



Transportation & Public Works Meeting Agenda

October 1, 2020; 5:30 – 6:30 PM
“Virtual Meeting”

Due to the current COVID-19 public health emergency, and social distancing protocols, pursuant to the Governor’s and public health officials’ orders, this meeting will be conducted virtually. The meeting will be live streamed on SeaTV Government Access Comcast Channel 21 and the City’s website <https://www.seatacwa.gov/seatvlive> and click play. The public may also call in to the conference line to listen to the meeting. The number is 206.973.4555. While you will be able to hear the meeting; you will not be able to participate in the meeting. Please note that if you are unable to mute your phone, everyone else on the call-in line will be able to hear you, so please refrain from speaking. City Hall is closed so no one will be able to physically attend this meeting.

Councilmembers:

Peter Kwon, Chair
Pam Fernald
Takele Gobena

Note: A quorum of the Council may be present

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

Other Staff participating:

TIME	TOPIC	PROCESS	WHO	TIME
1	Call to order		Chair	
2	<p>PUBLIC COMMENTS (any topic): In an effort to adhere to the social distancing protocols, pursuant to the Governor’s and public health officials’ orders, and in order to keep our residents, Council, and staff healthy, the Council Committee will not hear any in-person public comments during this COVID-19 public health emergency. The Committee is providing remote and written public comment opportunities. All comments shall be respectful in tone and content. Signing-up for remote oral comments or providing written comments must be done by <u>2:00 PM</u> the day of the meeting.</p> <ul style="list-style-type: none"> Instructions for providing remote oral public comments are located at the following link: Council Committee 		Chair	5

	<p>and Citizen Advisory Committee Virtual Meetings.</p> <p>Submit email/text public comments to TPWPublicComment@seatacwa.gov. The comment will be mentioned by name and subject and then placed in the committee handout packet posted to the website. Public comments submitted to an email address other than the provided address, or after the deadline, will not be included as part of the record.</p>			
3	Prior Minutes Approval	September 3 minutes to approve	Chair	5
4	Contract Amendment with Blueline Group for additional services on the Spot Drainage Improvements Project	Discussion/Recommendation	Trevor Ralph	10
5	Right of Way Standards	Discussion/Recommendation	Will Appleton	20
6	<u>Future Meeting Topics:</u> Sound Transit Parking Tax; Tukwila International Blvd. Reconfiguration; 1% for the Arts PW Projects;			5
7	Adjourn	Adjourn Meeting	Chair	5



Transportation & Public Works Committee Meeting Minutes

Approve Prior
Meeting Minutes

Thursday, September 3, 2020
5:30 PM – 6:30 PM
** Virtual Meeting **

Members:	Present:	Absent:	Commence: 5:34 PM Adjourn: 6:25 PM
Peter Kwon, Chair	X		
Pam Fernald	X		
Takele Gobena		X	

Other Councilmembers participating: Cm Tombs; CM Hill

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

Other Staff Participating: David Tomporowski, Senior Planner

Public Comment.	None
1. Approve Prior Meeting's Minutes	Aug 20 Minutes were approved to move to full Council for approval
2. Military Road S/South 164th St/42nd Ave S Intersection Study	<p>Discussion/Recommendation</p> <p>Senior Planner David Tomporowski presented the Military Road South/South 164th Street/42nd Avenue South Intersection Study – with a request to approve professional services contract for DKS Associates, Inc. in an amount not to exceed \$125,000.</p> <p>This study is listed in the City's Transportation Master Plan and shown as priority #10 in the 2021-2026 Transportation Improvement Program (TIP).</p> <p>The purpose of the study is to determine the most efficient and effective long-term configuration to accommodate all modes of travel through the five-legged intersection. The intersection as it is currently configured has a record of safety issues and operates at capacity during peak periods. Future development is anticipated to the north along Military Road South that will increase mobility demands through the intersection. This study is warranted to guide future improvements to the functionality and safety of the intersection.</p>

	<p>The study will also address barriers as identified in the City's Americans with Disabilities Act (ADA) transition plan, and forecast future demand on this intersection from all modes of transportation.</p> <p>The study will identify and evaluate a variety of intersection alternatives, and recommend one to the City. The scope of this contract also provides for comprehensive public outreach, with a goal to engage with residents and businesses near the intersection, along with the City of Tukwila, which is adjacent to the study area.</p> <p>Staff conducted a consultant process and three firms were solicited, interviewed, and scored. DKS Associates, Inc. was selected as the most highly qualified firm to conduct the study.</p> <p>Questions raised by the Committee:</p> <ol style="list-style-type: none"> 1. Is the study about safety issues at the intersection? Yes. 2. When will it start? Mid to late-September. 3. Can we get information on accidents rates at this intersection? Foot traffic is high – pedestrian safety should be covered. It is. 4. Study will evaluate all alternatives up to and including roundabout. 5. Is the study funded? Yes. 6. Through parking tax? Yes. 7. How does timing of overlay coincide with the project? 8. Will any safety concerns be addressed sooner? Yes, a portion of the overlay. <p>The committee recommended this item be moved forward to Regular Council Meeting September 8.</p>
<p>3. South 200th Street Corridor Study</p>	<p>Discussion/Recommendation</p> <p>Senior Planner David Tomporowski presented the South 200th Street Corridor Study with a request to approve a Professional Services contract with Fehr and Peers in an amount not to exceed \$165,000.00.</p> <p>This study is listed in the City's Transportation Master Plan and shown as priority #9 in the 2021-2026 Transportation Improvement Program (TIP).</p> <p>The purpose of this study is to determine the highest and best use of the South 200th Street corridor based on current usage demands as well as future active transportation (pedestrian and bicycle) demand and land uses adjacent to the corridor. This study will provide guidance on future investment in the infrastructure in the corridor. A separate capital improvement project (ST-161) is identified in the 2021-2026 TIP for design of the infrastructure as recommended by the study.</p> <p>The study will also either affirm or refine the design vision laid out for this corridor in the Angle Lake District Station Area Plan, which was adopted by the Council in 2015. Recommendations from the study may necessitate refinements to the current conceptual design (a three lane road with a protected bike lane and wider sidewalks) to accommodate</p>

	<p>the competing needs of this corridor in supporting access (both active and vehicular) to residents, the light rail station, Interstate 5, and freight traffic.</p> <p>In addition to defining long-term improvements to this corridor, this study will also help identify short-term improvements, such as pavement maintenance, channelization, and other quick fixes to help address immediate needs. Other components include investigating occupancy needs for utilities with the corridor right of way, assessing the future demand for the corridor once the State Route 509 extension is completed, and addressing the corridor's safety and congestion issues resulting from metered access to the southbound I-5 interchange during peak periods, as well as access challenges stemming from multiple driveways along both frontages of the South 200th Street.</p> <p>The scope of this contract also provides for comprehensive public outreach, with a goal to engage with every resident that lives along the corridor, along with major stakeholders such as the overall SeaTac community, business, WSDOT, the Port of Seattle, and Sound Transit. It is expected that the consultant will play a major role in the community and stakeholder outreach, as well as assisting City staff in the final selection of street cross-sections and overall scope that is consistent with the Angle Lake District vision.</p> <p>A selection process was conducted and three consultants were solicited, interviewed, and rated in a competitive process. Fehr and Peers was selected as the most highly qualified firm to conduct the study.</p> <p>Questions were raised by the Committee:</p> <ol style="list-style-type: none"> 1. Is funding in place? Yes. 2. Did Sound Transit and Panatone Development contribute? 3. Will SR509 impacts be taken into consideration in the study? Yes. 4. Please keep the neighborhood west of Military 198th and 190th in mind safety wise as they are being used as cut-throughs by traffic. 5. Committee would like to see bike lanes. 6. Committee pointed out that the property will be prime for development as SR509 and freeway extensions are constructed. Keep this in mind during the study. <p>The Committee recommended this item be moved to Regular Council on September 8.</p>
4. Adjourn	Adjourn Meeting



MEMORANDUM

To: Transportation and Public Works Committee

Through: William Appleton, Public Works Director

From: Florendo Cabudol, City Engineer

Date: October 1, 2020

Subject: Amendment to Blueline Group, Inc. contract for construction management services for SWMCIP 10 - 2019 Spot Drainage Repair Project

Purpose:

Staff is seeking the Committee's recommendation to place this proposed amendment to the Blueline Group, Inc. professional services agreement for construction management services on Project SWMCIP 10, on the Consent Agenda for October 13 Regular Council Meeting (RCM).

Background:

The proposed amendment adds construction management services for the construction of the 2019 Spot Drainage Repair Project. The additional services will supplement City staff availability to administer construction of this project. This professional service will allow current Civil Engineer staff training to eventually conduct construction management in-house for future projects of similar scope.

Services provided with this amendment include (proposed scope and fee are attached):

- 1) Review of contractor submittals and responses to contract Requests for Information (RFIs)
 - City staff will be reviewing standard roadway and stormwater submittals; Blueline will review others on an as needed basis.
 - Blueline Group will respond and facilitate necessary changes to plans and design that may arise during construction.
- 2) Daily and Weekly project and contractor monitoring, logging, and reporting.
 - Weekly progress meetings with meeting minutes
 - Daily quantity tracking and report reviews
 - Reviewing and compiling force account sheets and change order activity
 - Review and certification of weekly contractor payrolls and review of working days
 - Prepare monthly pay estimates and plan highlights
- 3) End of Project Close-out Services
 - Review and preparation of mid and end of project audits
 - Recommendations of project substantial completion and acceptance

- Preparation of project as-built records based on contractor and inspector provided input.

