



Transportation & Public Works Committee Meeting

Thursday June 15, 2017
4:30 pm to 6:00 pm
SeaTac City Hall – Riverton Room 128

Councilmembers:

Peter Kwon, Chair

Rick Forschler

Michael J. Siefkes, Mayor

A quorum of the Council may be present

Staff Coordinators: Will Appleton, Public Works Director; Florendo Cabudol, City Engineer

ITEM	TOPIC	PROCESS	WHO	TIME
1	Call to order		Chair	5
2	Public Comment	Please raise your hand if you'd like to speak. Public comments are limited to 10 minutes total and 3 minutes per individual speaker. Time may be reduced for each speaker in order to stay within the overall 10 minute time limit.	Chair	10
3	WSDOT Memo of Understanding Regarding Mitigation for SR 509 Impacts	Informational Presentation	Florendo Cabudol	30
4	Third Party Audit of LID Code Integration	Informational Presentation	Don Robinett	30
6	Adjourn			Chair



MEMORANDUM

To: Transportation and Public Works Committee
Through: William Appleton, Public Works Director
From: Florendo Cabudol, City Engineer
Date: 06/15/2017
Subject: Presentation of Proposed Memorandum of Understanding (MOU) for mitigation related to the State Route 509 project

Purpose:

The proposed MOU between the City and the Washington State Dept. of Transportation relating to mitigating impacts from the future State Route 509 (SR509) is being presented to the Transportation & Public Works (T&PW) Committee to solicit comment and feedback prior to the public hearing at the 06/27/2017 Regular Council Meeting (RCM).

Background:

As mitigation for the future SR509 project, WSDOT has agreed to construct and pay for all improvements as outlined in the attached MOU dated 10/15/03. It includes street and drainage infrastructure to connect S 211th St, S 208th St, and S 204th St through a new road called 34th Ave S. The inclusion of Sound Transit's Federal Way Light Rail Extension project within the SR509 extension has changed the feasibility of building the S 211th St/S 208th St/S 204th St/34th Ave S connection. As a result, the mitigation was adjusted to provide a connection between S 208th St/S 204th St/34th Ave S and a new connection with International Blvd at S 206th St (see attached Exhibit – S 206th St/34th Ave S Option). This revised mitigation was the result of several meetings between the WSDOT SR509 team, City staff, and other stakeholders in the area (see attached meeting minutes). The attached Draft MOU details the revised mitigation for access to the Madrona and Mansion Hill neighborhoods resulting from the construction of the SR509 extension.

Attachments:

- Meeting Minutes with WSDOT (dated 2/15/17; 4/19/17)
- Exhibit – S 206th St/34th Ave S Option
- Original Memorandum of Understanding between City of SeaTac and WSDOT related to S 208th St/S 211th St Connector issue dated 10/15/03
- Draft Memorandum of Understanding dated 5/25/17 that would supersede original MOU dated 10/15/03



S. 208th St Connection

Meeting Minutes

SeaTac City Hall
February 15, 2017
10:00am to 11:00am

Meeting Attendees:

Omar Jepperson - WSDOT
Ken Dupis - Highline School District
Dan Holmquist – Gateway Program
Jeremy Delmar - HWD
Florendo Cabudol - City SeaTac
Janet Meyer - City SeaTac
Tom Betenson – SeaTac Fire Dept. (PSRFA)
Marc Montieth - MSD

Andrey Chepel - WSDOT
Kent Ng - Sound Transit
Ken Kase - MSD
Allen Whalen – ST/HDR
Ali Shasti - City SeaTac
Steve Pilcher - City SeaTac
Michael Starling – ST/HDR
Dave Stanley – HWD

Discussion:

Omar provided history on 208th Street connection layout as it was introduced during April 7, 2015 meeting. At that meeting, the stakeholders brought up several concerns such as turnaround at the end of 208th, internal circulation in Willow Lake Apartment complex, access road to the pump station, and pedestrian connectivity. Omar mentioned that WSDOT has been going through practical design effort and has been working on advancing SR 509 alternatives with the stakeholders through the Steering and Executive Committees. Alternative 3A is our preliminary preferred alternative now. Omar also described difference between Phase 1 and Phase 2 roadway configuration and WSDOT's ROW needs for them.

