planner Neil Tabor presented the M-1 map amendment proposal, a request from the Washington State Department of Transportation, involving land acquisition impacts to Poulsbo RV due to the SR-09 project. This proposal will establish a commercial land use designation and zoning on one parcel currently designated/zoned for low density residential. He overviewed the staff's analysis of why this proposal meets the amendment criteria and is recommended for approval.

Associate Planner Alena Tuttle presented the M-2 map amendment proposal, a request from the property owner of the Bow Lake Mobile Home Park to change the land use designation and zoning of a small portion of the property from commercial to high density residential in order to allow for an expansion of the mobile home park. The resulting designation and zone would be consistent with the remainder of the park. Ms. Tuttle review the proposal in light of the decision criteria and noted that staff is recommending approval.

Ms. Kaehny noted that Map Amendment M-7 is basically housekeeping in nature and staff is recommending approval.

Sr. Planner David Tomporowski presented text amendment T-1 concerning transportation concurrency. He mentioned that the Puget Sound Regional Council had noted that the City should adopt changes such as these to be consistent with the Growth Management Act. Staff is recommending approval of these changes.

Ms. Kaehny presented the other set of text amendments (T-2) which concern the Capital Facilities Plan element. Staff is recommending approval.

The Chair opened the public hearing for comment at 6:05 p.m.

John White, WSDOT, spoke in support of Map Amendment M-1. He reviewed the history of the SR-509 project. He noted the department's goal was to keep Poulsbo RV "whole" and minimize impacts to their operations.

Earl Gipson spoke in favor of the M-2 proposal, noting it is just part of normal operations of the park. He stated the park appears to be stable and will last well into the future. He expressed his concern regarding some of the rumors that have been spreading.

Vicki Lockwood spoke regarding the M-1 Poulsbo RV proposal and traffic impacts. She expressed concern of maintaining a traffic light at their entrance and the joint impacts of this proposal with the new Kent elementary school.

The Chair closed the hearing to further testimony at 6:15 p.m.

Commissioner Reid-Munro asked why UH-900 zoning is being proposed instead of MHP. Ms. Kaehny noted the change was requested by the property owner. She reviewed the difference between the existing NB Neighborhood Business zone and UH-900.

Commissioner Dantzer complimented WSDOT for their efforts to keep Poulsbo RV operational at its current location. He agreed with the concerns regarding traffic. Planning Manager Jennifer Kester noted that staff is coordinating with the City of Kent on future development of the site.

Commissioner Baker inquired about the relocation of Veterans' Drive at I-5 and whether it will go under or over the freeway.

Moved and seconded to approve all the Comprehensive Plan amendments. Passed 6-0.

ORDINANCE NO. _____

An ORDINANCE of the City Council of the City of SeaTac, Washington, amending portions of the City of SeaTac Comprehensive Plan.

WHEREAS, pursuant to the requirements of the Washington State Growth Management Act, the City of SeaTac is required to develop and adopt a Comprehensive Plan, which plan is required to include various elements for land use, housing, transportation, capital facilities and utilities, economic development, parks and recreation, and which may include other elements such as, community design, environmental management, and human services; and

WHEREAS, the City adopted its Comprehensive Plan in December, 1994, after study, review, community input and public hearings; and

WHEREAS, the State Growth Management Act (RCW 36.70A.130) requires that comprehensive land use plans and development regulations be subject to continuing review and evaluation by the county or city that adopted them and periodically, requires a major updates to ensure consistency with State law; and

WHEREAS, per the State Growth Management Act (RCW 36.70A.130), on June 23, 2015, after study, review, community input and public hearings, the City adopted a major update of the Comprehensive Plan; and

WHEREAS, the State Growth Management Act provides for amendments to the Comprehensive Plan no more than once per year; and

WHEREAS, the City Council authorized, by Resolution No. 97-001, a process for amending the Comprehensive Plan; and

WHEREAS, it is necessary to update the Comprehensive Plan Capital Facilities Element, 6-year Capital Facilities Plan, and other sections as identified through public process; and

WHEREAS, procedures for amending the Plan have been implemented in 2019, including efforts to solicit public input, acceptance of proposals for Comprehensive Plan amendments, evaluation according to preliminary and final criteria; and

WHEREAS, the environmental impacts of the proposed amendments have been assessed, and a Determination of Nonsignificance, File No. SEP19-0010, was issued October 22, 2019, and no appeals received; and

WHEREAS, after a duly-noticed public hearing on November 5, 2019, to consider proposed amendments to the Comprehensive Plan, the Planning Commission recommended adoption of proposed amendments to the Comprehensive Plan, and made its recommendation to the City Council; and

WHEREAS, after the consideration of testimony received at the Planning Commission's November 5, 2019, Public Hearing, the Planning and Economic Development (PED) Committee made its recommendation to the City Council, and

WHEREAS, copies of these proposed amendments were filed with the Washington Department of Commerce on September 20, 2019, not less than sixty days prior to final action, pursuant to RCW 36.70A.106 and WAC 365-195-620, and no comments received; and

WHEREAS, all of the foregoing recitals are deemed by the City Council to be findings of fact;

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF SEATAC, WASHINGTON DO ORDAIN as follows:

Section 1. The City of SeaTac Comprehensive Plan, adopted on December 20, 1994, is hereby amended as set forth in Exhibit A.

Section 2. The City Clerk is directed to transmit a complete and accurate copy of this Ordinance, as adopted, to the Department of Commerce within ten days after final adoption, pursuant to RCW 36.70A.106 and WAC 365-195-620. The Clerk is further directed to transmit a copy of this Ordinance together with copies of other Ordinances amending development regulations adopted within the preceding twelve months, to the King County Assessor pursuant to RCW 35A.63.560.

Section 3. If any provision of this Ordinance or its application to any person or circumstance is held invalid, the remainder of the Ordinance or the application of the provision to other persons or circumstances shall not be affected.

Section 4. This Ordinance shall be in full force and effect on January 1, 2020.

ADOPTED this _____ day of _____, 2019, and
signed in authentication thereof on this _____ day of _____, 2019.

CITY OF SEATAC

Erin Sitterley, Mayor

ATTEST:

Kristina Gregg, City Clerk

Approved as to Form:

Mary Mirante-Bartolo, City Attorney

[Effective Date: _____]

[Ordinance Related to Amending the Comprehensive Plan]

Exhibit A

Proposed Amendments to the Comprehensive Plan

MAP AMENDMENT PROPOSALS

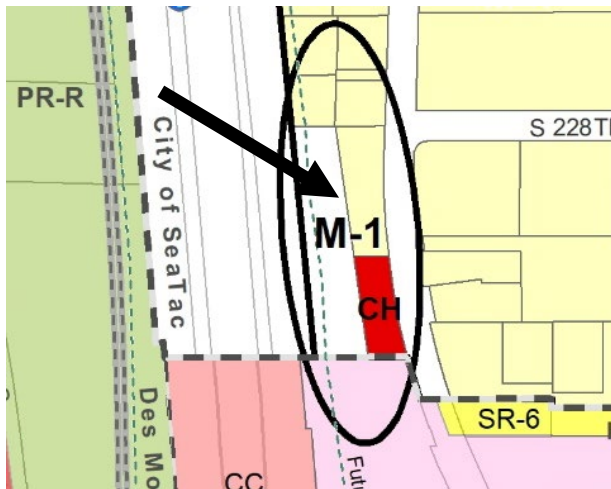
Map Amendment M-1

Proposal: WSDOT/Poulsbo RV Map Amendment & Concurrent Rezone

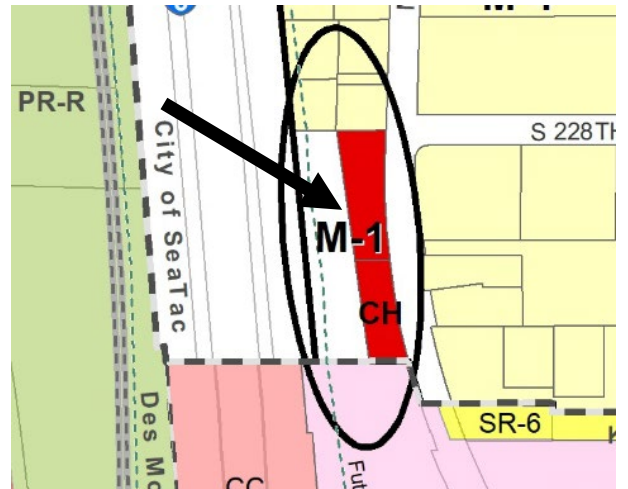
Proposed Comprehensive Plan Map Amendment and Land Use Designation Change:

<u>Address/Location</u>	<u>Current Comprehensive Plan Land Use Designation</u>	<u>Proposed Comprehensive Plan Land Use Designation</u>
22809 Military Road S	Residential Low	Commercial High

Existing: Residential Low



Proposed: Commercial High



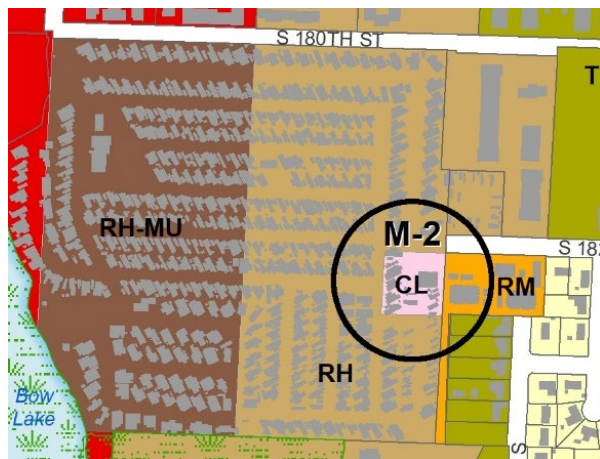
Map Amendment M-2

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

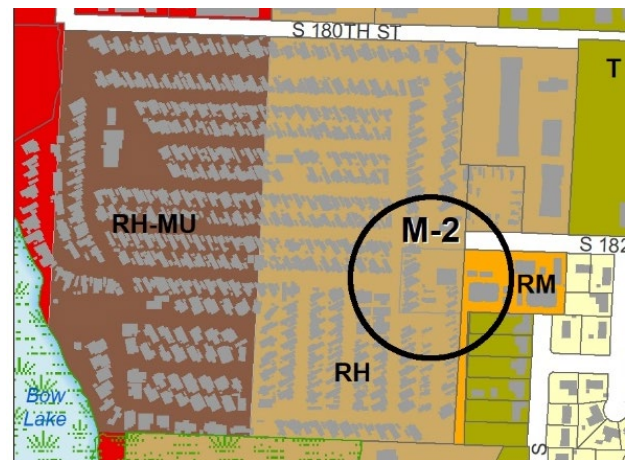
Proposed Comprehensive Plan Map Amendment and Land Use Designation Change:

<u>Address/Location</u>	<u>Current Comprehensive Plan Land Use Designation</u>	<u>Proposed Comprehensive Plan Land Use Designation</u>
Portion of parcel located at 18050 32 nd Ave S	Commercial Low	Residential High Density

Existing: Commercial Low



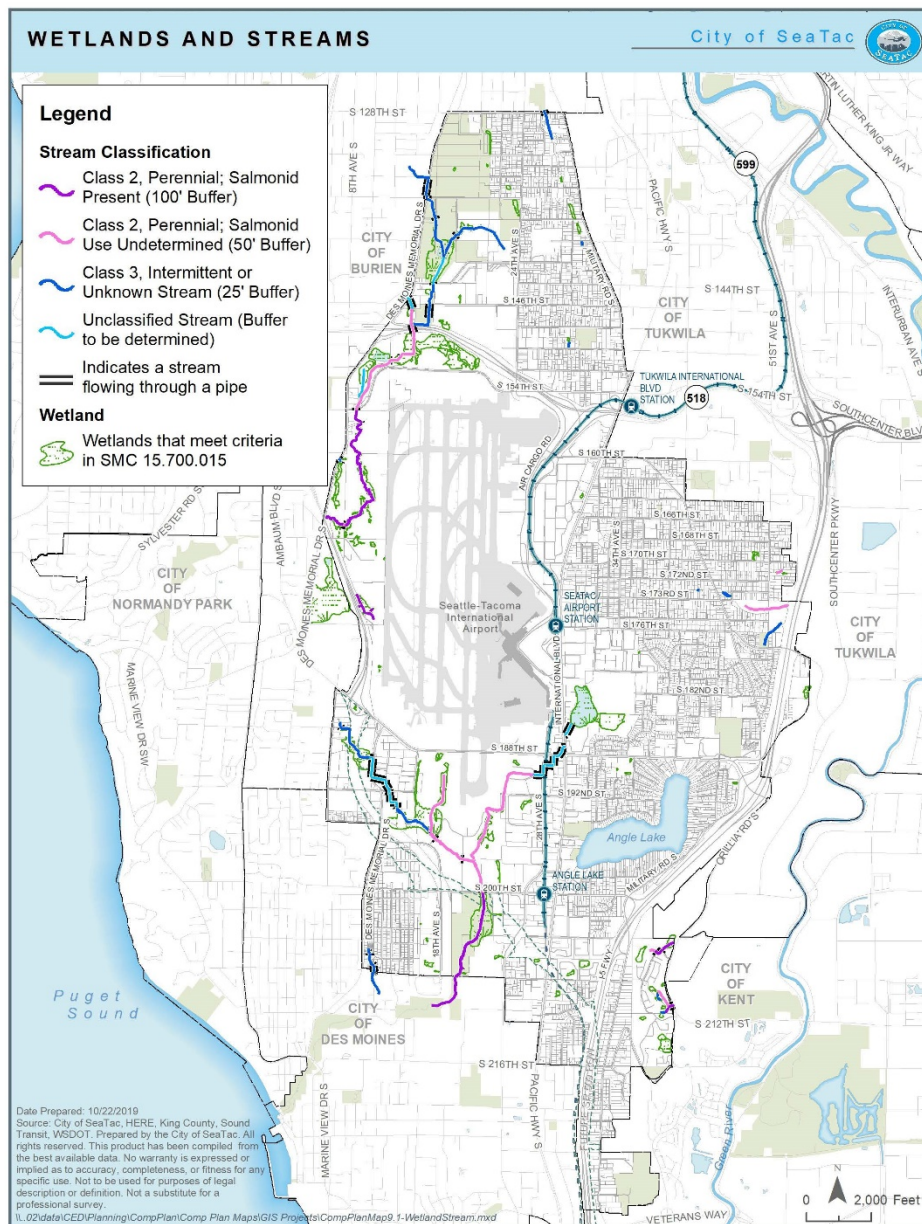
Proposed: Residential High Density



Map Amendment M-7

Proposal: Update Comprehensive Plan's Informational Maps

Map #	Revisions
Map 9.1: Wetlands and Streams	Revise formatting to improve graphical depiction of information. No data changes.