The cost for the additional construction management services is \$33,800. The current contract has a remaining balance of \$25,000. Staff recommends applying the remaining contract fee balance toward the construction management task and authorize an additional \$8,800 to pay for the remaining fee. There is sufficient funding available for the project and in the 403 Surface Water Management Fund to cover this cost.

Options/Recommendation:

Staff recommends placing the approval of this supplement on the Consent Agenda for the October 13, 2020 RCM. If this recommendation is not given, options include deferring constructing this project until staff is appropriately trained to administer construction.

**Exhibit "A" to the Agreement for Services
between The City of SeaTac and The Blueline Group, LLC
for the 2019 Drainage Spot Repair Drainage Improvement Project dated September 24, 2020**

PROJECT DESCRIPTION

Blueline's initial scope of work included only drafting support and design (through supplemental amendment) and did not include construction management services. The following amended tasks are meant to supplement the initial contract with the construction management services necessary to complete the project through the construction phase.

TASK SUMMARY

Task 008 PROJECT MANAGEMENT
Task 009 CONSTRUCTION SUPPORT SERVICES
Task 010 UNASSIGNED SERVICES RESERVE (ALLOWANCE)

SCOPE OF WORK

Blueline's scope of work for the Project is as included on the following pages.

Task 008 – PROJECT MANAGEMENTTime & Expense/NTE: Total \$2,300

This task is for general coordination and meetings on the Project, including management of tasks and staff, coordination with the City, and in-house quality assurance. Blueline will prepare monthly invoices for work performed during the previous month. Included with the invoices will be pertinent backup materials and progress reports of the Project to date.

Deliverables: *Monthly Invoices, Progress Reports.*

Task 009 – CONSTRUCTION SUPPORT SERVICES.....Time & Expense/NTE: \$28,400

Blueline will provide Construction Support services for this Project during the construction phase. Services under this task are anticipated to include:

- Prepare agenda, attend meeting, and issue minutes to attendees for the pre-construction conference.
- Contractor Submittals:
 - City will review and return standard road and storm submittals.
 - Blueline will provide recommendations to City staff for items requiring further review when requested or as necessary.
- Conduct weekly progress meetings and issue minutes to attendees within two working days.
- Daily quantity tracking and report reviews.
- Review and compile force account sheets and change order activity.
- Review and log weekly certified payrolls and prepare weekly statements of working days.
- Prepare monthly pay estimates, field note records, and plan highlights.
- General consultation and coordination and maintaining electronic and paper project files throughout the construction phase.
- Facilitate and provide support for mid-project and post-project audits.
- Prepare recommendation of project acceptance.
- Providing As-builts based on Contractor and Inspector provided info.

**Exhibit "A" to the Agreement for Services
between The City of SeaTac and The Blueline Group, LLC
for the 2019 Drainage Spot Repair Drainage Improvement Project dated September 24, 2020**

Deliverables: *Pre-construction Meeting Agenda/Minutes, Submittal Review(as needed), Weekly Progress Meeting Agendas/Minutes, Weekly Statements of Working Days, Pay Estimates, Monthly Field Note Records and Plan Highlights, Substantial and Physical Completion Documentation, As-Builts*

Task 010 – UNASSIGNED SERVICES RESERVE Allowance: \$3,100

This task provides for unanticipated services deemed to be necessary during the course of the Project that are not specifically identified in the scope of work tasks defined above. Any additional work or funds under this item are not to be used unless explicitly authorized by the City.

Deliverables: *None yet identified.*

**Exhibit "A" to the Agreement for Services
between The City of SeaTac and The Blueline Group, LLC
for the 2019 Drainage Spot Repair Drainage Improvement Project dated September 24, 2020**

GENERAL ASSUMPTIONS & NOTES

- Scope and fees outlined above are based on the following information (any changes to these documents may result in changes to the fees):
 - Email and phone correspondence with the City of SeaTac.
- This proposal does not include any of the following:
 - Construction inspection services.
 - Materials testing.
 - Community outreach or coordination with affected residents.

If requested by the City that any of these services are needed, Blueline will provide an Additional Services Authorization request for that effort.
- Time and expense tasks are based on Blueline's current hourly rates.
- These fees stated above are valid if accepted within 30 days of the date of the proposal.
- Project stops/starts and significant changes to the Project Schedule may result in changes to the fees provided above and a separate fee proposal will be provided.
- Client revisions requested after the work is completed will be billed at an hourly rate under a new task called Client Requested Revisions. A fee estimate can be provided to the Client prior to proceeding with the revisions.
- If the Client requests Blueline's assistance in complying with any public records request, including without limitation providing copies of documents and communications, Client will pay Blueline's hourly fees and costs incurred in providing such assistance at then-current rates. Such fees and costs will be billed as a separate task and will be in addition to the maximum or total fees and costs stated in the agreement to which this scope of work as attached.
- Blueline reserves the right to move funds between approved Tasks as necessary based on approved scope of work provided the overall budget is not exceeded. City Project Manager will be notified if funds are shifted.
- The fees stated above do not include reimbursable expenses such as large format copies (larger than letter/legal size), mileage, and plots. These items will be billed under a separate task (999) called Reimbursables (Allowance). **Estimate: \$1,500.**

Exhibit "B" to the Agreement for Services
between The City of SeaTac and The BlueLine Group, LLC
for the 2019 Drainage Spot Repair Drainage Improvement Project dated September 24, 2020

SeaTac Spot Repair Construction Services

Job Number: 19-305
Date: September 24, 2020

Prepared By: Brett Justinen, EIT
Reviewed By: Robert Dahn, PE

Task #	Base Tasks	Project Manager		Project Engineer		Construction Administrator		Engineer		Engineering Designer		Total Hours	Total Cost	Additional Cost	Previously Approved	Total Cost (Rounded)
		\$188/hr		\$178/hr		\$165/hr		\$156/hr		\$146/hr						
		Hours		Hours		Hours		Hours		Hours						
001	Project Management	24	\$ 4,512	0	\$ -			0	\$ -			24	\$ -	\$ -	\$ 5,300	\$ 5,300
002	Preliminary (30%) Plans	0	\$ -	0	\$ -			0	\$ -			0	\$ (3,895)	\$ (3,895)	\$ 11,100	\$ 7,205
003	60% Plans	10	\$ 1,880	44	\$ 7,832			78	\$ 12,324			10	\$ (8,393)	\$ (8,393)	\$ 30,000	\$ 21,607
004	90% Plans	8	\$ 1,504	26	\$ 4,628			56	\$ 8,848			8	\$ -	\$ -	\$ 20,500	\$ 20,500
005	Final Plans	4	\$ 752	20	\$ 3,560			26	\$ 4,108			4	\$ 8,288	\$ 8,288	\$ 12,800	\$ 21,088
006	Unassigned Services Reserve (Allowance)												\$ (15,000)	\$ (15,000)	\$ 15,000	\$ -
007	Bidding & Award	6	\$ 1,128	18	\$ 3,204			4	\$ 632			6	\$ -	\$ -	\$ 5,000	\$ 5,000
	Expenses												\$ -	\$ -	\$ 700	\$ 700
008	Project Management	12	\$ 2,256			0	\$ -			0	\$ -	12	\$ 2,256	\$ 2,300	\$ -	\$ 2,300
009	Construction Support-Owner's Rep	12	\$ 2,256			148	\$ 24,420			12	\$ 1,752	172	\$ 28,428	\$ 28,400	\$ -	\$ 28,400
010	Unassigned Services Reserve (Allowance)												\$ 3,100	\$ 3,100	\$ -	\$ 3,100
999	Reimbursables (Allowance)												\$ 1,500	\$ 1,500	\$ -	\$ 1,500
	TOTAL	76	\$ 14,288	108	\$ 19,224	148	\$ 24,420	164	\$ 25,912	12	\$ 1,752	236	\$ 16,284	\$ 16,300	\$ 100,400	\$ 116,700

Exhibit "B" to the Agreement for Services
between The City of SeaTac and The BlueLine Group, LLC
for the 2019 Drainage Spot Repair Drainage Improvement Project dated September 24, 2020