Dan described current design as shown in the handouts provided to all attendees. He said that WSDOT addressed pedestrian connectivity by providing a 10ft wide path from SR 99 to where 208th St terminates (east side of SR 509). There are also 4' shoulders on the re-aligned 208th Street if people choose to use that route. WSDOT also included access road to the pump station as well as 'hammerhead' turnaround at the end of 208th. SeaTac Fire Department voiced their concern about the grades during wet and freezing weather. Another concern was brought up about design vehicle for 'hammerhead' turnaround. Ken Dupis (Highline School District) said that there will be about 10-15 40-foot buses every day using it; Fire Department said that WSDOT needs to make sure it will be

sufficient for 50' fire truck and 60' ladder truck. WSDOT will create Autoturn exhibits to check sufficiency of the turnaround.

Then the meeting focused on three areas: HWD pump station access road, Willow Lake Apartment complex fire access/circulation, and Legacy Place Apartment Homes complex fire access/circulation.

- HWD pump station access road: WSDOT asked utilities and Fire Department to provide utility access road design guidelines/parameters as far as grade, road width, and surface type. HWD and SeaTac FD said that they will research and provide the requested information to WSDOT.
- Willow Lake Apartment complex: WSDOT asked SeaTac FD whether two access points are required for the Willow Lake Appt. complex. Fire Department said that since it is an old complex two access points are not required however due to narrow width of the access point that will be left there could be some mitigation requirements (for example, providing sprinklers to all apartment buildings). An option of providing fire access/circulation road along east side of SR 509 ROW line was mentioned. Fire access only would be 20ft curb to curb for one-way traffic, 26ft for two-way traffic. Both HWD and MSD identified that the existing mains on 208th would need to be reconnected parallel to SR 509 alignment.
- Legacy Place Apartment Homes complex: WSDOT presented a plan to modify the ROW line to allow the internal apartment roadway to remain, maintaining existing circulation. The Fire Department and other attendees did not have any concerns with this approach.

After some discussion, three options were selected for further evaluation that will include ROW cost/impacts as well as construction cost:

- 208th St realignment as presented today with possible minor revisions based on utility road design parameters. This option will also have additional fire access/Willow Lake apartment circulation road.
- New frontage road west of I-5 between 204th and 208th. This option will also have additional fire access/Willow Lake apartment circulation road. Jeremy (HWD) noted that there is a 30" diam. water main (in easement) along this alignment, parallel to I-5.
- New connection at 206th similar to layout that Sound Transit presented some time ago. Florendo will get back to WSDOT regarding feasibility/requirements to add another intersection between 208th and 204th. This option will also provide the 2nd access point to the Willow Lake Apartment complex. Sound Transit to find old layout of a 206th connection and send to WSDOT

WSDOT stated that due to budget challenges we can only build one option out of three selected for further development. For example, addition of the frontage road west of I-5 to the existing 208th realignment option would add to current budget challenges.



Action items:

- SeaTac FD and HWD will provide utility access road design guidelines.
- WSDOT will create Autoturn exhibits to check sufficiency of the turnaround at end(s) of 208th.
- WSDOT will evaluate 3 options described above.
- Sound Transit to provide old layout of a 206th connection
- City of SeaTac will provide requirements for adding intersection at 206th St and provide input on preference for type of access.

S. 208th St Connection

Meeting Minutes

SeaTac City Hall (CR 128-Riverton Room)

April 19, 2017

9:00am to 10:30am

Meeting Attendees:

Omar Jepperson - WSDOT
Andy Swayne - PSE
Patima Dejarath - PSE
Jim Walker - PSE
Florendo Cabudol - City SeaTac
Allen Whalen – Sound Transit
Tom Betenson – SeaTac Fire Dept. (PSRFA)
Dan Holmquist – Gateway Program
Michael Starling – FWLE/HDR

Andrey Chepel - WSDOT
Kent Ng - Sound Transit
Ken Kase - MSD
Paul Bennett - Sound Transit
Ali Shasti - City SeaTac
Steve Pilcher - City SeaTac
Marc Montieth - MSD
Dave Stanley – HWD

Discussion:

Omar provided a brief recap of the February 15 meeting. WSDOT's action items from the meeting were to evaluate 3 options for reconnecting 208th Street and to create Autoturn exhibits to verify sufficiency of the turnaround at 208th. Omar stated that Scenario 3A is preferred alternative for the SR 509 Completion project and whatever option we choose for 208th St connection should not exceed the allocated budget for this work. Omar also indicated urgency to select an alternative due to the SR 509 and FWLE ROW acquisition schedules. Some of the alternatives will require ROW plan revisions as well as changes to the NEPA Re-eval that is under way now.