TEXT AMENDMENT PROPOSALS

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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Map ~~4.4~~ 4.6. Bicycle Network.....~~T-22~~ T-24

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



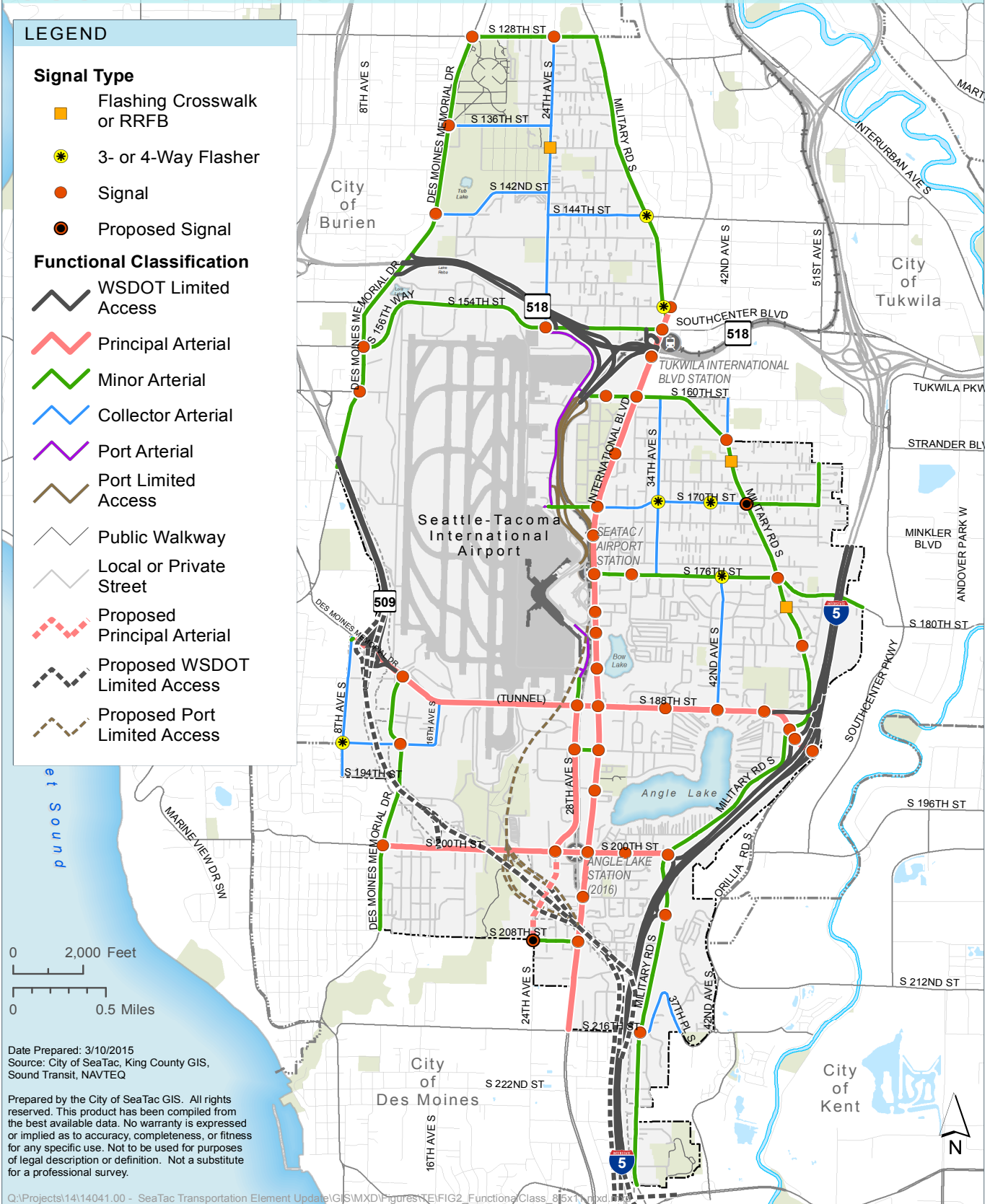
LEGEND

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



Date Prepared: 3/10/2015
 Source: City of SeaTac, King County GIS, Sound Transit, NAVTEQ

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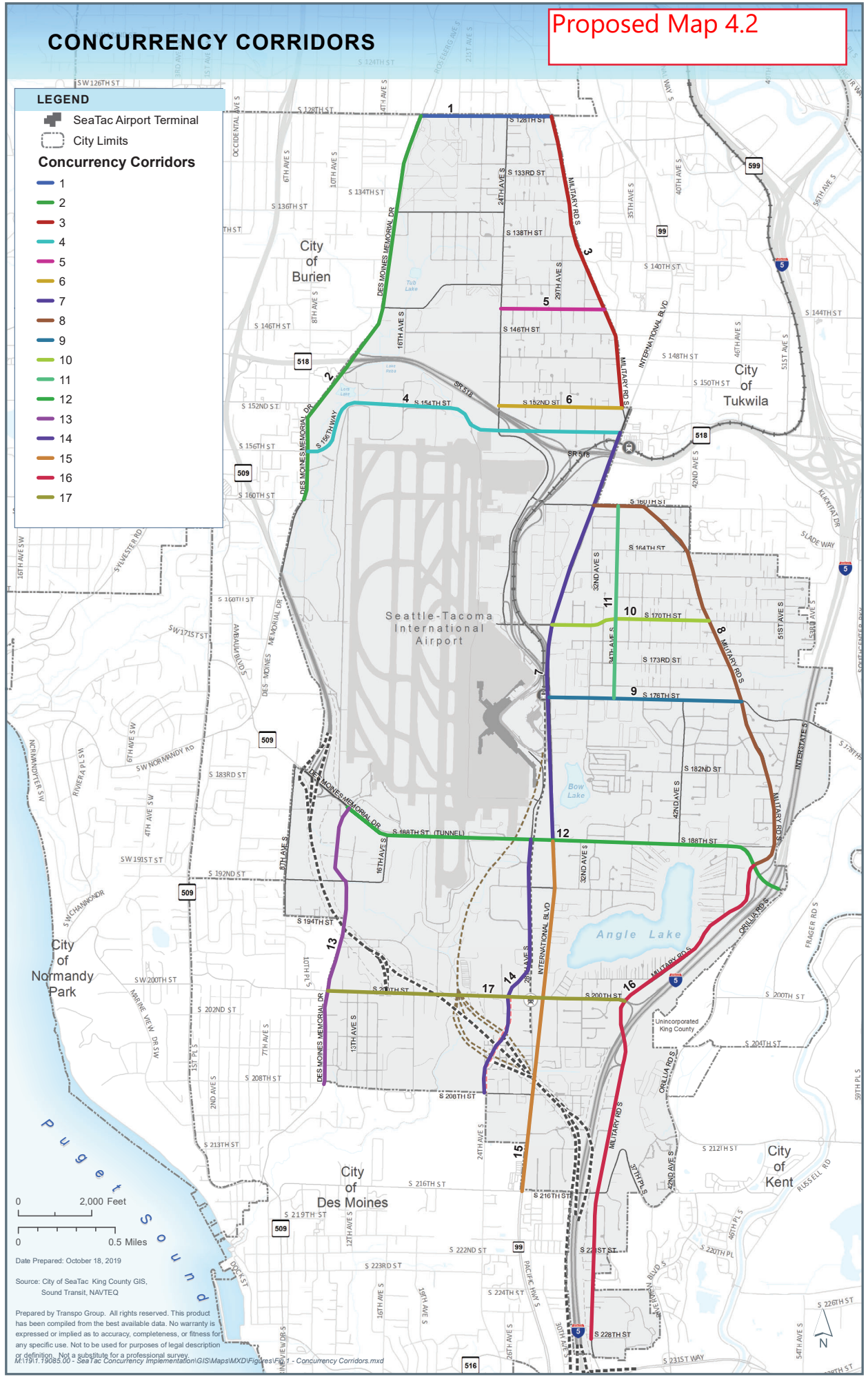
Map 4.1. Roadway Functional Classification & Signal Locations

