



# City of Seattle Seattle Planning Commission

Tony To, Chair  
Barbara Wilson, Executive Director

## SEATTLE PLANNING COMMISSION JUNE 26, 2008 APPROVED MEETING MINUTES

### **Commissioners in Attendance**

Chair Tony To, Linda Amato, Josh Brower, Tom Eanes, Jerry Finrow, Chris Fiori, Colie Hough Beck, Mark Johnson, Martin Kaplan, Kay Knapton, Amalia Leighton, Kevin McDonald, Leslie Miller, Kirsten Pennington

### **Commission Staff**

Barbara Wilson-Director, Robin Magonegil-Administrative Assistant, Casey Mills-Planning Analyst

### **Commissioners Absent**

M. Michelle Mattox

### **Guests**

Ketil Freeman, Bob Morgan, Council Central Staff; Tom Hauger, Mark Troxel, DPD

### **In Attendance**

Dana Spindler

*Please Note: Seattle Planning Commission meeting minutes are not an exact transcript but instead represent key points and the basis of the discussion.*

## **CALL TO ORDER**

Chair Tony To called the meeting to order at 7:28 am.

## **COMMISSION BUSINESS**

- Minutes Approval

**ACTION: Commissioner Kay Knapton moved to approve the May 22, 2008 minutes. Commissioner Amalia Leighton seconded the motion. The motion passed unanimously.**

- Chairs Report

Chair To discussed the upcoming meetings. He noted that next Tuesday, July 1 will be the Executive Committee meeting. He added that the Executive Committee will be setting the summer meeting

scheduling and discussing Commission business. Chair To continued that they will be receiving a briefing from DPD staff on the Shoreline Master Plan update.

Chair To stated that the next Housing, Neighborhoods and Urban Centers Committee Meeting will be Tuesday, July 8 and that the Committee will be getting a briefing from Office of Housing staff on the Housing Levy Renewal planning and the Housing Needs Assessment.

Chair To noted that the next Full Commission meeting will be July 10th at 3:00 pm. He added that the Commission will elect new officers; will get a briefing from SDOT and WSDOT on the Viaduct replacement project; and will adjourn the meeting early that day because Robin has organized a baby shower for Barb and her partner Sierra at O'Asian Kitchen.

Chair To reported that the next Land Use and Transportation Committee, will be Thursday, June 19th, 7:30-9:00 a.m and that the Committee will continue working on its Comprehensive Plan amendment recommendations.

Chair To announced that it was time to think about the Planning Commission leadership. He noted that the Nominations committee is reviewing the nominations sheets from all Commissioners. Chair To continued that the committee will then offer a slate of candidates at the Full Commission meeting on July 10.

Chair To stated that tomorrow is Casey Mills' last day with the Planning Commission. He added that Casey will be heading down to Sacramento this weekend to join his wife Danielle. Chair To thanked Mr. Mills for his work on the Commission, particularly regarding affordable housing and assisting Ms. Wilson. Ms. Wilson also thanked Mr. Mills for his exceptional work, and presented him with a gift.

Chair To stated that today is Kirsten Pennington's last day as a Planning Commissioner. He added that she and her family will be moving to Portland. Chair To thanked her for her almost 3 years of service to Commission. He noted that she chaired the HNUC committee and was a very active member of the LUT committee participating in many important projects. Ms. Wilson presented a gift to Commissioner Pennington. Commissioner Pennington stated that it was a true pleasure working with her fellow Commissioners and added that she works with a wide variety of volunteer boards in her professional life, and that the Seattle Planning Commission is the highest quality of board she's ever come across.

## **COMMISSION DISCUSSION**

### **▪ ACTION: Residential Parking Permit Policy**

Chair Tony To called for any disclosures or recusals.