Dan described 3 design options: 34th Ave frontage road between 204th Street and 208th Street; 206th Street connection with right-in and right-out at SR 99, and re-aligned 208th Street as presented last time. It was also noted that all options would provide additional access to the Willow Lake Apartment Complex to facilitate emergency response. 34th Ave and 206th St options do not have an access road to the pump station. This issue will still need to be resolved by working together with Sound Transit since they have a pond and an access road to it in the same vicinity. ST is willing to work with HWD to have shared access. ROW impacts for each option were also described with 34th Ave option having the least impact. WSDOT said that they didn't make any new contacts with the property owners impacted by 206th St and 34th Ave options. There was also a

discussion on benefits and disadvantages of each of the options. PSRFA said that 208th hammerhead will not be an issue for a ladder truck after Omar stated that total length of the hammerhead is about 120'. WSDOT also presented an estimate for each option and combination of some of them.

	34th Ave S / S 204th Access (cul-de-sac)	S 206th Access (cul-de-sac)	S 208th Access (cul-de-sac)	34th Ave S / 204th & 206th Access (through road)	34th Ave S / 204th & 208th Access (through road)
PE	\$0.5	\$0.3	\$0.9	\$0.6	\$1.2
ROW	\$5.5	\$9.6	\$6.7	\$10.2	\$7.3
CN	\$6.6	\$3.5	\$12.0	\$7.7	\$16.3
TOTAL	\$12.5	\$13.3	\$19.6	\$18.5	\$24.8

Florendo Cabudol (City of SeaTac) stated that combination of 34th Ave and 206th Street is the most appealing to the City. He also said that it provides an access from both, 206th and 34th, to the 36" stormwater pipe. He also said that, while he expects some sensitivity from the City Council due to the larger impacts to the Willow Lake Apartment complex by 206th St option, the impacts are not much bigger than what was initially presented. Ali Shasti also concurred with 34th Ave and 206th Street option.

Sound Transit said that they might also have an impact to the hotel that is being impacted by 206th St option due to a possible shift of the guideway alignment. ST and WSDOT are coordinating ROW acquisition and working on the Land Exchange agreement to simplify the process for the impacted property owners.

Sewer district said that 206th St is the best option for them.

HWD voiced concern about 34th Ave option. They said that it may require a relocation of the 30" water main depending on the wall profile. HWD will be providing asbuilts of the water main to WSDOT to verify whether there is a conflict.

PSRFA prefers a combination of 34th Ave and 206th Street. If a combination of these two options is not possible then 206th would be their preferred alternative.

Omar said that these changes would require revisions to the 2003 MOU between WSDOT and the City of SeaTac that described WSDOT's commitments for improvements in this vicinity. A draft commitment matrix that lists all of the commitments and how they are changed by these options was presented. It was agreed that WSDOT will add another column for the 206th St&34th Ave combined option and send it out to everybody for their review. Based on the comments received, WSDOT will prepare a revised MOU draft that will be sent to the City of SeaTac and PSRFA.

Action items:

- WSDOT will prepare and send out revised layout for combined 206th & 34th.
- WSDOT will add 206th & 34th column to 'commitment matrix' spreadsheet and send it out for review.
- HWD will send 30" water main asbuilts to WSDOT.
- WSDOT will prepare meeting minutes.
- WSDOT will prepare revised MOU and send it out for review to the City of SeaTac and PSRFA.
- WSDOT will send a summary schedule to Florendo Cabudol.