CONCURRENCY CORRIDORS

Proposed Map 4.2

LEGEND

- SeaTac Airport Terminal
- City Limits
- Concurrency Corridors**
- 1
- 2
- 3
- 4
- 5
- 6
- 7
- 8
- 9
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Date Prepared: October 18, 2019






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

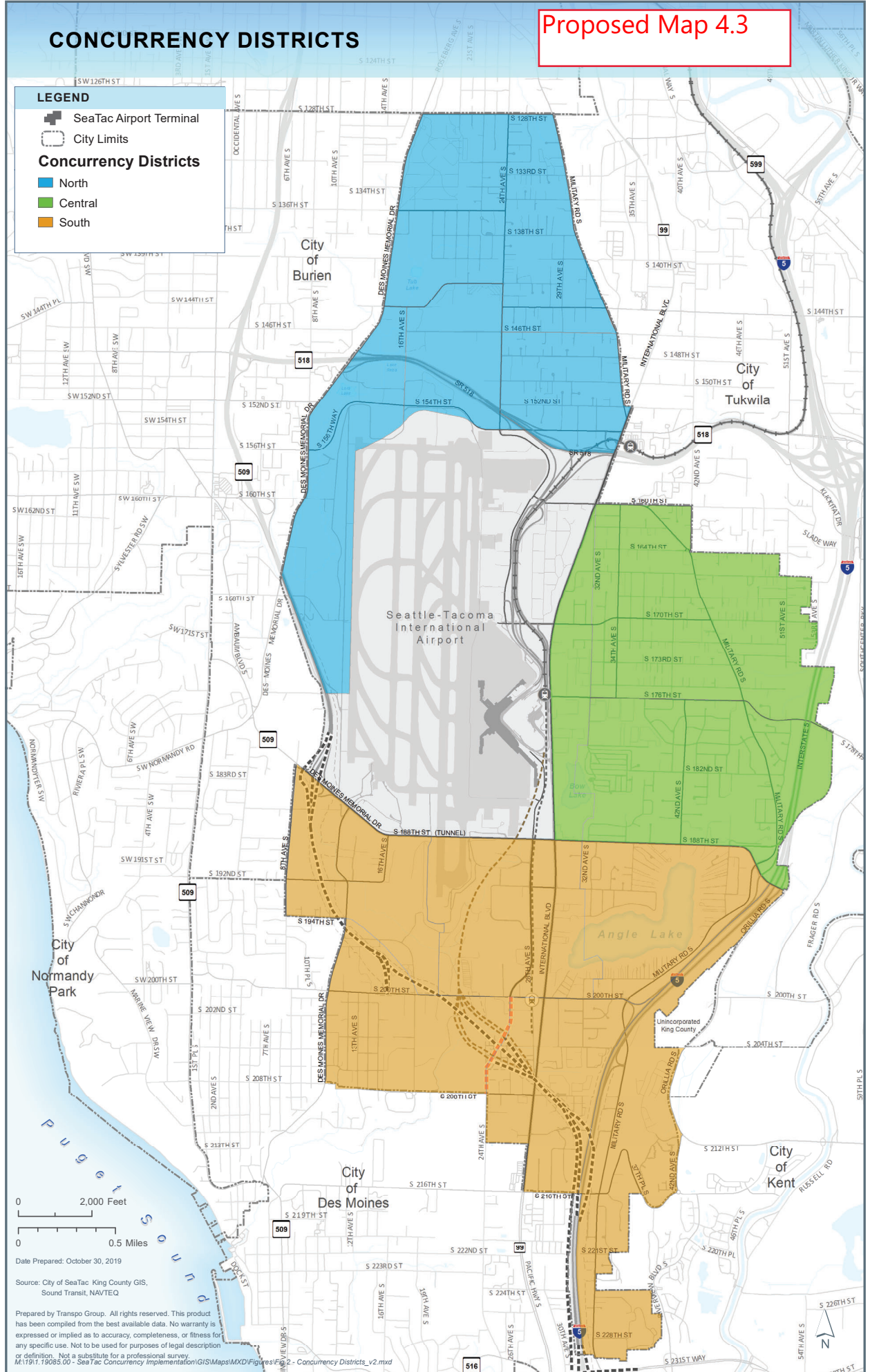
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CONCURRENCY DISTRICTS

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
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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