**Recusal & Disclosure: Commissioner Colie Hough-Beck disclosed that her firm, Hough-Beck and Baird works for SDOT on the Mercer Corridor. Chair Tony To disclosed that he is a voting member of the Southeast District Council. Commissioner Leslie Miller disclosed that she is a voting member of the Southeast District Council, as well as a member of neighborhood group working on station area planning near the Othello station. Commissioner Martin Kaplan stated that he is a member of the Queen Anne Community Council. There were no recusals.**

Ms. Wilson stated that the LUT Committee had a long discussion about this memo at their previous Committee meeting, and had decided to pull back a bit from the more technical recommendations and provide more general, policy-level recommendations. She added that there was one sentence added by Commissioner Kaplan recently that the LUT committee had not discussed and that the Commission may wish to discuss before approving .

Commissioner Kevin McDonald reported that the Committee wanted to get away from the details bogging earlier discussions down, and that the letter does represent the Committee's discussion and consensus of the LUT committee.

**ACTION: Commissioner Kevin McDonald moved to approve the memo. Commissioner Martin Kaplan seconded the motion.**

Commissioner Tom Eanes stated that, while he agreed with the intent of Commissioner Kaplan's addition, he felt it could be misconstrued to imply ownership of the curbside in front of one's house. He added that he questioned why the portion of the memo that stated the price should reflect the true market cost of parking in the neighborhood was taken out. Ms. Wilson answered that the pricing issue was one of the areas where debate got very bogged down and consensus was hard to reach, so a more general statement was provided.

Commissioner Mark Johnson said he approved of the level at which the memo addresses the pricing issue. He added that, as for eligibility requirements, he stated he liked the intent of Commissioner Kaplan's addition, but preferred to tie the amount of RPZs available to the amount of parking spaces or curb space in the entire residential parking zone.

Commissioner Amalia Leighton stated that administratively, it could be very difficult for SDOT to determine the amount of parking spaces available to each individual's house. She added that she supported the more district-oriented approach suggested by Commissioner Johnson.

Commissioner McDonald suggested a change to the language regarding when a review of the zone would occur – he suggested the memo state the review occur before the zone sunsets, rather than after.

**ACTION: Commissioner Jerry Finrow called the question. The motion passed unanimously with the friendly amendments.**

- **Presentation & Discussion: 2008 Comprehensive Plan Amendments**  
- Tom Hauger and Mark Troxel, DPD

Chair To welcomed DPD staffers Tom Hauger and Mark Troxel, who shared the results of DPD's analysis of the Comprehensive Plan amendments.

Ms. Wilson stated that the Commission had already weighed in during the threshold process. She added that the recently passed resolution changing the process for yearly Comprehensive Plan amendments requires the Commission to submit their comments by August 1. Ms. Wilson noted that after today's briefing, the topic will come before the Executive Committee, LUT Committee, and then to the Full Commission again before approval.

Chair To called for disclosures and recusals.

**Recusal & Disclosure: Commissioner Tom Eanes disclosed that he is a member of the Belltown Land Use Committee and the project manager on several projects in industrial lands. Commissioner Colie Hough-Beck disclosed that the Port of Seattle is a client for her firm, Hough-Beck and Baird. Commissioner Martin Kaplan disclosed that he is a member of the Queen Anne Community Council. Commissioner Josh Brower disclosed that he represents industrial land owners in the BINMIC. Commissioner Amalia Leighton disclosed that she works for SVR design and is working on the pedestrian master plan and the Burke-Gilman trail extension. There were no recusals.**

Chair To stated that the Commission will have ample time in Committee and at the Full Commission meetings to discuss the merits of these amendments. He noted that, for now, since the Commission has Mr. Troxel at the meeting, Commissioners should focus on any questions they might have about the amendments themselves or DPD's recommendations.

Mr. Troxel briefed the Commission on a memo detailing DPD's preliminary recommendations on the 2008 Comp. Plan amendments. The memo is attached as Appendix 1.

Council Central Staffers Ketil Freeman and Bob Morgan joined the Commission at the table. Commissioner Linda Amato noted that some amendments were no longer on DPD's memo that were part of the threshold process. Mr. Troxel replied that these amendments were recommended to not be studied further during the threshold process, and Council concurred.