SeaTac Spot Repair Construction Services

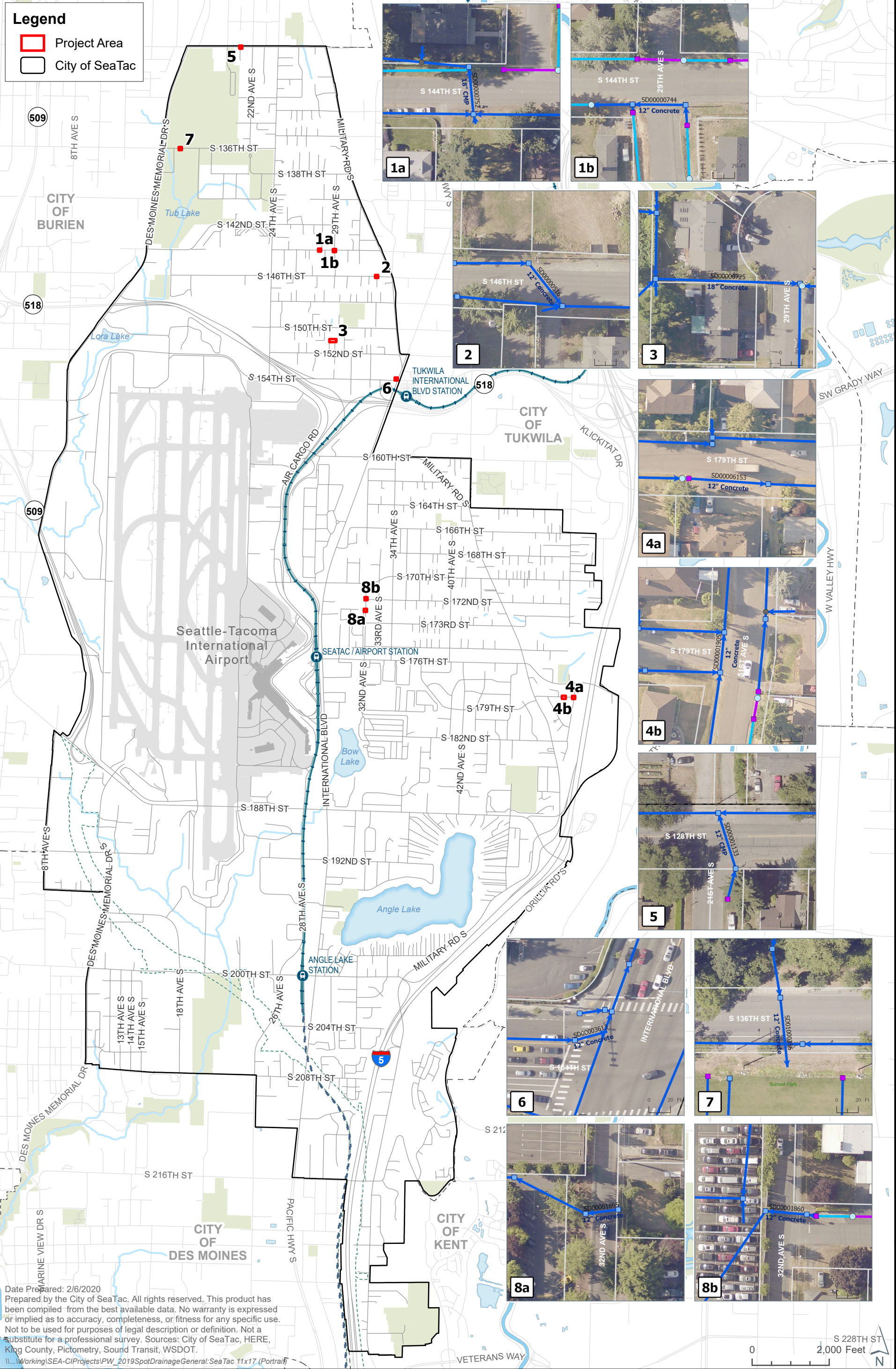
008 Project Management		Project Manager		Construction Administrator		Engineering Designer			
Item #	Description	\$188/hr		\$165/hr		\$146/hr		TOTAL HRS	TOTAL FEE
		HRS	FEE	HRS	FEE	HRS	FEE		
1	Management of Tasks/Staff	4.0	\$ 752	0.0	\$ -	0.0	\$ -	4.0	\$ 752
2	Coordination with City	4.0	\$ 752	0.0	\$ -	0.0	\$ -	4.0	\$ 752
3	Invoicing/Budget Tracking	4.0	\$ 752	0.0	\$ -	0.0	\$ -	4.0	\$ 752
Total		12.0	\$ 2,256	0.0	\$ -	0.0	\$ -	12.0	\$ 2,256
								001 Not to Exceed	\$ 2,300

009 Construction Support-Owner's Rep		Project Manager		Construction Administrator		Engineering Designer			
Item #	Description	\$188/hr		\$165/hr		\$146/hr		TOTAL HRS	TOTAL FEE
		HRS	FEE	HRS	FEE	HRS	FEE		
1	Attend Pre-Construction Conference/Create Agenda/Issue Minutes	2.0	\$ 376	6.0	\$ 990	0.0	\$ -	8.0	\$ 1,366
2	Review and Coordinate Material Submittals	0.0	\$ -	10.0	\$ 1,650	0.0	\$ -	10.0	\$ 1,650
3	Conduct Weekly Progress Meetings/Minutes	0.0	\$ -	30.0	\$ 4,950	0.0	\$ -	30.0	\$ 4,950
4	Daily Quantity Tracking and Report Reviews	0.0	\$ -	36.0	\$ 5,940	0.0	\$ -	36.0	\$ 5,940
5	Review & Compile Force Account/Change Order Activity	2.0	\$ 376	8.0	\$ 1,320	0.0	\$ -	10.0	\$ 1,696
6	Certified Payroll Review	0.0	\$ -	10.0	\$ 1,650	0.0	\$ -	10.0	\$ 1,650
7	Prepare Monthly Pay Estimates/FNRs/Plan Highlights	0.0	\$ -	20.0	\$ 3,300	0.0	\$ -	20.0	\$ 3,300
8	General Consultation and Coordination	2.0	\$ 376	16.0	\$ 2,640	4.0	\$ 584	22.0	\$ 3,600
9	Audit Support	4.0	\$ 752	8.0	\$ 1,320	0.0	\$ -	12.0	\$ 2,072
10	Provide As-Builts	2.0	\$ 376	4.0	\$ 660	8.0	\$ 1,168	14.0	\$ 2,204
Total		12.0	\$ 2,256	148.0	\$ 24,420	12.0	\$ 1,752	172.0	\$ 28,428
								002 Not to Exceed	\$ 28,400

010 Unassigned Services Reserve (Allowance)				Total Cost			
Item #	Description			10% of Tasks 001-002		TOTAL FEE	
1	Allowance for Unforseen Conditions or Delays			\$ 3,070		\$ 3,070	
Total				\$ 3,070		\$ 3,070	
						003 Reserve	\$ 3,100

999 Reimbursables (Allowance)				Total Cost			
Item #	Description			As Needed		TOTAL FEE	
1	Project Expenses			\$ 1,500		\$ 1,500	
Total				\$ 1,500		\$ 1,500	
						999 Reimbursables	\$ 1,500

2019 Spot Drainage Project



Date Prepared: 2/6/2020
 Prepared by the City of SeaTac. All rights reserved. This product has been compiled from the best available data. No warranty is expressed or implied as to accuracy, completeness, or fitness for any specific use. Not to be used for purposes of legal description or definition. Not a substitute for a professional survey. Sources: City of SeaTac, HERE, King County, Pictometry, Sound Transit, WSDOT.



MEMORANDUM

To: Transportation and Public Works Committee
From: William Appleton, Public Works Director
Date: 9/11/20~~19~~
Subject: ROW Standards Update

Purpose:

Staff are currently working on a SeaTac Road Design Manual which will ultimately replace SeaTac Municipal Code (SMC) Title 11 standards where appropriate, Chapter 14 of the King County Code and the 2016 King County Road Standards, both of which were adopted by reference in the SMC. The purpose of this Manual is to establish standards for development within City of SeaTac Right-of-Way (ROW) that supports the City's long term goals, vision and implements City Policy with regard to capital improvements and to guide private development within City ROW. The Manual will be used for new capital development projects and modifications to existing developments.

Background:

What is the ROW

Public ROW is, in most cases, an easement in favor of a city or county for public travel and use over real property. While the city or county may not own the fee title to the underlying land, the city or county is responsible for the governance, improvement, maintenance, operations and oversight of the ROW within their jurisdiction for that purpose.

Why ROW Standards Are Important

ROW standards are essentially the 'rule book' for what, how, when and where any and all improvements are made within the ROW and apply to both public and private development.

These improvements are long term investments in our community, are often a catalyst for private development, build significant value and should reflect the goals, values and vision of the City; therefore, crafting ROW standards that are in alignment with these positions is critical and fundamental to shaping the growth and future of our City.

The Issue with the Existing Standards

The ROW standards that are currently in place for the City of SeaTac have been assembled in a piecemeal fashion since incorporation, are difficult to use, allow for excessive interpretation thereby creating inconsistencies and setting poor precedent and most importantly do not reflect the current vision, values and goals of the City.

For example, many arterials and collectors were constructed as King County rural roadways without urban features such as curbs, gutters, sidewalks, drainage, illumination, and appropriate turn lanes. The adoption of SeaTac specific standards will be instrumental in helping to improve safety for all modes of travel, reduce maintenance costs, enhance the look and feel of the City, provide developer certainty and shape the future of SeaTac.

Subsequently, Public Works is actively developing SeaTac specific road standards (the SeaTac Road Design Manual), thereby positioning the City to better accommodate and align growth with our City's priorities. In all cases, it is the responsibility of the jurisdiction, specifically the Public Works Department within SeaTac, to manage all uses and improvements within the ROW to ensure safety, functionality and benefit for our residents and the traveling public. New and revised ROW standards will allow for this.

Proposed Code Language and Road Standards

While the final draft of the proposed SeaTac Road Design Manual is several months away from being complete, there is an immediate need to make modifications to the SMC to address private development improvements within the ROW and to guide Capital Improvement Projects; specifically, the following topics should be addressed:

1. **Frontage Improvements:** Generally, (see summary table attached), the construction of a new building or expansion of an existing building will require frontage improvements (landscape strip, curb, gutter, sidewalk).
2. **Right of Way Dedication:** Generally, and as needed, (see summary table attached), the construction of a new building or expansion of an existing building will require the dedication of ROW to the City for immediate or future improvements.
3. **Deferral of Improvements:** remove code language that allows for the deferral of improvements as it is problematic for many reasons.
4. **Right of Way Cross Section:** Review and update the ROW cross section to reflect City policy and implement the City's vision.