**Washington State
Department of Transportation**
Douglas B. MacDonald
Secretary of Transportation

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URBAN CORRIDORS OFFICE

Northwest Washington Division
Urban Corridors Office
6431 Corson Avenue South
Seattle, Washington 98108

206-768-5881
TTY: 1-800-833-6388
www.wsdot.wa.gov

October 15, 2003

Mr. Donald Monaghan, PE
City of SeaTac
Director of Public Works Department
4800 South 188th St.
SeaTac, WA 98188-8605

Dear Mr. Monaghan:

The City of SeaTac and WSDOT staff met on several occasions during months of July, August and September, 2003 to discuss the design details for the S. 208th/S.211 St. connector. These meetings followed a public open house that was held on March 12, 2003 where WSDOT solicited comments and ideas from the residents of Madrona neighborhood on the alternatives under consideration for the connector road.

The meeting notes and the follow-up action items for the meeting that took place on July 24, 2003 between City of SeaTac and WSDOT are summarized in attachment #1. The estimated additional 34th Avenue S. sidewalk costs are shown in attachment #2.

Subsequently, another follow-up meeting was held on October 1, 2003 to further discuss the proposed 34th Ave. S. roadway section and design elements. This letter documents and finalizes the results of these meetings and the design decisions related to the S. 208th/S. 211th St. connector street improvements.

Responsibilities:

WSDOT will construct and pay for all improvements on:

- S. 211th Street (including bridge) from 32nd Avenue S. to the connection with the new 34th Avenue S.
- S. 208th Street, including the dead end to the west of SR 509 and the cul-de-sac to the east of SR 509.
- The proposed 34th Avenue S. from S. 211th Street to S. 204th Street.
- S. 204th Street from 32nd Avenue S. to 34th Avenue S.
- Curb, gutter and sidewalk improvements along the south side of S. 204th Street, between 30th Avenue S. and 32nd Avenue S.
- Pedestrian pathway between S. 208th St. cul-de-sac and SR 99.

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CITY OF SEATAC
PUBLIC WORKS

- The traffic calming devices from S. 204th St./32nd Ave. intersection through S. 211th St./32nd Ave. intersection.

The work associated with the above roadway segments will include new pavement or a pavement overlay within the limits of the improvements, except for S. 204th Street between 30th and 32nd Avenues. If the section of S. 204th Street between 30th and 32nd Avenues South needs a pavement overlay, the City of SeaTac will be responsible for this pavement overlay.

All City streets will be owned, maintained and operated by the City at their expense after construction is complete and streets are turned back to the City. The City will maintain and operate the pedestrian pathway.

The City of SeaTac will construct and pay for:

- Any future improvements on 32nd Avenue S. from S. 204th Street to S. 200th Street, including any traffic calming devices.
- Any future improvements on S. 204th Street from International Blvd. to 32nd Avenue S.
- The curb returns into S. 208th St. from International Boulevard. This improvement will be included as part of City's "SR-99: International Boulevard – Stage 4" project.

The above proposed improvements are depicted on Attachment #3 of this memorandum letter.

Sidewalk, Bridge and Roadway Widths of WSDOT Improvements:

- S. 211th Street – Beginning at the west side of the 32nd Ave./S. 211th St. intersection, S. 211th St. will be widened to a 36-foot wide roadway section with 6-foot sidewalks on each side. Along the proposed bridge over SR-509, a 6-foot sidewalk will be provided along the north side of the bridge only. Landscape strips will not be provided on the bridge.
- S. 211th Street Bridge – The bridge roadway width will be 28-foot wide. The south side of the bridge will have a bridge rail. There will be a 6'-6" curb and sidewalk and a bridge rail on the north side.
- 34th Avenue South – Beginning on the north side of the S. 211th St. bridge, 34th Ave. South roadway width will be 28-feet. The west side will have a curb, a six-foot planting strip and an eight-foot sidewalk. The six-foot planting strip width includes the width of the curb. The east side will have a curb only.