Commissioner Kaplan questioned why amendment #1 only focused on downtown. He stated that there were many other areas along I-5 that could benefit from better East-West connections, and that the amendment should not just be focused on this area. Commissioner Hough-Beck agreed, stating that if the amendment was broader, it could trigger some mitigation payments to support investment in such connections. Commissioner Kirsten Pennington added that the amendment should consider non-motorized connections and consider more than just lids as a strategy for achieving connectivity.

Chair To noted that amendments 3 and 7 were not moving forward. Mr. Troxel stated that, while the Livable South Downtown plan does recommend rezoning land from IG to IC, it does not recommend rezoning any industrial land to mixed-use zoning and so no longer needs to be removed from the MIC.

Commissioner McDonald asked if there was a public engagement element to the Urban Forest Management Plan. Mr. Troxel responded that there was. Commissioner McDonald noted that the intent of amendment 20 seems to conflict with DPD's response to the amendment. Commissioner McDonald noted that the amendment seeks to stop paving more lanes for vehicles, while DPD's response seems more focused on stopping greenhouse gas emissions. He suggested examining what factors cause vehicle miles traveled to increase and creating a strong policy to focus on alternatives to paving additional lane miles.

Commissioner Jerry Finrow stated that it would be extremely useful to get actual Comprehensive Plan language for the amendments being proposed. He noted that, without this language, it is difficult to determine the Commission's position on the proposed amendments. Commissioner Finrow stated that,

where language was provided, it's important to outline what language is being changed and what language is being proposed for addition to the Comp. Plan.

Commissioner Mark Johnson asked if there existed general policies in the Comp Plan about increasing tree canopy. Mr. Troxel responded that there was. Commissioner Johnson noted that, with regards to amendment 9, it is important to balance the need for more trees with achieving goals related to density and affordable housing. Commissioner Josh Brower concurred.

Commissioner Johnson asked about the intention of amendment 22 . Mr. Freeman replied that it was related to emergency management and preparing for some of the potential disasters that could occur as a result of climate change.

Commissioner Eanes stated that it increasingly seems like the City is piling priorities into the Comprehensive Plan without offering guidance as to how to reconcile the conflicts between all these priorities. He added that the City needs to start working towards explaining how various priorities will be reconciled.

Commissioner Finrow suggested that a clear distinction be made between those changes that are being suggested to the Comprehensive Plan, and those changes that are being suggested to the City's other plans, policies and practices.

Commissioner Kaplan asked DPD staff to expound on their recommendations for amendment 21. Mr. Hauger stated that the Comp. Plan must be updated in 2011, and that DPD will start at the end of 2009 to do so. He suggested that some elements may be updated significantly, and so the Commission may want to defer future amendments until that process has been completed. Commissioner Finrow suggested that Mr. Hauger brief the Commission on the update process in the coming year so the Commission can best make its decision on how to move forward with the remainder of Comp. Plan amendments in its Affordable Housing Action Agenda.

Commissioner Pennington noted that amendment 22 should explore ensuring that public investment in infrastructure is not lost due to the effects of climate change. She stated scientific proof exists that climate change will in fact happen, and it's important to recognize that when utilizing public dollars.

**PUBLIC COMMENT:**

There was no public comment.

**ADJOURNMENT:**

Chair Tony To adjourned the meeting at 8:57 am.