The proposed modifications to SMC will ensure that developers are able to obtain accurate information early in the project design phase regarding ROW dedication and improvements that may be required as part of their development. This provides for developer certainty, consistent application of City code and a contiguous and unified streetscape through the City.

Attachment: Summary of Proposed Changes (ROW Standards)

Summary of Proposed Changes

Right-Of-Way Standards

It is proposed to make edits and changes to four key area's of the SeaTac Municipal Code, all pertaining to improvements within the Right-of-Way (ROW).

1. Frontage Improvements
2. Right of Way Dedication
3. Deferral of Improvements
4. Right of Way Cross Section

Below is a summary table which identifies the existing text, proposed text and notes/description. Please refer to the proposed ordinance language for specific language pertaining to each of these items.

	Existing Code	Proposed Code	Notes
1. Frontage Improvements			
What Triggers Improvements	<p>Whenever a building permit with a project value in excess of seventy-five thousand dollars (\$75,000) or grading and drainage permit with a project value in excess of seventy-five thousand dollars (\$75,000) is applied for under provisions of City ordinances to:</p> <p>A. Construct a new building or expand an existing building to be used for:</p> <ul style="list-style-type: none"> • Multiple-residence structure consisting of three (3) or more dwelling units; or • Public assembly; or • Commercial purposes; or • Industrial purposes; or • Construct or expand a parking lot; or 	<p>Applicability. Street frontage improvements of right-of-way shall occur where a development is applied for under the provisions of city ordinances for:</p> <ul style="list-style-type: none"> • A subdivision, shortplat, binding site plan; • Construction of a new building, or expansion of an existing building encompassing more than 50% of the gross floor area (GFA) or an increase of more than 1,000 square feet of GFA of the building/complex, that is used for either public assembly, commercial purposes, industrial uses, townhouses or a multi family complex; 	<p>Applicability provides the 'trigger' for the code standards.</p> <p>Key changes include:</p> <ul style="list-style-type: none"> • Requiring frontage improvements (curb, gutter, sidewalk, landscape strip) for single family or ADU construction where it is in excess of \$250k. • Replace the existing \$75,000 project value trigger with gross floor area expansion criteria (to be consistent with SEPA thresholds).

	<ul style="list-style-type: none"> Expand or modify a building in connection with a change of use. In this instance a change of use would be a change in land use as described by the latest edition of the Institute of Transportation Engineers (ITE) Trip Generation Manual for the purposes of calculating Transportation Mitigation Fees per Chapter 11.15 SMC; Create a subdivision of property per SMC Title 14; 	<ul style="list-style-type: none"> Construction of a new surface parking lot or structured parking building for the sole purpose of parking where the project value is in excess of seventy five thousand dollars (\$75,000); The expansion of an existing parking area (surface parking or structured parking) for the purposes of commercial use where the project value is in excess of seventy five thousand dollars (\$75,000); Construct or expand a single family dwelling unit or construct a new detached ADU, where construction improvements are in excess of \$250,000. 	<ul style="list-style-type: none"> Clarification of frontage improvement requirements for shortplats. A change of use is no longer a trigger for frontage improvements. <p>No Change to existing code triggers:</p> <ul style="list-style-type: none"> Parking (new or expansion) of commercial parking. Subdivision of property.
<p>Payment of improvements</p>	<p>... the applicant for such building or grading and drainage permit shall simultaneously make application for a permit, as an integral part of such new construction or alteration, for the construction of such off-site improvements as may be required by the Public Works Director, or designee, including, but not limited to, sidewalks, curbs, gutters, street paving, traffic signalization, water mains, drainage facilities, sanitary sewers, all improvements required by any applicable ordinance and all necessary appurtenances. Such off-site improvements (except traffic signalization systems) shall extend the full distance of the real property to be improved upon and which adjoins property dedicated as a public street. Traffic signalization off-site improvements shall be installed pursuant to the provisions of all applicable ordinances. (Ord. 04-1008 § 3)</p>	<p>Off-Site Improvements shall be installed along the entire street frontage of the property at the sole cost of the Applicant as directed by the Director. Off-Site Improvements may include, but not be limited to curb, gutter, sidewalk, storm drainage, street lighting, public utility relocation, franchise utility relocation, landscaping strip, street trees and landscaping, irrigation, on street parking, street pavement widening, bicycle lanes, safety railings, street signs, pavement marking, and channelization. Beyond the property frontage, the applicant shall provide ramps or other appropriate transition from the new sidewalk or walkway to the existing shoulder, and pavement and channelization tapering back to the existing pavement and channelization as needed for safety. The Off-Site Improvements shall be continued beyond</p>	<p>No Change to standard: Existing text per SMC 13.200.010 'Off-site Improvements', rewritten for better organization and clarification.</p>

		<p>the street frontage of the property if, and to the extent necessary to provide a safe accessible transition.</p>	
<p>Timing</p>	<p>No Existing Language</p>	<p>Required Off-Site Improvements shall be complete prior to the earlier of:</p> <ol style="list-style-type: none"> 1. Issuance of any certificate of occupancy (including any phased occupancy); or 2. Finalization of a development permit in which the Off-Site Improvements are a requirement, <p>unless financial security has been established as allowed by SMC 13.200.</p>	<p>Clarification language added and will require all improvements to be installed prior to issuance of a Certificate of Occupancy or substantially complete (with a bond posted). The deferral of improvements is proposed to be removed from the code.</p>
<p>Discretion</p>	<p>No Existing Language</p>	<p>If the Director determines that the Off-Site Improvements required by this Section cannot or should not be constructed concurrent with the proposed development, the Applicant shall, prior to issuance of a building permit or final approval for subdivisions, short subdivisions, or binding site plans:</p> <ol style="list-style-type: none"> 1. Pay to the City an amount equal to the Applicant's cost of installing the required Off-Site Improvements, as authorized by and in a manner consistent with RCW 82.02.020. The cost of installing the required Off-Site Improvements shall be based on engineering cost estimates, as approved by the Director. 	<p>New language. Provides greater clarity and alternative options for instances where improvements cannot or should not be made.</p>

2. Right-Of-Way Dedication

<p>When Dedication is Required</p>	<p>The existing code establishes minimum standards for the dedication (and improvement) of streets as related to any and all subdivision applications.</p>	<p>A. As provided in RCW 82.02.020, dedication of right-of-way may be required as a condition of development approval in order to incorporate improvements that are reasonably necessary to mitigate the direct impacts of the proposed development and/or accommodate construction of required frontage improvements. Improvements that may require a dedication of right-of-way include but are not limited to:</p> <ol style="list-style-type: none"> 1. Motorized and non-motorized transportation facilities including but not limited to bicycle lanes, street lighting, and traffic control devices; 2. Off-Site improvements where the existing right-of-way is not adequate; 3. The extension of existing or future public street improvements; or 4. Planned improvements identified in City's Transportation Master Plan, 6-year Transportation Improvement Plan, or the Comprehensive Plan; 	<p>New language requires a dedication of right-of-way when triggered by the actions identified in the proposed code. This is necessary to obtain ROW for maintenance, street improvements, and/or street expansions.</p> <p>No change to standard: ROW Dedication is already required for shortplats and subdivisions.</p> <p>Identifies the criteria for dedication and why it is important.</p>
<p>Timing</p>	<p>No Existing Language</p>	<p>Any right-of-way dedication required by this Chapter shall occur prior to the earlier of:</p> <ol style="list-style-type: none"> 1. Issuance of a certificate of occupancy (including any phased occupancy); or 2. Finalization of the development permit that necessitated the dedication. 	<p>Provides clarity and process.</p>

		<p>3. The time of recording the subdivision, short subdivision, or binding site plan (if applicable).</p>	
<p>Submittal Requirements for Dedication</p>	<p>No Existing Language</p>	<p>When any right-of-way dedication is required by this Chapter, the Applicant shall submit to the City any documentation necessary to effectuate the dedication as required by the Director. Such documentation may include but is not limited to a legal description of the dedication prepared and certified by a licensed professional and a graphic exhibit depicting the dedication.</p>	<p>Provides clear guidance for the applicant.</p>
<p>Variance</p>	<p>The SeaTac Municipal Code adopts King County Chapter 14.42.060 'Variance' language by reference.</p>	<p>A. An engineering variance to deviate from these standards may be granted by the Director upon satisfying the following minimum criteria which must be shown to be based on sound engineering principles:</p> <ol style="list-style-type: none"> 1. The application for a variance clearly indicates those sections of the standards which are relevant to the proposed alternative, together with a clear explanation of how the requested variance meets the essential elements and intent of these standards. 2. The application for a variance includes a specific description of the proposed alternative to the Standards along with supporting documentation sufficient for the Director to make a determination as to whether the variance should be granted. 3. The variance is not contrary to the public interest. 	<p>New language and criteria added to provide flexibility and a consistent process for review.</p>