- S. 208th Street (Cul-de-Sac) – Roadway section width will be 36-feet with five-foot sidewalks along both sides. WSDOT will provide landscape strips between the roadway and the sidewalks in locations where the landscaped strips can be provided without right of way purchases. Radius for the cul-de-sac is 40-feet (offset 20-feet south, so that it is tangent to the north curb). The existing curb is currently 20-feet left (northerly) of the street centerline for nearly the entire length.
- S. 208th Street (Hammerhead) – No sidewalks along the roadway are planned. This section will receive an asphalt overlay and a simple hammerhead will be provided at the end of the street. This street abuts two parcels. The current roadway width is 36 feet wide. As noted above, the City of SeaTac will construct the curb returns at the S. 208th St./International Blvd intersection as part of the SR 99: International Boulevard – stage 4 project.
- S. 204th Street – Roadway section will be 36 –feet, in order to provide for three lanes of traffic. Sidewalks will be 6-feet wide on both sides. WSDOT will provide landscape strips between the roadway and the sidewalks in locations where the landscaped strips can be provided without right of way purchases. No additional right-of-way is needed for improvements by WSDOT on this road.

A typical roadway section for the proposed new road and improvements to existing city streets are shown in Attachment #4 of this memorandum letter.

Utilities & Street Lighting

- WSDOT cannot pay for any costs associated with under-grounding the utilities. The City of SeaTac reserves the option to pay for placing utilities underground as part of the WSDOT's project. WSDOT needs to know if the City is interested in doing this no later than December of 2005.
- WSDOT will install and pay for the installation of street lighting on the city streets improved by WSDOT. These streets include:
 - S. 211th Street from 32nd Avenue S. the new 34th Avenue S.
 - S. 208th Street from 34th Ave. S. to the new cul-de-sac.
 - The new 34th Avenue S. from S. 211th Street to S. 204th Street.
 - S. 204th Street from 32nd Avenue S. to 34th Avenue S.

- All lighting along the City streets will be owned, maintained and operated by the City at their expense after construction is complete and streets are turned back to the City. This will be in conformance to the applicable RCW requirements.

As always, we greatly appreciate the City of SeaTac's staff time and effort in working with us finalizing the design details for the proposed S. 208th/S. 211th St. connector road. We believe these improvements will enhance the Madrona Neighborhood and will serve the City well in future in providing a safe and efficient connection. Thank you.

Sincerely,

Susan Everett, P.E.

Susan Everett, P.E.
SR 509 – Engineering Manager

Cc: SR 509 Project File 06.F.1.e Commitment File
SR 509 Project File 06.A.01.e.(2) S. 208th St. Connector
Day File

Attachments : Attachment #1 – July 24, 2003 meeting notes and action item
follow-up
Attachment #2 -- Additional 34th Avenue S. Sidewalk Costs
Attachment #3 – Map of proposed street improvements
Attachment #4 – Roadway sections

Attachment #1

Date: Thursday, July 24, 2003

Time: 1:30 PM – 3:30 PM

Location: SeaTac City Hall

Subject: SeaTac, S. 208th / S. 211th Street Connector

SR-509/ I-5 Freight Mobility & Congestion Relief Project

Attendees

NAME	Organization/ Office	Telephone/ e-mail
Susan Everett	WSDOT, SR-509 Project	206.768.5896 everetts@wsdot.wa.gov
Tom Gut	SeaTac Public Works	206.973.4730 tgut@ci.seatac.wa.us
Mehrdad Moini	WSDOT, SR-509 Project	206.768.5686 moinim@wsdot.wa.gov
Don Monaghan	SeaTac Public Works	206.973.4721 dmonaghan@ci.seatac.wa.us
Dale Schroeder	SeaTac Public Works	206.973.4723 dschroeder@ci.seatac.wa.us
John White	WSDOT, SR-509 Project	206.768.5680 whitejh@wsdot.wa.gov

Meeting Purpose

This meeting was requested by the City of SeaTac to discuss and clarify the remaining issues and details for mutual final concurrence on the proposed connector road between S. 204th and S. 211th Streets (34th Avenue S.), and to further define each party's responsibility for funding and construction of the proposed improvements within the Madrona neighborhood. The City's Transportation Subcommittee has reviewed and approved WSDOT's general proposal, and the City is planning to write a concurrence letter in response to WSDOT's request for concurrence following these clarifications.