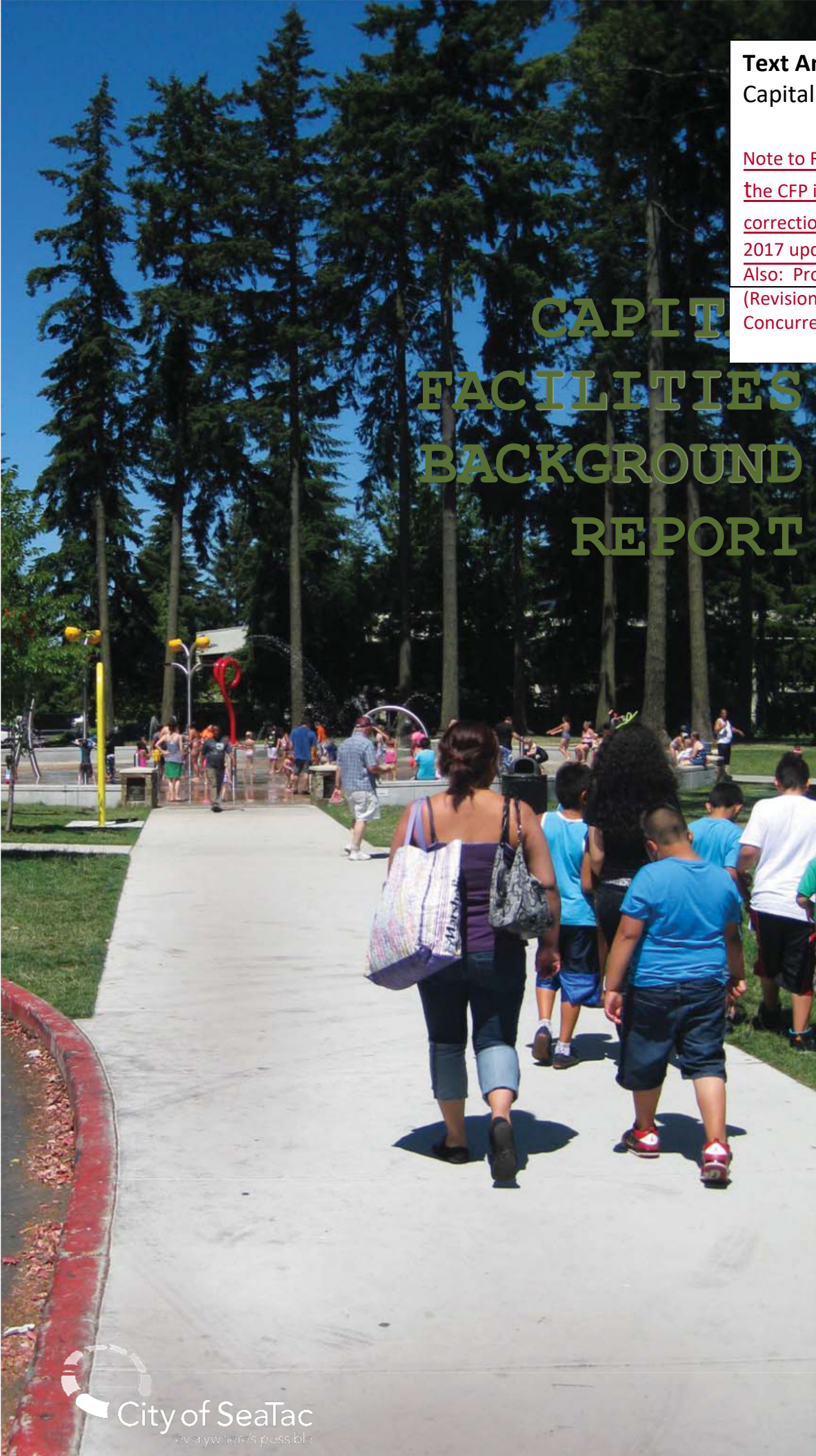


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Map BR5.2. Existing Roadway System	CF-BR-37

SUMMARY

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

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

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

Growth Assumption

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

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

Level of Service Consequences of the CFE

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

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

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

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

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

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

INTRODUCTION

Definition and Purpose of Capital Facilities Element

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

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

Why Plan for Capital Facilities?

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

Growth Management

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

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

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

Good Management

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

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

Eligibility for Grants and Loans

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

Statutory Requirements for Capital Facilities Elements

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

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

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

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

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

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

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

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

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

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

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

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

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

Other advantages of the scenario-driven approach include:

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

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

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

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

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

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

Explanation of Levels of Service (LOSs)

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

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

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

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

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

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

Method for Using LOSs

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

Two questions must be answered to meet GMA requirements:

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

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

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

Formula 1.1 Demand x Standard = Requirement

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

Formula 1.2 Requirement - Inventory = Surplus or Deficiency

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

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

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

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

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

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

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

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

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

Formula 2.2P Deficiency Cost Revenue = Net Surplus or Deficiency

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

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

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

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

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

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

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

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

Setting the Standards for LOSs

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

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

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

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

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

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

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

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

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

CAPITAL IMPROVEMENTS

Introduction

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

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

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

Selecting Revenue Sources for the Financing Plan

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

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

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

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

Sources of revenue are maintained by the Finance Director.

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

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

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

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

City Hall

Current Facilities

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

Level of Service (LOS)

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

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

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

~~No capacity related projects were completed.~~

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

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

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

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

Parks and Recreation

Current Facilities

The parks inventory has identified the following:

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

Level of Service (LOS)

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

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

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

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

Parks Description and Acreage-based LOS

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

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

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

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

Summary of LOS Analysis Findings

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

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







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

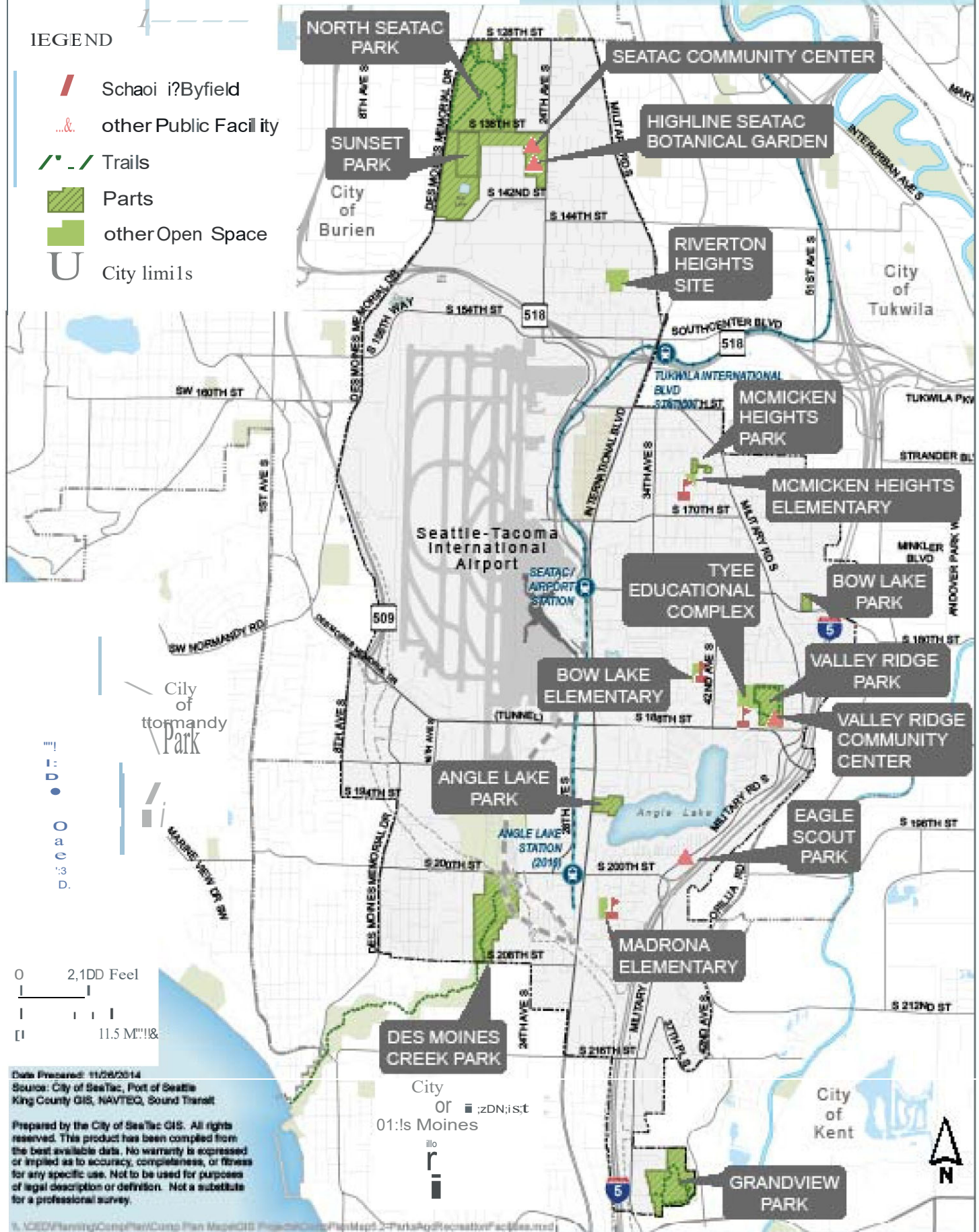
In ~~2018-2019~~2015-2017 the City completed the following capacity-related projects:

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

PARKS AND RECREATION FACILITIES

LEGEND

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



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

Community Parks

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

The inventory of current Community Parks includes the following:

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

* Developed acres are used to calculate current capacity.