		<p>4. Under the circumstances, compliance with the standards from which the variance is sought is not feasible.</p> <p>5. The requested variance will not compromise safety, function, fire protection, transit needs, appearance and maintainability.</p> <p>6. The requested variance complies with requirements of the International Fire Code and any other applicable codes.</p>	
<p>Dedication of Private Roads as Public Streets.</p>	<p>The SeaTac Municipal Code adopts 2016 King County Road Standards and states: King County will not accept private roads for maintenance as public roads until King County determines that there is a benefit to the public and such roads are brought into conformance with current King County Code and these Standards.</p>	<p>Consideration of acceptance of a private road is subject to the requirements of city policies and codes. Final acceptance is subject to city council approval and the following:</p> <ul style="list-style-type: none"> • The private road meeting all public street design and construction standards; • Acceptability of road and public utilities construction, including pavement condition; • Condition of title; • Survey monumentation; • Consideration of maintenance costs; and • A demonstrated public benefit. 	<p>New Code. Provides criteria for acceptance of private roads and requires approval by Council.</p>
<h3>3 Deferral of Improvements</h3>			
<p>Deferral of Improvements</p>	<p>Per Title 14 (subdivisions and shortplats), onsite and offsite improvements can be deferred by an</p>	<p>Required street frontage improvements may not be deferred in its entirety. Language allows</p>	<p>Bonding after substantial progress has been made on private and public</p>

	<p>applicant by posting a bond, financial guarantee or recording a restrictive covenant.</p> <p>Improvements can be deferred up to 3 years.</p>	<p>for the bonding of improvements after substantial improvements has been made.</p> <p>No subdivision, short subdivision, or binding site plan shall receive final approval until any and all required on-site and off-site improvements have been constructed, or financial security has been established as allowed by SMC 13.200. This requirement shall apply equally with regard to either public or private improvements</p>	<p>improvements will allow for flexibility where it is needed.</p> <p>Allowing shortplats to be recorded without improvements is problematic as it places the onus on the City to take action against a bond and install any improvements not completed by the applicant.</p> <p>Example: Someone can legally purchase a lot, come in for a building permit, and if the developer of the shortplat 'deferred' the improvements through a covenant or financial means, the new owner is unable to obtain a building permit and in some instances will be required to pay for the improvements to obtain permits from the City.</p> <p>A Bond can be very challenging and time consuming for staff to 'pull' and removes staff from City business to project manage private construction.</p>
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4 Right of Way Cross Section

<p>Sidewalk and Landscape Strip</p>		<p>Key elements include: Landscape strips stipulated at:</p> <ul style="list-style-type: none"> • 6' along principal and minor arterials. • 4' along collector and local roads <p>Sidewalk Widths stipulated at:</p> <ul style="list-style-type: none"> • 8' along principal arterials. • 6' along minor arterials, collector and local roads. 	<p>Policy Direction: Provide sidewalks and safe conditions for all residents and visitors.</p>
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On street parking designated by street.



Thickened shoulder will be required to be replaced with a sidewalk and landscape strip.

DRAFT

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DRAFT



ORDINANCE NO. _____

AN ORDINANCE of the City Council of the City of SeaTac, Washington, related to transportation improvements and amending SeaTac Municipal Code Chapter 13.200, and Sections 11.05.100 and 14.17.020; amending the City of SeaTac Addendum to Road Standards; adding new SeaTac Municipal Code Sections 11.05.115, 11.05.118, and 11.05.170; recodifying SeaTac Municipal Code Section 14.27.030 to Section 11.05.118; and repealing SeaTac Municipal Code Chapter 14.28.

WHEREAS, from time to time, the City considers amendments to the Municipal Code in order to eliminate redundancies; repeal outdated provisions; provide clarification; provide greater efficiencies; or to respond to changing community concerns and needs; and

WHEREAS, certain provisions of the Road related standards are no longer applicable or necessary; and

WHEREAS, certain procedures can be added to provide greater flexibility to the development community; and

WHEREAS, Comprehensive Plan policies related to access to transportation include Policy 4.1, “Continue to plan for and implement a multi-modal transportation system that supports the safe, efficient and reliable movement of people, vehicles, and goods while balancing transportation needs with other community values;” and

WHEREAS, Comprehensive Plan policies related to transportation variances include Policy 4.2Q, “Implementation of desired design standards may be constrained by physical or environmental issues, costs effectiveness, right-of-way, or other parameters; variances to the street standards to address these types of issues may be approved, while seeking to maintain the function of the transportation corridor;” and

WHEREAS, Comprehensive Plan policies related to neighborhood streets include Policy 4.3A, “Upgrade residential neighborhood streets with pedestrian and bicycle facilities and

increased access to transit in alignment with pedestrian and bicycle network plans;” and

WHEREAS, on October 16, 2018, City staff transmitted a copy of the proposed code amendments to the Washington State Department of Commerce for review and comment, pursuant to RCW 36.70A.106, and no comments were received from any state agency; and

WHEREAS, on October 23, 2018, a SEPA threshold Determination of Nonsignificance was issued for the proposed amendments and no comments have been received or has an appeal been filed; and

WHEREAS, the Planning Commission reviewed the aforesaid amendments to the Municipal Code at duly-noticed open public meetings on November 5, 2019, and conducted a duly-noticed public hearing on November 19, 2019, after which it rendered a recommendation of approval; and

WHEREAS, the Transportation and Public Works Committee (TP&W) reviewed the aforesaid amendments at a duly-noticed open public meeting on April 5, 2018;

Commented [MJ1]: This needs to be corrected by someone.

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF SEATAC, WASHINGTON DO ORDAIN AS FOLLOWS:

Section 1. Section 11.05.100 of the SeaTac Municipal Code is hereby amended to read as follows:

11.05.100 City road standards.

The following sections of Chapter 14.42 King County Code as now in effect, and as may be subsequently amended, are hereby adopted by reference, except that, unless the context indicates otherwise, the word “County” and the words “King County” shall refer to the City:

14.42.010 Adoption.

~~14.42.020 Terms.~~

14.42.030 Applicability.

14.42.040 Developments.

~~14.42.050 — References.~~

~~14.42.060 — Variances.~~

~~14.42.062 — Appeals from decisions on variances.~~

~~14.42.070 — Penalties.~~

~~14.42.080 — Severability.~~

The City has developed a City of SeaTac Addendum to Road Standards document that amends the WSDOT Standard Specifications for Road, Bridge and Municipal Construction and the King County Road Standards and includes City-specific requirements.

Section 2. The City of SeaTac Addendum to Road Standards is hereby amended as set forth in Exhibit A to this Ordinance.

Section 3. Chapter 13.200 of the SeaTac Municipal Code is hereby amended to read as follows:

Chapter 13.200
OFF-SITE AND ON-SITE IMPROVEMENTS

~~Sections:~~

~~13.200.010 — Off site improvements.~~

~~13.200.020 — Construction specifications.~~

~~13.200.030 — Deferral of construction of improvements.~~

~~13.200.010 Off site improvements.~~

~~Whenever a building permit with a project value in excess of seventy five thousand dollars (\$75,000) or grading and drainage permit with a project value in excess of seventy five thousand dollars (\$75,000) is applied for under provisions of City ordinances to:~~

~~A. Construct a new building or expand an existing building to be used for:~~

- ~~1. Multiple residence structure consisting of three (3) or more dwelling units; or~~
- ~~2. Public assembly; or~~
- ~~3. Commercial purposes; or~~
- ~~4. Industrial purposes; or~~

~~B. Construct or expand a parking lot; or~~

~~C. Expand or modify a building in connection with a change of use. In this instance a change of use would be a change in land use as described by the latest edition of the Institute of~~

~~Transportation Engineers (ITE) Trip Generation Manual for the purposes of calculating Transportation Mitigation Fees per Chapter 11.15 SMC;~~

~~D. Create a subdivision of property per SMC Title 14;~~

~~then the applicant for such building or grading and drainage permit shall simultaneously make application for a permit, as an integral part of such new construction or alteration, for the construction of such off-site improvements as may be required by the Public Works Director, or designee, including, but not limited to, sidewalks, curbs, gutters, street paving, traffic signalization, water mains, drainage facilities, sanitary sewers, all improvements required by any applicable ordinance and all necessary appurtenances. Such off-site improvements (except traffic signalization systems) shall extend the full distance of the real property to be improved upon and which adjoins property dedicated as a public street. Traffic signalization off-site improvements shall be installed pursuant to the provisions of all applicable ordinances.~~

~~**13.200.020 Construction specifications.**~~

~~All sidewalks, curbs, gutters, street paving and other improvements shall be constructed in accordance with the standard specifications adopted by the City and all applicable City ordinances. All plans and specifications for such improvements shall be submitted at the time of making application for the building permit.~~

~~**13.200.030 Deferral of construction of improvements.**~~

~~The construction of required off-site improvements may be deferred pursuant to the procedure set forth in Chapter 14.10 SMC.~~

Sections:

13.200.010 Purpose and Administration

13.200.020 Off-Site and On-Site Improvements

13.200.030 Bonds and Other Security

13.200.010 Purpose and Administration

A. The purpose of this Chapter is to identify when and what type Off-Site Improvements are required as a condition of development, and bonding requirements for both Off-Site and On-Site Improvements. Specific construction standards for Off-Site Improvements are generally set forth in SMC 11.05.