Street Improvements & Geometrics

The following items were discussed regarding the proposed street improvements. A map of these proposed improvements is attached:

WSDOT will construct and pay for all improvements on:

- S. 211th Street (including bridge) from 32nd Avenue S. to the connection with the new 34th Avenue S.
- S. 208th Street, including the dead end to the west of SR 509 and the cul-de-sac to the east of SR 509.
- The new 34th Avenue S. from S. 211th Street to S. 204th Street.
- S. 204th Street from 32nd Avenue S. to 34th Avenue S.

- After the meeting WSDOT also agreed to pay for curb, gutter and sidewalk improvements along the south side of S. 204th Street, between 30th Avenue S. and 32nd Avenue S.

The work associated with the above roadway segments will include new pavement or a pavement overlay within the limits of the improvements, except for S. 204th Street between 30th and 32nd Avenues. If the section of S. 204th Street between 30th and 32nd Avenues South needs a pavement overlay, the City of SeaTac will be responsible for this pavement overlay.

The City of SeaTac will be responsible for:

- Any future improvements on 32nd Avenue S. from S. 204th Street to S. 200th Street.
- Any future improvements on S. 204th Street from International Blvd. to 32nd Avenue S.

As a part of the ongoing design process, the City of SeaTac and WSDOT will work together to develop traffic-calming strategies and determine what types of calming devices will be needed.

Sidewalk and Roadway widths will be as follows:

- S. 211th Street – WSDOT's current preliminary design consists of a 36-foot wide roadway section with 6-foot sidewalks plus 6-inch curbs on both sides. Along the proposed bridge over SR-509, a sidewalk will be provided along the north side of the bridge only. Where they can be provided without the purchase of any additional right-of-way, landscape strips will be provided along both sides of S. 211th Street. Landscape strips will not be provided on the bridge.
- 34th Avenue South – The roadway section is currently designed as a 36-foot width. Sidewalk and landscape strips will be constructed along the west side. The City of SeaTac has requested that the single sidewalk width be between 8 and 10 feet. WSDOT agreed to assess the proposed roadway width and get back to the City. The City also requested a curb along east side of this road. WSDOT's design at the time of the meeting was a 6-foot sidewalk plus a 6-inch curb on the west side of 34th Avenue South.

Following the meeting, WSDOT investigated the cost of providing 8 to 10-foot sidewalks along 34th Avenue S. Additional sidewalk width would require higher excavations and walls along I-5 and would cost an additional \$100,000 to \$225,000 (the estimates for the additional sidewalk cost are attached). Due to these high costs, WSDOT would like to further discuss the 34th Avenue S. sidewalk width with the City. WSDOT would like to investigate the possibility of providing an 8' sidewalk with a 34-foot wide roadway section along 34th Avenue S. A meeting will be scheduled to discuss this and other outstanding issues requiring final decisions.

- S. 208th Street (Cul-de-Sac) – Roadway section width will be 36-feet. Sidewalks and landscape strips along both sides. Sidewalk widths will be 5 feet. Radius for

the cul-de-sac is 40-feet (offset 20-feet south, so that it is tangent to the north curb). WSDOT's design at the time of the meeting included 6-foot sidewalks plus 6-inch curb. It should be noted that the existing curb is currently 20-feet left (northerly) of the street centerline for nearly the entire length.

- S. 208th Street (Hammerhead) – No sidewalks along the roadway are planned. This section will only be overlaid and a simple hammerhead provided at the end of the street. This street abuts two parcels. The current roadway width is 36 feet wide.

After the meeting it was decided that sidewalks will be provided along the curb radius at the S. 208th Street/International Boulevard intersection.

- S. 204th Street – Sidewalks will be 6-feet wide on both sides. Landscape strips will also be provided. The City would like a 36-foot roadway section here (for 3 lanes of traffic) and estimated the required right-of-way width to be 60-feet. No additional right-of-way is needed for improvements by WSDOT on this road. WSDOT currently plans on providing the above.

A typical roadway section for the proposed new road and improvements to existing city streets are attached to this memorandum for your review and comments.

