

Right-of-Way Standards Development - Chapter 2 Review
Standards Committee
Date 03-17-2017

Comment No.	Page/Section	Reviewer	Reviewer's Comment	Response	Response By
1	11/2.2.F.3	A. Shasti	Appears to be in conflict with Section 2.2.F.2.b	No changes will be made to this section	JMM
2	13/Table 2.1 (A)	A. Shasti	What is the difference between 2nd and 3rd columns. Appears to be the same!	The AASHTO standards will be different for principal and minor arterials	JMM
3	13/Table 2.1 (A)	A. Shasti	Min. ROW width is less than max. typical roadway width in columns 2 and 3.	Change maximum value to 60 feet (from 66')	JMM
4	15/2.4 A	A. Shasti	There is no Table 2.1.	Table 2.1 B is being removed so now it will be titled Table 2.1.	JMM
5	16/Table 2.2	A. Shasti	Horizontal Curvature rows are jammed and Sight Distance rows are unclear!	No change needed, problem caused by track changes	JMM
6	17/2.5 A	A. Shasti	Change Plats to Subdivisions. Change four lots to nine lots to be consistent with SMC Title 14.	Change will be incorporated	JMM
7	17/2.5 A.1	A. Shasti	Change When an residential to When a residential.	Change will be incorporated	JMM
8	20/2.7.A	A. Shasti	Where six lots came from?	Section A (Cul-de-sacs) will be labeled "B" and first sentence will read "A cul-de-sac will be required for any public, dead-end road, a widened "bulb" shall be constructed as follows:"	JMM
9	20/2.7.A.6	A. Shasti	Where six lots came from?	Change to nine lots, all locations	JMM
10	22/2.7.C	A. Shasti	Reason for 4 or fewer lots?	Section C (Hammerheads) will be moved to the top section 2.7, labeled "A" and will read "A hammerhead may be used to satisfy the turnaround requirements where a private street serves 2 or more lots or extends more than 150 feet."	JMM

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11	22/2.8.A.2	A. Shasti	Pavement surface of 18 feet is in conflict with Section 2.8.A.3. and some other sections.	Change to 20 feet	JMM
12	23/2.8.B.1.	A. Shasti	Change maximum six dwelling units to maximum nine dwelling units.	Change to 9	JMM
13	23/2.8.B.3	A. Shasti	Pavement width of 18 feet is in conflict with Section 2.8.B.2. and some other sections.	Change to 20 feet	JMM
14	?/2.12	A. Shasti	Add Latest Edition.	Change will be incorporated	JMM
15	?/2.13	A. Shasti	Add Latest Edition.	Change will be incorporated	JMM
16	?/2.15	A. Shasti	Confusing! Is this apply to SeaTac?	No change required	JMM
17	2-1/2.1	Pilcher	City roads are classified functionally as indicated in the Transportation Element of the City of SeaTac Comprehensive Plan.	Change will be incorporated	JMM
18	2-1/2.1	Pilcher	Exceptions for two-lot urban short plats are as allowed in Section 2.5(A). This low exception threshold will be controversial.	Last sentence of Land Development paragraph will be deleted	JMM
19	2-8/2.2.A	Pilcher	Although POS limited access roads are similar to freeways, they don't meet the definition of serving "longer, regional" trips	No change required	JMM
20	2-9/2.2E	Pilcher	What's the reason for adding Neighborhood Collector, Subcollector, Subaccess, etc.? These aren't in the Transportation Plan	These categories will be removed	JMM
21	2-11/2.F.5	Pilcher	Don't think we can have a standard for denying a short plat located in this document	Remove this section	JMM
22	2-10/F.2.g	Pilcher	What is the basis for a 16 lot limitation? And shouldn't the limit apply to # of units, rather than lots?	Remove this section	JMM
23	2-11/F.2.j	Pilcher	Expect push-back from stakeholders on sidewalk requirement	Remove this section	JMM
24	Arterials table	Pilcher	5 ft. sidewalk width is inadequate for a Principal arterial	Sidewalk widths changed to 8' (Principle), 6' (minor) and 5' (collector)	JMM

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25	Arterials table	Pilcher	Will there be a minimum driveway spacing standard? Distance to corner standard?	Yes, this will be covered in chapter 3	JMM
26	2-17/2.5	Pilcher	SeaTac allows up to 9 lots in a short plat; standard should be consistent	Change will be incorporated	JMM
27	Table 2.1(A)	Stakeholder's Kent Ng	Is the City really accepted 5' min. sidewalk width for Principal, Minor and Collector streets?	Sidewalk widths changed to 8' (Principle), 6' (minor) and 5' (collector).	JMM
28	Table 2.1(A)	Standards Committee	Remove Typical Traveled Way from table	Will be incorporated	JMM
29	Table 2.1 (B)	Standards Committee	Eliminate Table 2.1 (B), move local street classification to Table 2.1 (A)	Change will be incorporated	JMM
30	Section 2.5	Standards Committee	Change all wordings of "Short Plats" to "Short Subdivisions"	Change will be incorporated	JMM
31	Section 2.8.B	Standards Committee	Change all wordings of "Private Access Tracts" to "Private Easement or Access Tracts"	Change will be incorporated	JMM
32	Section 2.5	J. Mayer	Remove reference to Section 2.2.F.2.g since that section was removed.	Change will be incorporated	JMM
33	Section 2.8.	J. Mayer	1st sentence, replace "subaccess" with "private".	Change will be incorporated	JMM
34	Section 2.8 B	J. Mayer	1st sentence, replace "minor access" with "private".	Change will be incorporated	JMM
35	Section 2.9 F	J. Mayer	Change wording to the following "Low Speed Curves: applicable to local or private streets with ADT of 400 or less."	Change will be incorporated	JMM
36	Section 2.17	J. Mayer	1st sentence, replace "neighborhood collectors" with "local streets".	Change will be incorporated	JMM
37	Section 2.11	J. Mayer	2nd sentence, replace "road variance" with "design deviation".	Change will be incorporated	JMM
38	Section 2.9 3b	J. Mayer	Add paragraph for vehicle maneuvering diagram requirement.	Discuss at next standards meeting	JMM