B. This Chapter shall be administered by the Public Works Director or designee.

13.200.020 Off-Site Improvements

A. The installation of Off-Site Improvements is required as a condition of development, in order to incorporate transportation improvements that are reasonably necessary to mitigate the direct impacts of the following types of development:

1. Creation of a subdivision, short subdivision, or binding site plan;

2. Construction of a duplex or multi-family building (as defined in SMC Chapter 15.105);
3. Construction of a building to be used for public assembly, commercial purposes, or industrial purposes;
4. Expansion of an existing building encompassing more than 50% of the gross floor area (GFA), or by increasing the GFA by more than 1,000 square feet. However, this subsection (4) does not apply to construction or expansion of a single family dwelling or accessory dwelling unit (as defined in SMC Chapter 15.105);
5. Construction of a new “parking lot” or “parking lot, public/private” (as defined in SMC Chapter 15.105), where the project value is in excess of seventy-five thousand dollars (\$75,000);
6. Expansion of an existing “parking lot” or “parking lot, public/private” (as defined as defined in SMC Chapter 15.105), where the project value is in excess of seventy-five thousand dollars (\$75,000); or
7. Construction or expansion of a single family dwelling or accessory dwelling unit (as defined in SMC Chapter 15.105), where the project value is in excess of \$250,000.

B. Off-Site Improvements shall be installed along the entire street frontage of the property at the sole cost of the Applicant as directed by the Director. Off-Site Improvements may include, but not be limited to curb, gutter, sidewalk, storm drainage, street lighting, public utility relocation, franchise utility relocation, landscaping strip, street trees and landscaping, irrigation, on street parking, street pavement widening, bicycle lanes, safety railings, street signs, pavement marking, and channelization. Beyond the property frontage, the applicant shall provide ramps or other appropriate transition from the new sidewalk or walkway to the existing shoulder, and pavement and channelization tapering back to the existing pavement and channelization as needed for safety. The Off-Site Improvements shall be continued beyond the street frontage of the property if, and to the extent necessary to provide a safe accessible transition.

C. Required Off-Site Improvements shall be complete prior to the earlier of:

1. Issuance of any certificate of occupancy (including any phased occupancy); or
2. Finalization of a development permit in which the Off-Site Improvements are a requirement.

unless financial security has been established as allowed by SMC 13.200.

D. If the Director determines that the Off-Site Improvements required by this Section cannot or should not be constructed concurrent with the proposed development, the Applicant shall, prior to issuance of a building permit or final approval for subdivisions, short subdivisions, or binding site plans:

1. Pay to the City an amount equal to the Applicant’s cost of installing the required Off-Site Improvements, as authorized by and in a manner consistent with RCW 82.02.020. The cost of installing the required Off-Site Improvements shall be based on engineering cost estimates, as approved by the Director.

13.200.030 Bonds and Other Security for Off-Site and On-Site Improvements.

A. This subsection is intended to apply in addition to any other bonding requirements set forth in Chapter 11.05, Chapter 11.10, Chapter 12.10, and Chapter 13.190. However, where such persons have previously posted, or are required to post, other bonds covering either the project itself or other construction related to the project, such person may, with the permission of the Director and to the extent allowable by law, combine all such bonds into a single bond; provided, that at no time shall the amount thus bonded be less than the total amount which would have been required in the form of separate bonds; and provided further, that such bond shall on its face clearly delineate those separate bonds which it is intended to replace.

B. Performance Bond. An Applicant shall provide a performance bond, in an amount and with surety and conditions satisfactory to it, or other secure method approved by the Director, providing for and securing to the City the actual construction and installation of such Off-Site and/or On-Site Improvements, within a period specified by the City and in accordance with approved permits, agreements, plans, specifications, requirements, conditions, regulations, and policies.

C. Phased occupancy or final approval of a long subdivision, short subdivision, or binding site plan may be requested prior to the satisfactory completion of all Off-Site and/or On-Site Improvements. Approval of any request is at the discretion of the Director and shall be based upon the criteria set forth in subsection (D) of this section.

D. Bond in lieu for completion of Improvements. The use of a bond or other security to ensure the completion of either Off-Site and/or On-Site Improvements may be allowed if:

1. The Director determines that the Off-Site and/or On-Site Improvements are substantially complete; and

2. The Applicant provides a performance bond, in an amount and with surety and conditions satisfactory to it, or other secure method approved by the Director, providing for and securing to the City the completion of construction and installation of the required Off-Site and/or On-Site Improvements; and.

3. The Applicant provides a maintenance bond, in an amount and with surety and conditions satisfactory to it, to ensure that all constructed Off-Site and/or On-Site Improvements will remain in continued successful operation and compliance with City standards until a final maintenance inspection has been completed by the City. The final maintenance inspection shall be no sooner than:

a. one year after final plat approval for short subdivisions.

b. two years after final plat approval for long subdivisions.

c. one year after final approval for all other development permits.

4. The Applicant is unable to complete the Off-Site or On-Site Improvements because of unavoidable circumstances that in no way resulted from the actions or inaction of the applicant; and

5. The Director, in their sole discretion, is reasonably certain that the applicant will be able to complete the Off-Site and/or On-Site Improvements within a reasonable amount of time; and

6. Granting phased occupancy prior to completion of the Off-Site or On-Site Improvements will not be materially detrimental to the City or to the properties in the vicinity of the subject property.

7. The Director, in their sole discretion, determines that public safety will not be compromised.

E. Maintenance Bond. Prior to final permit approval for the construction of any Off-Site or On-Site Improvements, the Applicant shall provide a maintenance bond or other security to ensure that the constructed Off-Site or On-Site Improvements will remain in continued successful operation and compliance with City standards for the time period and manner specified in SMC 13.200.030 (D)(3).

Section 4. Section 14.17.020 of the SeaTac Municipal Code is hereby amended to read as follows:

14.17.020 General Provisions

A. Applicants for short subdivisions, long subdivisions, and binding site plans shall provide the reviewing authorities reasonable access to the subject property so that the City may determine the status and characteristics of the land which relate to the application. Such access shall be provided beginning on the date the Director, or designee, determines the application to be complete, and terminating on the date that the City issues its final decision. The applicant's signature upon the application shall be considered written consent to such access.

B. In cases where an environmental impact statement (EIS) is required under the provisions of the State Environmental Policy Act (Chapter 43.21C RCW), the Department shall not initiate review of any subdivision until the Final EIS is completed.

C. Any subdivision within the Angle Lake shoreline jurisdiction, as defined by the City's Shoreline Master Program, shall be considered new shoreline development and shall be required to satisfy all applicable requirements of the Shoreline Master Program, the Shoreline Management Act as well as the State Environmental Policy Act.

D. All applicable conditions established under a shoreline substantial development permit shall be recorded on the face of the final plat. Shoreline approval shall be annotated on the plat, and no further shoreline review will be required for uses on the property; provided, that those uses remain consistent with the original proposal and conditions, and that no further division of the property is proposed.

E. Site planning and design shall consider stormwater management, especially the design and integration of LID BMPs, as early as possible in the project planning phase. Locate buildings away from soils that provide effective infiltration, site LID BMPs in areas with good infiltration capacity, reduce impervious surfaces, and retain native vegetation.

F. No subdivision, short subdivision, or binding site plan shall receive final approval until any and all required on-site and off-site improvements have been constructed, or financial security has been established as allowed by SMC 13.200. This requirement shall apply equally with regard to either public or private improvements.

Section 5. A new Section 11.05.115 is added to the SeaTac Municipal Code to read as follows:

11.05.115 Dedication of Right-of-Way

A. As provided in RCW 82.02.020, dedication of right-of-way may be required as a condition of development approval in order to incorporate improvements that are reasonably necessary to mitigate the direct impacts of the proposed development and/or accommodate construction of required frontage improvements. Improvements that may require a dedication of right-of-way include but are not limited to:

1. Motorized and non-motorized transportation facilities including but not limited to bicycle lanes, street lighting, and traffic control devices;
2. Off-Site improvements where the existing right-of-way is not adequate;
3. The extension of existing or future public street improvements; or
4. Planned improvements identified in City's Transportation Master Plan, 6-year Transportation Improvement Plan, or the Comprehensive Plan;

B. Any right-of-way dedication required by this Chapter shall occur prior to the earlier of:

1. Issuance of a certificate of occupancy (including any phased occupancy); or
2. Finalization of the development permit that necessitated the dedication.
3. The time of recording the subdivision, short subdivision, or binding site plan (if applicable).

C. When any right-of-way dedication is required by this Chapter, the Applicant shall submit to the City any documentation necessary to effectuate the dedication as required by the Director. Such documentation may include but is not limited to a legal description of the dedication prepared and certified by a licensed professional and a graphic exhibit depicting the dedication.

Section 6. A new Section 11.05.118 is hereby added to the SeaTac Municipal Code to read as follows:

11.05.118 Dedication of Private Roads as Public Streets.

A. The Director has discretion to approve the City's acceptance of a private road, subject to City Council concurrence, based upon the following:

1. The private road meets all public street design and construction standards;
2. Acceptability of road and public utilities construction, including pavement condition;
3. Condition of title is acceptable to the Director;
4. Survey monumentation is acceptable to the Director;

5. Consideration of maintenance costs is acceptable to the Director; and
6. There is a demonstrated public benefit.

Section 7. A new Section 11.05.170 is added to the SeaTac Municipal Code to read as follows:

11.05.170 Variances

A. An engineering variance to deviate from these standards may be granted by the Director upon satisfying the following minimum criteria which must be shown to be based on sound engineering principles:

1. The application for a variance clearly indicates those sections of the standards which are relevant to the proposed alternative, together with a clear explanation of how the requested variance meets the essential elements and intent of these standards.
2. The application for a variance includes a specific description of the proposed alternative to the Standards along with supporting documentation sufficient for the Director to make a determination as to whether the variance should be granted.
3. The variance is not contrary to the public interest.
4. Under the circumstances, compliance with the standards from which the variance is sought is not feasible.
5. The requested variance will not compromise safety, function, fire protection, transit needs, appearance and maintainability.
6. The requested variance complies with requirements of the International Fire Code and any other applicable codes.