Utilities & Street Lighting

- SeaTac asked about costs related to under-grounding the utilities on City streets. WSDOT cannot pay for any costs associated with under-grounding the utilities. Susan Everett mentioned this would be against State Law and applicable RCW's.
- The City wanted to know what type of lighting will be provided. Susan Everett mentioned she believes WSDOT will be responsible for paying and installation of lighting for the proposed roadway improvements by WSDOT. WSDOT will work with SeaTac to develop the street lighting per City requirements. WSDOT will check on this item and any applicable laws, policies or regulations and will report back.

Following the meeting, WSDOT researched the RCW regarding street illumination. This research found that based on RCW 47.24.020 (6) - "The city or town at its own expense shall provide street illumination and..." and Design Manual Section 840.04 (1) General - "... Cities are responsible for illumination of state highways without WSDOT established access control within their corporate limits. ...". WSDOT interprets this to mean that if WSDOT impacted an existing system with improvements to the roadway, WSDOT would be responsible for functional replacement costs. WSDOT will provide in-kind replacement of any lighting on SeaTac streets impacted by the project and installation of a new lighting system on the proposed connector road (i.e. 34th Avenue S.).

According to the RCWs, all lighting along city streets will be owned, maintained and operated by the City at their expense after construction is complete and streets are turned back to the City.

SR-99/ SR-509 Undercrossing Bridge

- The City of SeaTac is looking into acquiring some additional right-of-way for a slope easement along the northwest quadrant of this intersection, to construct slopes in lieu of retaining walls. This reportedly will lower future construction costs. Susan Everett agreed to WSDOT's participation in a slope easement purchase by SeaTac, if it lowers the overall cost of the project. This will likely require an addendum to the existing agreement on IB4 project. Mehrdad Moini will work with Tom Gut on this.
- WSDOT will also investigate use of rock protective screens for this bridge in the future.

Following the meeting, Susan Everett looked into this issue. WSDOT's policy is not to provide rock protective screens, unless there is a documented problem. Since there will not be a good source of rock near this bridge after the construction of SR-509 is complete, WSDOT proposes not building a rock protective screen with the initial bridge construction. It is possible to retrofit the bridge with a screen if a problem develops. The current bridge design calls for a 48-inch high pedestrian/ bicycle railing along both sides of this bridge. This design is included in the structure TS&L (Type, Size and Location) report.

Action Items

- WSDOT will provide typical roadway cross-section information attached to the meeting minutes, and additional costs for wider sidewalks on the connector road. (Assigned to: Mehrdad Moini/ Eric Hartsfield, provided here in the notes).
- WSDOT will look into integrating the rock protection screen into future design of the SR-99/ SR-509 Undercrossing Bridge (Assigned to: Susan Everett, see comments regarding this feature provided here in the notes).
- WSDOT will check into applicable policies and laws regarding street lighting (Assigned to: Susan Everett and Mehrdad Moini, see comments in the notes following our research with the WSDOT Headquarters Utilities and Local Programs offices).
- WSDOT and SeaTac will modify the IB4 agreement to include the slope easement acquisition along west side of the Executel Hotel (Assigned to: Mehrdad Moini & Tom Gut).

Attachment #2
Additional 34th Avenue S. Sidewalk Costs

Following the meeting WSDOT conducted a preliminary estimate of providing the additional sidewalk widths along 34th Avenue S., as requested by the City, assuming the 36-foot roadway width discussed at the meeting. The cost of the additional widening is estimated to be as follows:

(Note: Widening the sidewalks requires moving 34th Avenue easterly. The 1000 foot long retaining wall becomes 0.5 feet taller for every foot moved. The current plans show 6.5 feet from curb face to back of sidewalk. It is 2400 lineal feet from the 211th Street bridge to 204th Street S. The estimates below do not include additional below the line construction costs, such as sales tax, construction engineering, mobilization, etc.)