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

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

Neighborhood Parks

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

The inventory of current Neighborhood Parks includes the following:

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.	29,180 28,850	4.4 4.3	6		1.6 1.7
-2018-2023 <u>2020-2025</u> Growth	2,396 2,105	0.4 0.3	0.0	0.5	0.1 -0.2
Total as of 2023 <u>2025</u>	31,576 30,955	4.8 4.6	6	0.5	1.7 1.9
Total as of 2035	37,329	5.7 5.6	6	0.5	0.8 0.9
CAPACITY PROJECTS					
<u>Past</u> Youth Baseball/ softball - <u>Softball</u> Acquisition/Development:					
*Improved surface and outdoor lighting on Field #4 @ Valley Ridge Park.					
* Column [5] refers to these improvements.					
<u>Current Youth Baseball/Softball Fields Acquisition/Development:</u>					
<u>None in 2018-2019, however baseball/softball field renovations at North SeaTac Park are planned as part of the six-year CFP.</u>					

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

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

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

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

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

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

Table BR5.29 Playgrounds: Inventory		
PARK	LOCATION	NUMBER OF 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

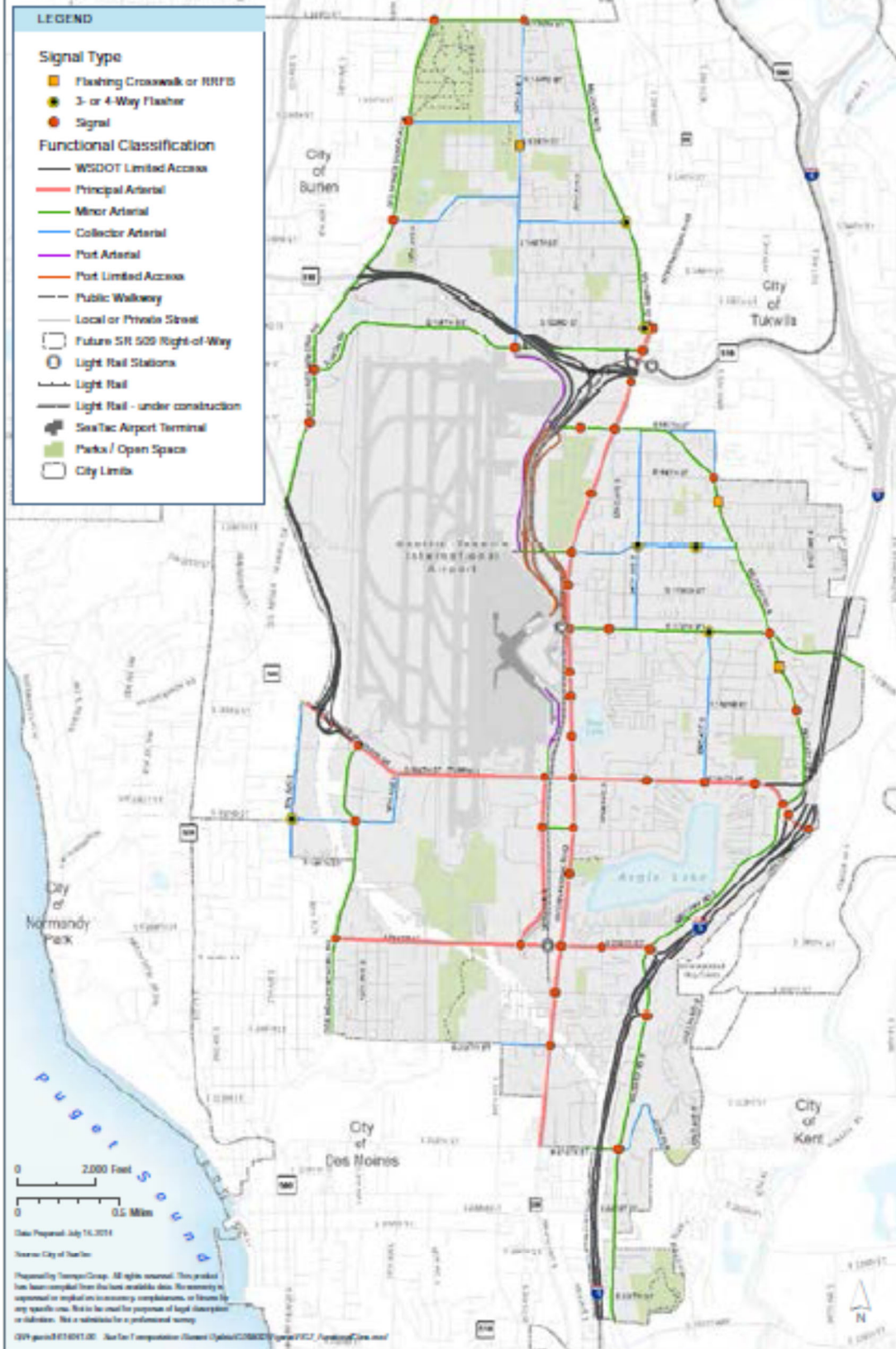
ID	Corridor Name	Corridor Extents	Classification ¹	LOS Standard	Minimum Average Travel Speed (mph) ²
Northern Corridors					
1	S 128th Street	Des Moines Memorial Dr to Military Road	Minor Arterial	E	11
2	Des Moines Memorial Drive	128th St to 160th St	Minor Arterial	E	11
3	Military Road S	152nd St to 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	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.

FIGURE 2: ROADWAY FUNCTIONAL CLASSIFICATION & SIGNAL LOCATIONS



DRAFT AGENDA BILL 5343: Amendments to Official Zoning Map per 2019 Comprehensive Plan Amendments

RCM Council Meeting

Meeting Date: 11/26/19

AgendaQuick Title: An Ordinance of the City Council of the City of SeaTac, Washington, amending the Official Zoning Map, related to the 2019 Comprehensive Plan Amendment Process.

Prepared By: Kate Kaehny

Department: Community and Economic Development Division: Planning

Date Action Requested: RCM: 11/26/19 Review Dates: See AB Attach#1

Amount: N/A Budgeted?: N/A

Applicable Fund Name: N/A

Director Approval: Steve Pilcher , CED Director

City Manager Approval: Carl Cole, City Manager

COUNCIL CONSIDERATION:

An Ordinance of the City Council of the City of SeaTac, Washington, amending the Official Zoning Map, related to the 2019 Comprehensive Plan Amendment Process.

PURPOSE:

The proposed Ordinance makes changes to the Official Zoning Map as part of the 2019 Comprehensive Plan Amendment Process.

ANALYSIS:

In response to various anticipated amendments to the Comprehensive Plan Land Use Designation Map, related amendments are proposed to the Official Zoning Map (rezones) that would ensure consistency between the Zoning Map and the Comprehensive Plan.

The proposed Map Amendments were evaluated according to the Comprehensive Plan Amendment Preliminary and Final Docket Criteria, the Comprehensive Plan Land Use Designation Criteria, and underwent SEPA environmental review and a Public Hearing before the Planning Commission.

Additionally, per the Comprehensive Plan Amendment Procedures, owners of properties within five hundred feet of sites proposed for land use designation and zoning changes were notified of those proposals. In the case of Map Amendment M-2, the Bow Lake Mobile Home Park Map Amendment and Concurrent Rezone proposal, all mobile home residents were notified, even those outside of the five hundred foot required notice area.

COMMITTEE REVIEWS & RECOMMENDATIONS

The Planning Commission reviewed the proposed rezones during three work sessions and after conducting a public hearing on November 5, 2019, made the recommendations noted in the table below.

The Planning and Economic Development (PED) Committee reviewed the proposed rezones at their meetings on September 26, 2019 and November 21, 2019. The PED Committee's recommendations are noted in the table below.

NOTE: PED RECOMMENDATIONS WILL BE INSERTED AFTER THE 11/21 MEETING.

PROPOSAL	11/5/2019 PLANNING COMMISSION RECOMMENDATION	11/21/2019 PED RECOMMENDATION
<i>MAP AMENDMENT PROPOSALS INITIATED BY PUBLIC/OTHER AGENCIES</i>		
M-1: WSDOT/Poulsbo RV Map Amendment & Concurrent Rezone Proposal	Approve	
M-2: Bow Lake Mobile Home Park Map Amendment & Concurrent Rezone	Approve	

City Council will review the proposal on November 26, 2019.

