

# TWIN LAKES SUB-AREA PLAN

## MINUTES FOR

### MAY 11, 2011 STAKEHOLDERS' MEETING

#### **Attending meeting:**

- Staff:** Matt Herrera, Associate Planner; Margaret Clark, Principal Planner; Isaac Conlen, Planning Manager, Rick Perez Traffic Engineer
- Consultants:** Sean Keithly (CollinsWoerman); Harold Moniz (CollinsWoerman); Phil Miller (SvR Design Company)
- Stakeholders:** Charlene Fale (Westway Homeowners Association); Shawn Mercalde (area resident); Darlene LeMaster (area resident); Lori DeVore (Federal Way Chamber/area resident); Chris and Erin (area residents); Wayne Carlson (Planning Commissioner); Patrick Montgomery (business owner); Anne Cutting (area resident).
- Interested Citizens:** Art Cutting; Chris Odell; Lawson Bronson (Planning Commissioner); Hope Elder (Planning Commissioner)

#### **I. Call Meeting to Order**

The meeting was called to order at 6:30 p.m.

#### **II. Welcome/Introductions**

Introductions were made.

#### **III. Stakeholders Visions**

Matt stated that at the first stakeholders' meeting, the stakeholders came up with excellent vision statements. Sean presented a PowerPoint that summarized the major themes of the stakeholders' visions, which included youth and student friendly pedestrian connections, with a particular emphasis on the Fred Meyer parking lot, redevelopment of the Albertson's site, landscaping for existing lots, shuttle service between the sub-areas and downtown, and farmers' markets. The PowerPoint included images of neighborhood shopping centers from Kent Station, Puyallup, Shoreline, Lake City, and Aurora which depicted what the sub-area may look like in the future. Sean then discussed existing goals and policies in the Comprehensive Plan that addressed the provision of a wide range of housing types and neighborhood scale retail.

Sean stated that Healthy Food Access was part of the planning process and vision for this sub-area. This includes new community gardens and farmers' markets. There were some sample images of farmers' markets and community gardens. He mentioned that there were no existing policies for healthy food access in the Comprehensive Plan, but that they were currently under development.

He then discussed the stakeholders' visions for improved bicycle and pedestrian connections and showed some examples in the PowerPoint while discussing existing comprehensive plan goals related to non-motorized transit. He also discussed non-motorized goals under development as part of the Bicycle and Pedestrian Master Plan.

Sean then discussed the stakeholders' visions for economic development/redevelopment for the sub-area including redevelopment of the Albertson's site and having the sub-area act as a satellite campus to downtown. There was also discussion of temporary uses such as farmers' markets and multi-cultural festivals.

Patrick Montgomery asked who would develop the area once the Plan was done. There was discussion about public/private partnerships, potential increased height to attract development, and adding images such as the Safeway in West Seattle, which has the grocery store on the bottom floor with apartments above. There was discussion about the status of the Albertson's building and whether it would be possible for the Mayor or a councilmember to contact the owners. There was also discussion about Ray's, an indoor mountain biking facility in the Mid-west.

#### **IV. Upcoming Workshops/Charrettes**

Matt then discussed the upcoming meetings and public workshops. There will be three meetings and two public workshops. Sean went over the Workshop guide. Doors would open at 6:00 p.m. There would be time for attendees to look at posters/boards then there would be a brief presentation by Matt Herrera about the purpose of the CPPW grant and how it relates to the sub-area plan. The consulting team would then review the work completed to date and there would be break-out sessions staffed by city staff, consultant team and stakeholders. Tables will be divided by the following four elements of the sub-area plan: economic development/redevelopment; bicycle/pedestrian/transit infrastructure; built environment; and healthy food access and urban agriculture. We will then end with a brief open mike session.

Anne Cutting stated that there should be more opportunity for public in-put. There was then discussion about the pedestrian crossing at 21<sup>st</sup> SW and Campus Drive and safe walking trails in the area. Rick talked about the success of the BPA/1<sup>st</sup> Avenue crossing. Matt stated that the break-out groups would be great for these ideas. Chris stated that the economic/redevelopment element was very vague and Sean said that it was an overarching topic that related to all of the others.

There was discussion of staffing the break-out tables. Lori, who is on the Chamber Board, will staff the Economic Development table.

There was also discussion on the timeline for completion of the grant. Matt said that it must be completed by March 2012. Wayne says we should measure little successes for economic development. Chris asked if there was a LEED component in the comprehensive plan and the response was not at this time, but that it may be included in the upcoming major comprehensive plan update. Darlene stated that a discussion about the bicycle/pedestrian/transit infrastructure is a lot to cover in 20 minutes.

#### **V. Transportation**

Rick said that the City was planning a Michigan Left/Median U-turn Project for the 21<sup>st</sup> Avenue SW and SW Campus Drive intersection. There would be two open houses on this

project and the open houses on this project and the sub-area plan should piggy back on each other. The first open house would be at 30 percent design, which should be late summer 2011 and the second open house would be fall 2011. The project should be ready to construct in 2012. Rick gave an overview of how intersections should operate. He said that intersections should operate within capacity. If they are below capacity, development should stop. This is both a state law and city policy.

In planning this project, the City looked at 2035 land use projections and identified failing intersections. He also reviewed the 20 alternatives the City considered to improve the capacity of the intersection. The most promising alternative intersection treatments for Federal Way were roundabouts and Median U-Turns. The City investigated further using the two sample intersections of 1<sup>st</sup> Ave S and SW 320<sup>th</sup> St. and 21<sup>st</sup> Ave SW and SW Campus Drive. The City also compared costs of using the different alternatives and the advantages and disadvantages of using the Median U-Turn alternative. The Median U-turn was chosen with the Council saying more public education is needed. The consultants will work on various design concepts and will get input from the business community.

There was more public discussion on the Median U-Turn. Comments included the possible closing of Safeway, questions about which intersections were failing, comments about considering just a partial implementation, questions about the Fire Department's ability to respond to an emergency in a timely manner, cost about a pedestrian bridge, and whether there were going to be bike lanes.

## **VI. Meeting Adjourned**

Meeting adjourned at 8:30 p.m.