Section 8. Section 14.27.030 of the SeaTac Municipal Code is hereby recodified as Section 11.05.108.

Section 9. Chapter 14.28 of the SeaTac Municipal Code is hereby repealed.

Section 10. If any section, subsection, paragraph, sentence, clause or phrase of this Ordinance is declared unconstitutional or invalid for any reason, such invalidity shall not affect the validity or effectiveness of the remaining portions of this Ordinance.

Section 11. This Ordinance be in full force and effect five (5) days after passage and publication as required by law.

ADOPTED this _____ day of _____, 2020, and signed in authentication thereof on this _____ day of _____, 2020.

CITY OF SEATAC

Erin Sitterley, Mayor

ATTEST:

Kristina Gregg, City Clerk

APPROVED AS TO FORM:

Mary E. Mirante Bartolo, City Attorney

[Effective Date: _____]

[Road Standards]

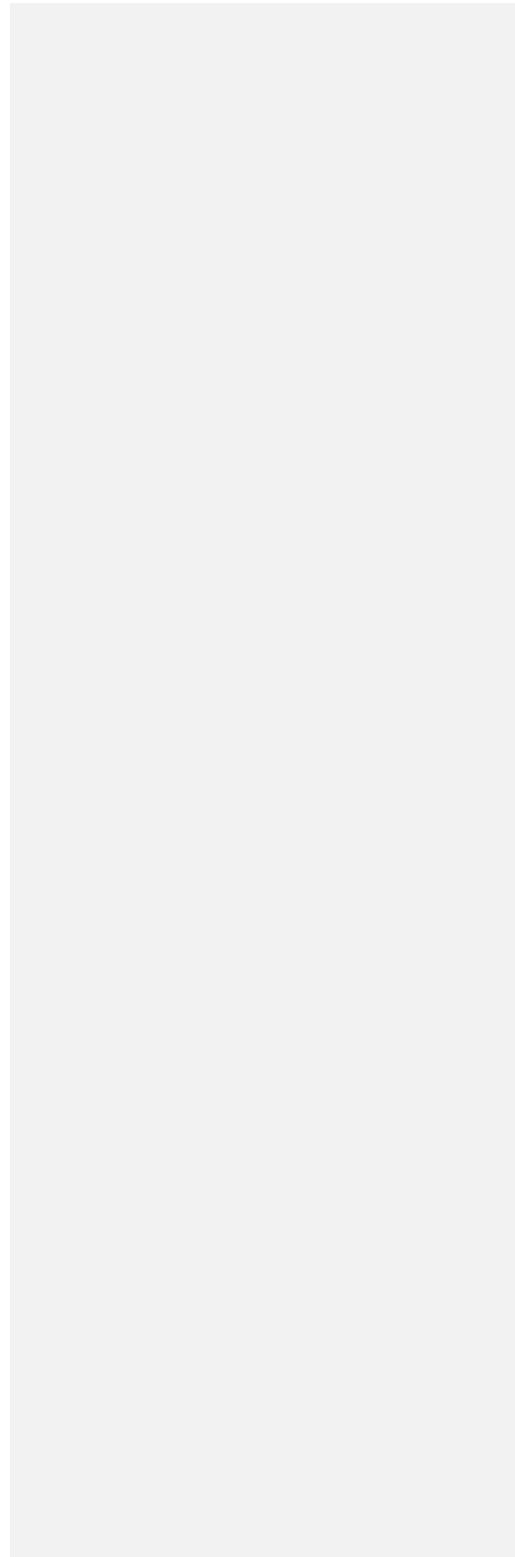


City of SeaTac

Addendum to Road Standards

Effective Date
January 1, 2017

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Introduction

This document is organized into two sections:

- **Section 1:** Addendum to the 2007 King County Road Standards (KCRS)
- **Section 2:** Addendum to the 2016 Washington Department of Transportation (WSDOT) Standard Specifications for Road, Bridge, and Municipal Construction

This document applies to development and redevelopment proposals within the City of SeaTac (City). This addendum includes revisions to the KCRS and WSDOT Standard Specifications for Road, Bridge, and Municipal Construction to address differences in the City's organization and processes. No major substantive changes have been made to the KCRS or the WSDOT Standard Specifications for Road, Bridge, and Municipal Construction.

[**Note:** Clarifications and interpretations will be documented and made available through policy statements within the City's Development Standards.]

The information presented in each section is organized as follows:

- **Terminology:** At times King County, WSDOT, and the City use different terminology to describe or refer to equivalent subject matter. This subsection identifies these terms and the City's equivalent terminology.
- **Key Revisions:** This subsection specifically identifies revisions the City has made to the KCRS and the WSDOT Standard Specifications for Road, Bridge, and Municipal Construction. These revisions are necessary to meet the intent of the low impact development (LID) code and enforceable document review and revision requirement in the National Pollutant Discharge Elimination System (NPDES) Municipal Stormwater Phase II Permit and to address differences between King County, WSDOT, and City procedures.
- **Supplemental Documents (Section 1 only):** This section identifies technical guidance manuals and documents which shall be used to supplement the KCRS.
- **Code Reference Table (Section 1 only):** The King County Code (KCC) is referenced in several places in the KCRS. This subsection identifies these code references and equivalent city code where applicable.

Supplemental information in the appendices includes the following:

- **Appendix A:** City Road and Stormwater Design Details
- **Appendix B:** WSDOT General Special Provisions (GSPs) for Permeable Pavement
- **Appendix C:** Reference Materials
- **Appendix D:** [Road Standard Sections](#)

Published in December 2016

Section 1. Addendum to the 2007 King County Road Standards

1.1 Terminology

At times King County and the City use different terminology to describe or to refer to equivalent subject matter. This subsection identifies these terms and the City's equivalent terminology.

County Road Engineer = Public Works City Engineer or designee.

Department of Development and Environmental Services (DDES) = City of SeaTac Public Works and Community and Economic Development Departments.

Department of Natural Resources and Parks (DNRP) = City of SeaTac Department of Parks & Recreation.

Department of Transportation = City of SeaTac Public Works Department.

King County = City of SeaTac.

King County Adopted Basin Plans = City of SeaTac Adopted Basin Plans.

King County Capital Improvement Program = City of SeaTac Capital Improvement Program.

King County Code (KCC) = SeaTac Municipal Code (SMC). Check code reference table for equivalent code sections.

King County Comprehensive Plan = City of SeaTac Comprehensive Plan.

King County Flood Hazard Plan = City of SeaTac requirements in Chapter 15.700 SMC Environmentally Sensitive Areas.

King County Historic Preservation Program = No equivalent.

King County Landmarks Register = No equivalent.

King County Parks and Open Space Plan = City of SeaTac Parks, Recreation, and Open Space Element of the Comprehensive Plan.

King County Regional Trails Plan = City of SeaTac Trails Plan.

King County Road Standards = King County Road Standards as amended by this document.

King County Non-Motorized Transportation Plan = City of SeaTac Transportation Master Plan.

Reviewing Agency = City of SeaTac ~~Community and Economic Development~~ Public Works Department.

Surface Water Design Manual = King County Surface Water Design Manual (KCSWDM) as amended by the City Addendum to the KCSWDM.

Water and Land Resources (WLR) Division = City of SeaTac Public Works Department.

Zoning Classifications: Where the KCRS references Agricultural (A) Zoning, Forest (F) Zoning, or Rural (R) Zoning = These zoning classifications are intended for areas outside of the Urban Growth Boundary, therefore the City of SeaTac contains no equivalent zoning. Refer to City zoning maps to determine which zoning classifications apply to your project.

1.2 Key Revisions

This subsection identifies revisions the City has made to the KCRS. These revisions are necessary to meet the intent of the low impact development (LID) code and enforceable document review and revision requirement in the National Pollutant Discharge Elimination System (NPDES) Municipal Stormwater Phase II Permit and to address differences between King County and City procedures.

1.2.1 General Revisions

Cul-de-sac Islands – The City allows vegetated or bioretention islands as an optional feature for any cul-de-sac when bulb paved diameter is 80 feet or less and mandatory when bulb paved diameter exceeds 80 feet. Vegetated islands shall have full depth vertical curb with a minimum diameter of 20 feet. Bioretention islands shall have extruded curb with curb cuts to allow stormwater to enter the facility and a minimum diameter of 15 feet. The paved travel way around the circumference shall be a minimum of 20 feet. Vegetated and bioretention islands shall be landscaped with native and drought tolerant vegetation and maintained by the adjoining landowners or the homeowners’ association.

Curb and Gutter Exemptions – Curb cuts and grates can be incorporated to allow water to enter stormwater facilities and LID BMPs.

Compaction Requirements for Permeable Pavement Base Course – The City allows 90–92 percent compaction and deviations in base course requirements for permeable pavement as documented in WSDOT’s GSPs (see Permeable Pavement Guidance below).

Compaction Requirements for Bioretention –The City allows 85 compaction for bioretention facilities.

Erosion Hazard Areas – For the purposes of site assessment and site planning and design, slopes greater than or equal to 15 percent are considered “Erosion Hazard Areas.” Project designs and erosion sedimentation control plans must address these areas accordingly.