ALTERNATIVE(S):

1. Amend the Ordinance prior to adoption.
2. Remand to the Planning Commission for modification.
3. Do not adopt.

Final Docket Review Dates

Planning Commission:

Reviews: 8/15/17, 9/19/17, 10/3/17

Recommendation: 11/7/17

Public Hearing:

10/17/17, Continued Public Hearing 11/7/17

Land Use & Parks (LUP) Committee:

9/28/17, 10/26/17

Recommendation: 11/1/17

Special LUP: 12/4/17

Council Study Session:

11/28/17

ORDINANCE NO. _____

An ORDINANCE of the City Council of the City of SeaTac, Washington, amending the City's Official Zoning Map, related to the 2019 Comprehensive Plan Amendment Process.

WHEREAS, pursuant to the requirements of the Washington State Growth Management Act the City of SeaTac is required to develop and adopt development regulations, including the Official Zoning Map, which are consistent with and implement the adopted Comprehensive Plan and applicable subarea plans; and

WHEREAS, the Comprehensive Plan's Land Use Designation Map has been amended to show future land uses for specific properties which authorize a change in zoning of said properties; and

WHEREAS, the Official Zoning Map must be amended to implement the Comprehensive Plan's Land Use Designation Map; and

WHEREAS, notices were published, public participation was obtained, comments were received, and a public hearing was held during the course of amending the development standards; and

WHEREAS, the environmental impacts of the proposed amendments have been assessed, and a Determination of Nonsignificance, File No. SEP19-0010, was issued October 22, 2019, and no appeals were received; and

WHEREAS, after a duly-noticed public hearing on November 5, 2019, to consider proposed amendments to the Comprehensive Plan and related amendments to the SMC Title 15 Official Zoning Map, the Planning Commission recommended adoption of the proposed amendments, and made its recommendation to the City Council; and

WHEREAS, after the consideration of testimony received at the Planning Commission's November 5, 2019, Public Hearing, the Planning and Economic Development (PED) Committee made its recommendation to the City Council, and

WHEREAS, copies of these proposed amendments were filed with the Washington Department of Commerce on September 20, 2019, not less than sixty days prior to final action, pursuant to RCW 36.70A.106 and WAC 365-195-620, and no comments were received; and

WHEREAS, the amendments of the zoning of properties as shown in Exhibit A implement the Comprehensive Plan; and

WHEREAS, all of the foregoing recitals are deemed by the City Council to be findings of fact;

**NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF SEATAC,
WASHINGTON DO ORDAIN as follows:**

Section 1. Title 15 of the SeaTac Municipal Code (City Zoning Code), including the Official Zoning Map, is hereby amended as set forth in Exhibit A.

Section 2. The City Clerk is directed to transmit a complete and accurate copy of this Ordinance, as adopted, to the Department of Commerce within ten days after final adoption, pursuant to RCW 36.70A.106 and WAC 365-195-620. The City Clerk is further directed to transmit a copy of this Ordinance to the King County Assessor pursuant to RCW 35A.63.260.

Section 3. If any provision of this Ordinance or its application to any person or circumstance is held invalid, the remainder of the Ordinance or the application of the provision to other persons or circumstances shall not be affected.

Section 4. This Ordinance shall be in full force and effect on January 1, 2020.

ADOPTED this _____ day of _____, 2019, and
signed in authentication thereof on this _____ day of _____, 2019.

CITY OF SEATAC

Erin Sitterley, Mayor

ATTEST:

Kristina Gregg, City Clerk

Approved as to Form:

Mary Mirante-Bartolo, City Attorney

[Effective Date: _____]

[Official Zoning Map Amendment-2019 Comprehensive Plan]

Exhibit A

Proposed Amendments to SMC Title 15,
Official SeaTac Zoning Map,
per 2019 Comprehensive Plan Amendment Process

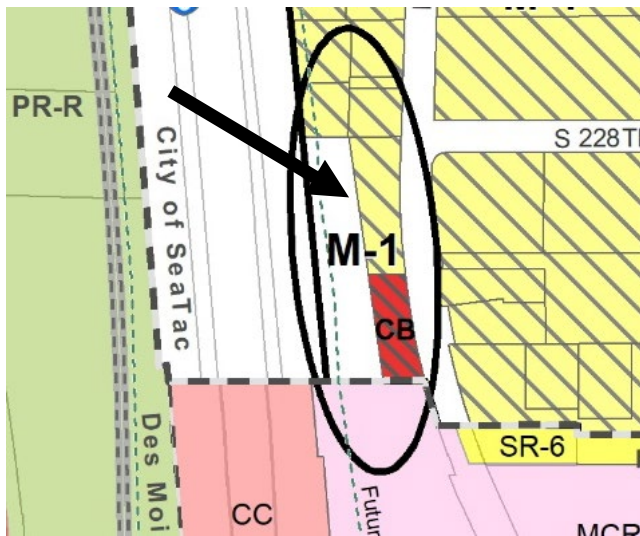
Map Amendment M-1

Proposal: WSDOT/Poulsbo RV Map Amendment & Concurrent Rezone

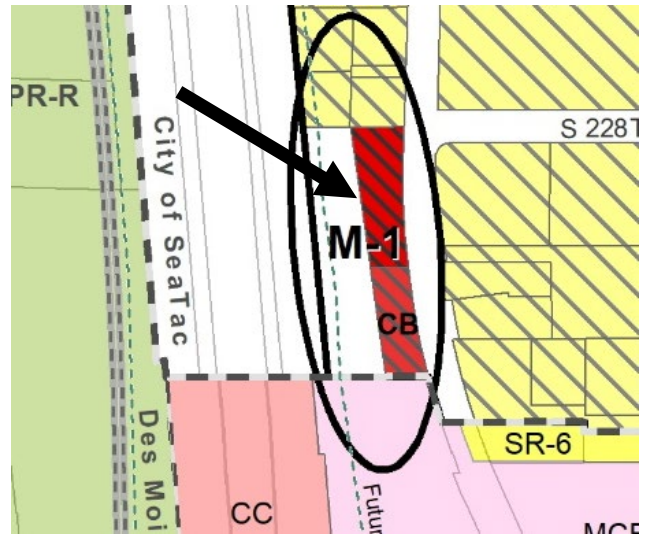
Rezone Proposal:

<u>Address/Location</u>	<u>Current Zone</u>	<u>Proposed Zone</u>
22809 Military Road S	Urban Low (UL) 15,000	Community Business (CB)

