



City Council Committee Meeting Land Use and Parks Committee (LUP)

March 22, 2011

2:30 PM/Airport Conference Room – 345

Council Members

Mia Gregerson, Chair
Ralph Shape
Pam Fernald

Present:

X

X

Absent:

X

Commence: 2:30 p.m. Adjourn: 3:30p.m.

Others Present:

Terry Anderson	Mary Mirante	Julia Yoon	Anne Antonini
Rick Forschler	Kit Ledbetter	Gwen Rathe	*Please see sign-in sheet for members of
Todd Cutts	Jack Dodge	Anita Woodmass	the public in attendance

Staff Coordinator: Cindy Baker, Community & Economic Development Director

AB #	Topic	Disposition
	1. Presentation by Eagle Scout B.J. Charley Regarding His Project Installing Mileage Markers in North SeaTac Park.	<input checked="" type="checkbox"/> Informational Update <input type="checkbox"/> Recommended for: <input type="checkbox"/> Approval <input type="checkbox"/> Approval with modifications <input type="checkbox"/> Denial <input type="checkbox"/> Referred to
	Comments: B.J. Charley provided a presentation regarding his eagle scout project installing mileage marker signs on pathways in North SeaTac Park. The project took approximately 580 man hours to complete over a six month period with the cost of materials being \$360.00.	
	2. Agreement with Mountain Bike User Group for Use of North SeaTac Park.	<input type="checkbox"/> Informational Update <input checked="" type="checkbox"/> Recommended for: <input type="checkbox"/> Approval <input type="checkbox"/> Approval with modifications <input type="checkbox"/> Denial <input checked="" type="checkbox"/> Referred to Special LUP Meeting for further discussion
	Comments: The Parks Director addressed questions/issues regarding the Mountain Bike Park User Group in North SeaTac Park as follows: (1) If the Mountain Bike Group trails are completely within the Port's 55 acres adjacent to the park, is the Port of Seattle (POS) willing to have a direct agreement with the user group? The Port is not interested in a direct lease and believes the use is best managed by the City. (2) Councilmembers asked to see written approval from POS for the group to use their 55 acres. A signed memorandum of approval has been obtained. (3) How much time does the Parks Department spend on maintenance in the POS 55 acre area? Parks staff spent approximately 10 hours in the POS 55 acre area. Issues regarding City liability and conflicts between mountain bike users and pedestrians using the same trails were discussed. It was recommended that this subject be discussed further at a special LUP meeting.	

	3. Monthly Update on the Zoning Code Update Ad Hoc Committee's Progress.	<input checked="" type="checkbox"/> Informational Update <input type="checkbox"/> Recommended for: <input type="checkbox"/> Approval <input type="checkbox"/> Approval with modifications <input type="checkbox"/> Denial <input type="checkbox"/> Referred to
Comments: The Zoning Code Update Ad Hoc Committee is currently reviewing four models regarding parking structure standards: (1) Existing standards; (2) Revised standards based on existing code; (3) "Form-based" standards; and (4) The "Deduction Method" with form-based elements. Issues regarding the different models included base number of stalls under model two, amenities required under model three, and the maximum number of stalls allowed under model four. The AHC will ultimately vote on the model they prefer (one of the four listed above or possibly a new model developed by the Committee). The LUP Committee requested the full Council be provided with a copy of the four models currently under review.		
	4. Update on CPPW Grant.	<input checked="" type="checkbox"/> Informational Update <input type="checkbox"/> Recommended for: <input type="checkbox"/> Approval <input type="checkbox"/> Approval with modifications <input type="checkbox"/> Denial <input type="checkbox"/> Referred to
Comments: SeaTac's main focus would be toward pedestrian/bicycling policies and practices, and special consideration of opportunities for physical activity and healthy food access for children. Grant funding will enable staff to identify new Comprehensive Plan policies and implementation strategies for the Zoning Code, provide data on the City's website regarding healthy food sources, and generate maps regarding potential pedestrian and bicycle infrastructure.		
	5. Briefing/Update on Sound Transit South 200th Street Link.	<input checked="" type="checkbox"/> Informational Update <input type="checkbox"/> Recommended for: <input type="checkbox"/> Approval <input type="checkbox"/> Approval with modifications <input type="checkbox"/> Denial <input type="checkbox"/> Referred to
Comments: The Sound Transit open house was well attended with over 100 persons present. Written comments included: (1) Support for the new station; (2) Potential impacts to existing businesses; (3) Traffic impacts on South 200 th Street; (4) Noise impacts; and (5) Visual impacts. Staff indicated that the station is now at the 30% design stage.		

	<p>6. Motion Approving Intergovernmental Agreement with the Port of Seattle Regarding an Aerial Crossing of South 188th Street for the South Access Roadway.</p>	<p><input type="checkbox"/> Informational Update <input type="checkbox"/> Recommended for: <input type="checkbox"/> Approval <input type="checkbox"/> Approval with modifications <input type="checkbox"/> Denial <input type="checkbox"/> Referred to</p>
	<p>Comments: The original concept was for South Access to cross South 188th Street in a tunnel. Sound Transit's coordination with the Port on the Light Rail extension south of the airport has led the Port to develop an option of an aerial crossing. At a December 14, 2010 Council Workshop, Port staff presented two options for the future South Access to cross South 188th Street. Afterwards, the Interim City Manager sent a letter on behalf of the Council to convey the Council's expressed support to cross South 188th Street overhead rather than via tunnel. The letter also committed the City to craft an agreement with the Port recognizing that the aerial option is preferred by the City. The terms of the draft Intergovernmental Agreement were presented to both LUP and T&PW. The agreement establishes that the aerial alternative is the preferred option of both the Port and City. It requires that, in the future, if either the Port or the City desires to change the preferred option, that party would be responsible for the cost difference between the aerial and tunnel options. The agreement sets a ten year time limit to this agreement. The agreement provides certainty for Sound Transit's light rail extension to proceed in the tight corridor north of South 188th Street.</p>	