**APPENDIX 1**

**2008 Proposed Comp Plan Amendments  
Summary of DPD Preliminary Recommendations**

Amendment Number (from Res. 31049)/ Applicant	Summary of Proposed Amendment	DPD Preliminary Recommendation
1 DPD	Add a policy to the Neighborhood Planning Element related to constructing lids over I-5 to connect First Hill and Capitol Hill to Downtown.	Proposed language will focus on connections to Downtown and recognize the long-term aspect of this policy - a future opportunity.
2 DPD	Remove the Sand Point policies from the Comprehensive Plan. Policy language would be incorporated into another planning document.	Proposal involves no substantive amendment to policies. DPD will work with Sand Point-area neighborhoods and stakeholders on best way to communicate this change.
3 (Contingent) DPD 7 (Contingent) Urban Visions, L.L.C.	<p><b>3:</b> Amend the Future Land Use Map (FLUM) to redesignate areas within the Livable South Downtown study area from Industrial to Commercial / Mixed Use and remove some areas from the Duwamish / Manufacturing Industrial Center (MIC).</p> <p><b>7:</b> Amend the FLUM to redesignate an area bounded by Airport Way S. to the north and east and interstate access ramps to the south and west, known as the Stadium East Property, from Industrial to Commercial / Mixed Use and remove the area from the Duwamish / MIC.</p>	Mayor's final proposal does not require FLUM amendment.
4 DPD	Amend the Future Land Use Map (FLUM) to redesignate a portion of the South Lake Union Urban Center from Industrial to Commercial / Mixed Use.	Amend the FLUM to support a rezone to Seattle Mixed
5 (Contingent) Urban Commercial Properties, L.L.C.,	Amend the FLUM to redesignate a one block area, bounded by 15 <sup>th</sup> Av. NW to the east, NW 50 <sup>th</sup> St. to the north, 17 <sup>th</sup> Av. NW to the West and NW 49 <sup>th</sup> St. to the South, from Industrial to Commercial / Mixed Use. (Nelson - Ballard)	Defer to 2009 amendment cycle, as part of the Industrial Jobs Initiative

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<p align="center"><b>6</b> <b>(Contingent)</b> John C. McCullough</p>	<p>Amend the FLUM to redesignate an area east of Harbor Av. SW and North of SW Spokane St., known as the Harbor Avenue Corridor Property, from Industrial to Commercial / Mixed Use and remove the area from the Duwamish MIC.</p>	<p>Defer to 2009 amendment cycle, as part of the Industrial Jobs Initiative. Note: Port of Seattle (owner) does not support this change.</p>
<p align="center"><b>9</b> Kit O'Neil, Cheryl Trivison and Ilze Jones</p>	<p>Consolidate Comprehensive Plan goals and policies related to trees and tree canopy preservation in one location in the Plan, except where a separate location is important to the meaning of the policy, such as when a policy is contained within a neighborhood plan. Additional amendments should be considered to address any gaps in tree preservation policy related to:</p> <ul style="list-style-type: none"> <li>Recognition that trees require land to grow;</li> <li>Recognition of tree life-span, and the monetary and nonmonetary value of mature trees;</li> <li>Clear measurement of existing and future canopy;</li> <li>Clear definition of no net loss of canopy in terms of tree years; and</li> <li>Maintenance of trees</li> </ul>	<p>I. Support consolidation and reorganization within Comp Plan; make tree policies easier to find and compare. II. Gap analysis of policies should focus on using the Urban Forest Management Plan, the City's 30-year strategic plan for creating and maintaining a contiguous and healthy urban forest ecosystem.</p>
<p align="center"><b>12</b> Belltown Housing and Land Use Subcom (Thomas Eanes)</p>	<p>Prohibit new surface parking in the Downtown Mixed Residential zone with both a comprehensive plan amendment and implementing code amendment.</p>	<p>DPD believes existing Comp Plan policies already enable prohibiting new surface parking lots, and that legislation would be more appropriate.</p>
<p align="center"><b>13</b> Kate Martin</p>	<p>An alternative to the proposed definition of accessible transit stops, adding a goal or policy to the Transportation Element with the clear intent to seek safe street crossings at transit stop locations, particularly on roadways with more than one vehicle lane in any direction</p>	<p>DPD believes the Complete Streets Ordinance already provides policy support and that, due to the proposal's technical implications, the policy objective is best reached through the Transportation Strategic Plan.</p>