Existing Zone: UL-15,000



Proposed Zone: CB



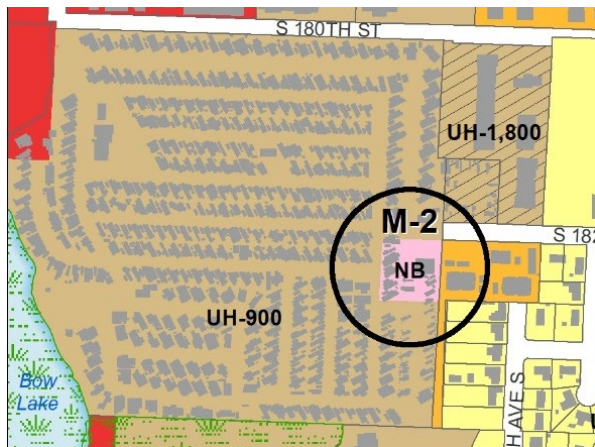
Map Amendment M-2

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

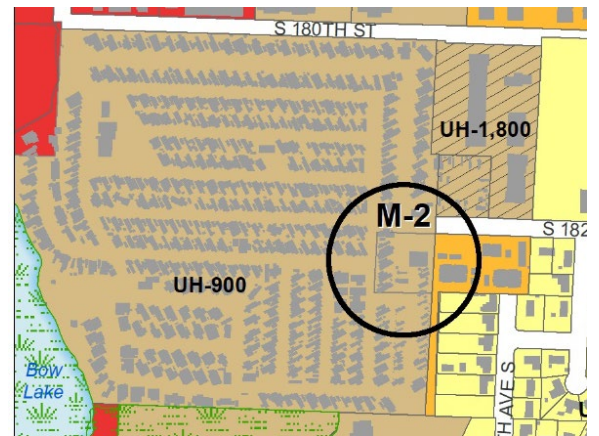
Rezone Proposal:

<u>Address/Location</u>	<u>Current Comprehensive Plan Land Use Designation</u>	<u>Proposed Comprehensive Plan Land Use Designation</u>
Portion of parcel located at 18050 32 nd Ave S	Neighborhood Business (NB)	Urban High (UH) 900

Existing Zone: Neighborhood Business (NB)



Proposed Zone: UH-900





MEMORANDUM COMMUNITY & ECONOMIC DEVELOPMENT

Date: November 19, 2019
To: Planning & Economic Development Committee
From: Jennifer Kester, Planning Manager
Subject: Wireless Communication Facilities Code: Extending Interim Regulations

On January 8, 2019, the City Council adopted interim regulations for small wireless facilities and eligible facilities requests to comply with a September 2018 Federal Communication Commission (FCC) ruling (Ord 19-1001). This ordinance required the Planning Commission to review permanent amendments to the wireless communication code, hold a public hearing, and provide a recommendation to the City Council by the end of October 2019.

A multi-department working group of city staff was formed to develop the permanent regulations as wireless facilities impact both private property and right-of-way deployment of wireless facilities. This included Legal, Public Works, CED, and City Manager departments.

The work group completed the draft of permanent regulations on September 6, 2019. These proposed amendments were transmitted to the representative of wireless carriers operating in the City for their review and comment. In addition, the proposed regulations were introduced to the Planning Commission on September 17, 2019.

Comments received by representatives of Verizon and AT&T Wireless in late September and October revealed significant concerns with how 5G small wireless antennas could be concealed. Therefore, the Planning Commission's public hearing scheduled for October 15, 2019 was postponed. Cindy Corsilles and I met with the wireless representatives regarding the comments. Emerging technology is the root cause of these comments.

Therefore, staff is recommending an extension the interim regulations an additional 6 months through June 30, 2020. This will allow staff time to develop regulations that are better adapted for technology changes and maintain compliance with the 2018 FCC ruling.

Staff would like to present the attached ordinance for public hearing and action at the City Council's regular meeting on December 10, 2019, the last meeting prior to the interim regulations expiring. A PED committee recommendation and referral is requested.

SMALL WIRELESS FACILITIES



EXAMPLES

- A. Wooden Power Pole
- B. Light Standard
- C. Strand Mount
- D. Stand-alone Pole

Source: Verizon

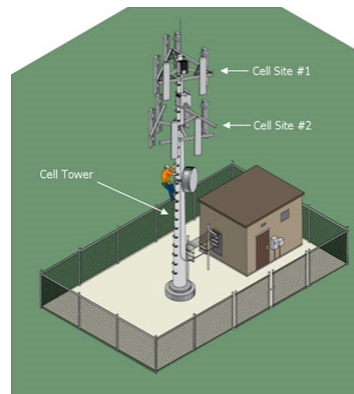


ELIGIBLE FACILITIES REQUESTS

ELIGIBLE FACILITIES REQUEST

Any request for modification of an existing tower or base station that does not substantially change the physical dimensions of such tower or base station, involving:

- Collocation of new transmission equipment;
- Removal of transmission equipment; or
- Replacement of transmission equipment.



ORDINANCE NO. _____

AN ORDINANCE of the City of SeaTac relating to Wireless Communications, extending interim land use regulations and official controls pursuant to RCW 35A.63.220 and RCW 36.70A.390 for Small Wireless Facilities and Eligible Facilities Requests, adopting findings of fact, and establishing an effective date.

WHEREAS, the City of SeaTac is authorized to impose moratoria and interim land use controls pursuant to RCW 36.70A.390 and RCW 35A.63.220; and

WHEREAS, on January 8, 2019, the SeaTac City Council adopted Ordinance No.19-0001 adopting of interim land use regulations relating to a declaratory ruling and order from the Federal Communication Commission (FCC) that preempts local authority on the siting of wireless communications facilities; and

WHEREAS, the City provided a draft of the proposed Ordinance and has received feedback from wireless service carriers, which the staff is currently in the process of reviewing; and

WHEREAS, Section 20 of Ordinance 19-0001 directed the Planning Commission to complete its review of the interim regulations and make a recommendation to the City Council by October 31, 2019, it is appropriate to extend this time period through May 31, 2019; and

WHEREAS, the City Council deems it to be in the public interest to extend the interim Ordinance; and

WHEREAS, pursuant to RCW 35A.63.220 and RCW 36.70A.390, the City Council held a duly noted public hearing prior to adoption of this Ordinance; and.

WHEREAS, RCW 35A.63.220 and RCW 36.70A.390 authorize the City to extend interim regulations for a period of six months after a public hearing and adoption of findings justifying the same;

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF SEATAC,

WASHINGTON, DO ORDAIN AS FOLLOWS:

Section 1. Purpose. The purpose of this Ordinance is to extend the interim regulations set forth in Ordinance No. 19-0001 for a period of six months.

Section 2. Findings in Support of Extending Interim Regulations. In addition to the findings previously made as set forth in Ordinance No. 19-0001, the City Council adopts the recitals set forth above in support of extending the interim Ordinance.

Section 3. Extension of Interim Ordinance. The duration of the interim zoning regulations adopted by Ordinance 19-0001 shall remain in effect for an additional period of six months and shall automatically expire unless the same are extended as provided in RCW 36.70A.390 and RCW 35A.63.220 prior to the date of expiration, or unless the same are repealed or superseded by permanent regulations prior to that date.

Section 4. Duration of Interim Regulations. The interim zoning regulations extended by this Ordinance shall remain in effect until June 30, 2020 unless the same are extended as provided in RCW 36.70A.390 and RCW 35A.63.220 prior to that date, or unless the same are repealed or superseded by permanent amendments prior to that date.

Section 5. Severability. If any section, subsection, paragraph, sentence, clause or phrase of this Ordinance is declared unconstitutional or invalid for any reason, such invalidity shall not affect the validity or effectiveness of the remaining portions of this Ordinance.

Section 6. Ordinance not to be codified. This Ordinance shall not be codified. The City Clerk, shall ensure that a copy of this Ordinance be accessible through the City's Municipal Code website (<https://www.codepublishing.com/WA/SeaTac/>).

Section 7. Effective Date. This Ordinance shall be in full force and effect upon publication as required by law, but no earlier than January 1, 2020.

ADOPTED this ____ day of _____, 2019, and signed in authentication thereof
on this ____ day of _____, 2019.

CITY OF SEATAC

Erin Sitterley, Mayor

ATTEST:

Kristina Gregg, City Clerk

Approved as to Form:

Mary E. Mirante Bartolo, City Attorney

[Effective Date: _____]