1) Increasing Sidewalk to 8-feet - Without landscaping between the curb and the sidewalk adds the following:

750SF Retaining Wall	\$35/SF	\$26,250
1055 CY Additional Excavation	\$6.00/SY	\$6,330
400SY Sidewalk	\$30/SY	\$12,000
370SF Bridge deck	\$140/SF	<u>\$51,800</u>
(3600SF of added impervious surface)		
	TOTAL	<u>\$96,380</u>

2) Increasing this to 10-feet - Without landscaping between the curb and the sidewalk adds the following:

1750SF Retaining Wall	\$35/SF	\$61,250
2593 CY Additional Excavation	\$6.00/SY	\$15,556
933SY Sidewalk	\$30/SY	\$28,000
863SF Bridge deck	\$140/SF	<u>\$120,735</u>
(8400SF of added impervious surface)		
	TOTAL	<u>\$225,541</u>



MEMORANDUM

To: Transportation and Public Works Committee

Through: William Appleton, Public Works Director *WA*

DR From: Don Robinett, Stormwater Compliance Manager

Date: May 25, 2017

Subject: Third Party LID Code Integration Audit & Infeasibility Mapping

Purpose:

To provide a high level overview of the results of the Third Party Audit of the City's Low Impact Development (LID) code integration ordinances, and well as seek direction on moving forward with the LID Infeasibility Mapping project.

Background:

Third Party Audit

The 2013-2018 Western Washington (NPDES) Phase II Municipal Stormwater Permit requires that Permittees update their codes, policies and standards to integrate LID. On November 22, 2016 City Council approved LID code integration ordinances 16-1021 and 16-1022. However, City Council requested a third party audit of said ordinances be conducted to ensure that the code changes minimally met the requirements of the NPDES permit, as staff intended. Based on input from Council, staff contracted Camassia Applied Science to conduct this work. This work was completed on May 23, 2017.

LID Infeasibility Mapping Project

In an effort to reduce the economic impacts of the above mentioned LID requirements, City staff proposed to hire a consultant to develop LID infeasibility mapping based on the LID infeasibility criteria contained in City's adopted stormwater standards. While this project was scheduled to be conducted in late 2016/early 2017, the project was put on hold pending the results of the third party audit. With the completion of the audit, staff is seeking the Committee's input on moving forward with this project.

Third Party Audit of LID Integration & LID Infeasibility Mapping Check In

Transportation & Public Works Committee June 15, 2017

Don Robinett, MRP, CPESC
Stormwater Compliance Manager



Purpose of Presentation

- To provide a high level overview of the results of the Third Party Audit of the City's Low Impact Development (LID) code integration ordinances
- To seek direction on moving forward with the LID Infeasibility Mapping project

Third Party Audit

- **Audit was completed on May 23, 2017 by Camassia Applied Science to determine if code changes minimally met the NPDES Permit requirements, as staff intended**
- **Results of Audit**
 - 92 items in ordinances 16-1021 and 16-1022 were evaluated
 - 91 items were found to minimally meet the requirements
 - One item was found to exceed minimum requirements
 - Consultant agreed with staff proposed approach to minimizing economic impacts to the development community

Third Party Audit

- **Results of Audit (Continued)**
- The one item that exceeded minimum requirements was an amendment to the Subdivision Code: SMC 14.16.028 - Building Footprint.

14.16.028 Building Footprint

That area of a lot, exclusive of the following, where a structure can be constructed on the lot:

- A. Access easements;
 - B. Utility easements;
 - C. Sensitive areas easements and buffers;
 - D. That area within the drip-line of any tree ~~within a sensitive area easement; or~~
 - E. ~~That area within the drip-line of any tree within a sensitive area, placed as a covenant on lot;~~
- Unintentional error that occurred when staff removed the critical root zone language. CED plans to restore the pre-existing code as a part of a series of housekeeping amendments they plan to bring forward later this summer.

LID Infeasibility Mapping

Background

- Proposed by staff to help mitigate the economic impacts of LID requirements during LID integration process
- CED has received no complaints about LID requirements since implementation on January 1, 2017

Project Description

- Project would create Citywide maps indicating areas infeasible for LID by BMP type (i.e. perm. pavement, bioretention)
- Limitation: USGS soil maps alone cannot be used to determine infeasibility and supporting data is limited
- Project is estimated to cost \$50K

LID Infeasibility Mapping

Background Continued

- Staff routed two RFQs in 2017
- Staff proposes to work with consultant from second RFQ to broaden scope to capture primary LID BMPS

Seeking Input

- Proceed with project given limitations of data?
- Consultant Selection: Existing vs. New RFQ?
 - New RFQ would likely cause up to a 2 month delay in process



Questions?

or

Comments?