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<p align="center"><b>16</b> Chris Leman</p>	<p>Amend neighborhood planning goal NG-3 to make neighborhood planning a greater possibility for areas of the City that are not expected to take significant amounts of growth.</p>	<p>Existing policy NG-3 allows neighborhood planning in these areas.</p>
<p align="center"><b>18 (Contingent)</b> Interbay Neighborhood Association</p>	<p>A proposal to remove land in the Interbay area from the BINMIC (north of Dravus to Emerson, approximately between 15th on the East, and west of 17th on the West).</p>	<p>Defer to 2009 amendment cycle, as part of the Industrial Jobs Initiative.</p>
<p align="center"><b>19</b> Chris Leman</p>	<p>Add a policy discouraging extra-heavy transit buses and solid waste trucks that unacceptably damage Seattle's roads and bridges.</p>	<p>***</p>
<p align="center"><b>20</b> Chris Leman</p>	<p>Add a goal requiring a reduction in vehicle miles traveled in and through the city, and a policy favoring highway projects that produce little or no such increase.</p>	<p>Support the proposal, although alternative indicators of vehicle trips are being studied.</p>
<p align="center"><b>21</b> Seattle Planning Commission</p>	<p>Affordable Housing Action Agenda:</p> <ol style="list-style-type: none"> <li>1. UV (8) Significantly increase allowable densities in areas surrounding major transit hubs appropriate to the transportation infrastructure, except in industrial zones. Couple incentive zoning programs and other strategies with such increases to ensure opportunities for affordable housing.</li> <li>2. UV (3) Prepare an interdepartmentally created funding plan for developing transportation and utilities strategies and infrastructure, open space and other vital public amenities sufficient to accommodate the new growth associated with subarea rezones (e.g., station area rezones) that result in significant increases in density.</li> <li>3. HG (12) Develop new strategies and strengthen existing programs to create a range of housing opportunities affordable to those who work in Seattle.</li> <li>4. LU (4) Add opportunities to provide affordable housing to all rezone evaluation criteria, except from one industrial zoning designation to another.</li> </ol>	<p>Support the proposals; discuss strategy for remaining elements of the Affordable Housing Action Agenda.</p>



<b>Amendment Number (from Res. 31049)/ Applicant</b>	<b>Summary of Proposed Amendment</b>	<b>DPD Preliminary Recommendation</b>
<p align="center"><b>22</b> CM Conlin</p>	<p>[Discussion:] In addition to doing its part to reduce the effects of climate change, the City must also prepare for, and adapt to, the effects of climate change.</p> <p>EG (8) To be prepared to prepare for, and adapt to, the effect of climate change that does occur.</p> <p>E (16) For itself and the general public, the City shall seek to anticipate the effects of climate change and be prepared for, and adapt to, those effects.</p>	<p>Support the proposal.</p>
<p align="center"><b>23</b> CM Licata</p>	<p>Establish level-of-service standards for safety and access for non-motorized modes of travel, or alternative means of ensuring that non-motorized travel facilities keep pace as development occurs</p>	<p>DPD believes Comp Plan support for Complete Streets encompasses the proposal. Non-motorized LOS is not a widely used benchmark, and the Transportation Strategic Plan is a more appropriate home for the policy direction to develop such tools.</p>
<p align="center"><b>24</b> CM Rasmussen</p>	<p>Amend open space policies to include parks, forested areas, and viewpoints among the priority uses for surplus City properties.</p>	<p>Support the proposal, with general concern over diluting City priorities.</p>
<p align="center"><b>25</b> CM Rasmussen</p>	<p>Housing requirement amendment: Add goals or policies that strongly encourage or require the development of housing in structures that are to contain a commercial or governmental use, unless all zoned development capacity is taken by the primary use of the building, and develop implementing regulations. Examples of developments that would be affected include community centers, libraries, fire stations, grocery stores, and drug stores.</p>	<p>Proposal was withdrawn by CM Rasmussen</p>