Interpretation or Modification of Standards – The Public Works Director or his/her designee is responsible for all interpretations and/or revisions to the roadway and surface water design standards as may be required for their implementation. These standards will be considered as reasonable minimum requirements, and will not be modified, except as may be permitted by the Public Works Director pursuant to a requested modification, adjustment, or variance, and subject to all applicable decision criteria. ~~Such requests must be submitted in writing and provide a detailed explanation as to why a deviation from the standards is necessary and how the proposed~~

~~City of SeaTac Addendum to Road Standards Page 3
Published in December 2016~~

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~~modification/adjustment would be in compliance with the intent and purpose of the City's standards.~~

Separation Requirements – Stormwater BMPs shall not have utilities located within them unless approved by the City. Adequate separation (as determined by the City) between stormwater facilities and other utilities will also be required. Perpendicular utility crossings within stormwater BMPs are allowed with the following conditions:

- Water service lines/piping may be located within the bioretention facility footprint when necessary. City approval is required.
- Water meters shall be located outside of bioretention facility footprint.
- Fire hydrants shall be located at least 5 feet outside of bioretention facility footprint.
- No plantings except groundcover and sods within 5 feet of hydrant.
- New side sewers and service drains may be located within bioretention facility footprint with approved pipe sleeves and/or liners.
- New infiltration facilities are allowed over existing PVC or ductile iron side sewer crossings with approved pipe sleeves and/or liners.
- Franchise utilities (power, gas, communication) are allowed with approval from the Public Works Director or designee and the franchisee.

Soil Amendments – The City requires soil amendments for disturbed areas in accordance with the KCSWDM as amended by the City Addendum to the KCSWDM.

Street Trees and Landscaping – City-specific requirements for street trees and landscaping are included in the following SMC sections:

- Planting strip landscaping shall be designed in accordance with SMC 15.445.120
- Street tree diameters and heights shall be designed in accordance with SMC 15.445.120
- Requirements for on-site street frontage landscaping are described in SMC 15.445.200.
- Requirements for retaining significant trees are described in SMC 15.445.400 through 15.445.450
- Irrigation requirements are described in SMC 15.445.140

Shared Utility Trenches – The City promotes the use of joint or common trenches by all utilities and rights-of-way franchise holders where feasible as described in SMC 11.20.070.

Permeable Pavement Guidance – The City allows the use of WSDOT's General Special Provisions (GSPs) for Porous Hot Mix Asphalt (PHMA), Porous Warm Mix Asphalt (PWMA), and Pervious Concrete (PConcrete) developed by the Construction Materials Committee of the American Public Works Association (APWA) Washington dated March 9, 2016. These GSPs are included in Appendix B of this document.

1.2.2 Specific Revisions

City Revisions to the King County Road Standards		
KCRS Reference	KCRS Existing Requirement	City Specific Revision
1.02	These Standards shall apply prospectively to all newly constructed road and right-of-way facilities, both public and private, within King County. In the event of conflict with the Surface Water Design Manual, improvements within the roadway right-of-way shall meet the requirements of these Standards.	The City requires that the KCSWDM as amended by the Addendum to the KCSWDM govern in the case of conflict with the KCRS.
1.11.A.	Required elements on Engineering Plans, Final Corrected Plans, and Final Plat Plans.	The City requires all plan submittals to meet the minimum requirements in the KCSWDM as amended by the Addendum to the KCSWDM.
1.11.B	Waiver of Plan Requirements	The City requires all projects to meet the minimum requirements in the KCSWDM as amended by the Addendum to the KCSWDM. The City does not allow waiver 1.11.B.4.
1.12	Variances	The City requires that the KCSWDM as amended by the Addendum to the KCSWDM govern in the case of conflict with the KCRS. Refer SMC Variances
1.14.A.	Performance/ Restoration Financial Guarantees	The City's performance requirements are provided in SMC 11.05.120.
1.14.B.	Maintenance/Defect Guarantees	The City's maintenance/defect guarantees are provided in SMC 11.05.120.
<u>Table 2.03(A)</u>	<u>2.03(A) Urban Arterials (Curb Roadway Section)</u>	<u>Replace this table with Appendix D: Road Standard Sections. Appendix D replaces this table with revised standards specific to SeaTac roadway sections.</u>
2.06.C.	King County will not accept private streets for maintenance as public streets until such streets are brought into conformance with current King County Code and these Standards.	The City does not accept maintenance responsibilities for private roads Section 2.06.C is replaced with SMC14.27.050 . This section details the criteria for consideration of accepting a private road as a public street

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2.06.E.	King County will not accept private streets within short plats when the roads providing access to the plat are private and already have the potential to serve more than the number of lots specified in Section 2.06(B.7). If a short plat has been proposed on a property to which the only access is over private streets that fail to meet the standards specified in this section, the proposal shall be denied.	Section 2.06.E is replaced with <u>SMC14.27.050</u> . This section details the criteria for consideration of accepting a private road as a public street. The City does not accept maintenance responsibilities for private roads.
Chapter 3 Figures	2 percent sidewalk slope towards curb inlet	The City allows sidewalks adjacent to bioretention facilities to drain towards the facility.

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led to many uncomfortable Councilmember conversations.

4. Footnotes?

5. Images?

6. Will we be allowing parking on principal and minor streets? The TMP Table 4.1 leads one to believe that parking isn't allowed on them.

7. Are we requiring parking on both sides of a local street?

8. Is there a glossary or definitions section?

9. Is there explanatory language on how to use this chart for the public and staff?

10. This may have been covered above in the comments, but it's unclear what elements of the ROW are required for each type of street. Does that list exist?

ROW Standards FAQ's

What is right-of-way?

Public right-of-way (ROW) is either real property or an easement granted to a city or county for public travel, use and benefit. The city or county is responsible for maintenance, operations and oversight of the ROW within their jurisdiction. The City only has interest in owning and maintaining ROW that serves/benefits all of our residents and businesses. The right-of-way generally extends beyond the improved roadway and includes sidewalks, if any, and parking strips (the area between the sidewalk and the paved street or road).

What purpose does right-of-way serve?

ROW accommodates our transportation system (such as vehicles, bikes, pedestrians, public transit) and allows for the free movement of the travelling public and movement of essential goods and services throughout our community. Additionally, ROW accommodates utilities and services that support our community. Examples include water, sewer, electricity, natural gas, and communications utilities and transit services.

What is right-of-way dedication?

ROW dedication is when private property is converted to ROW by either deeding the real property to the City/County or executing an easement over the property for ROW uses.

Is it legal for the City to require right-of-way dedication?

Yes. State Statute (Revised Code of Washington 82.02.020) allows a County, City, Town or other Municipal Corporation to require ROW dedication provided it can be demonstrated that it is reasonably necessary as a direct result of the proposed development or plat to which the dedication of land or easement is to apply.

Who is subject to right-of-way dedication?

All development is subject to a review of this code provision. Not every development will be required to dedicate ROW. Per the State Statute, it must be reasonably necessary to mitigate the direct impacts of the proposed development.

Any development that meets the terms of the following proposed code provision may be required to dedicate ROW:

As provided in RCW 82.02.020, dedication of right-of-way may be required as a condition of development approval in order to incorporate improvements that are reasonably necessary to mitigate the direct impacts of the proposed development and/or accommodate construction of required frontage improvements. Improvements that may require a dedication of right-of-way include but are not limited to:

1. Motorized and non-motorized transportation facilities including but not limited to bicycle lanes, street lighting, and traffic control devices;
2. Off-Site improvements where the existing right-of-way is not adequate;
3. The extension of existing or future public street improvements; or
4. Planned improvements identified in City's Transportation Master Plan, 6-year Transportation Improvement Plan, or the Comprehensive Plan;

Why is right-of-way dedication required?

Dedication is required when insufficient ROW exists to:

- Allow developers to construct required public improvements associated with their project.
- In the case of plats, dedication of internal streets, needed to provide access to newly created parcels, may also be required.
- To accommodate the Cities transportation needs as identified in the code provision detailed in 'Who is subject to right-of-way dedication?'

Is right-of-way dedication always required?

No. If adequate ROW exists to accommodate the required public improvements, then dedication is not required. Additionally, if the street network internal to a development will be privately owned, no ROW dedication is required.

Provide an example of ROW dedication?

Figure 1 below shows the existing ROW (streets) in grey with the surround parcels in white. It can be seen that the ROW is consistent along S 152nd Street (60-feet wide, 30-feet each side of the centerline shown as a dark grey line), while along S 150th Street it is not. ROW dedication would be required along the frontage of those parcels if and when they apply for a development permit, that have less than the required 30-feet of ROW between the property line and centerline of the roadway (shown in orange); these parcels are indicated with a blue triangle.

Figure 1- Parcel Map with ROW and Roadway Centerline



Is there any recourse if a developer disagrees with the required right-of-way dedication?

A developer who does not agree with the required dedication and or public improvements can submit a variance request to the Public Works Director. If the Public Works Director denies the request, after reviewing it against a set of minimum criteria, the developer can appeal this decision to a hearings examiner. If the hearings examiner denies the appeal, it can be appealed to Washington Superior Court for a final decision.

When would the City purchase property for right-of-way use?

If the City is constructing a capital improvement project that requires additional ROW, the needed property would be purchased from the property owner.

Is right-of-way dedication associated with private development common among jurisdictions?

Yes. Staff is not aware of any City, Town or County in the State of Washington that pays for ROW that is reasonably necessary as a direct result of a proposed development or plat to which the dedication of land or easement is to apply.

Why shouldn't the jurisdiction be required to pay for the ROW being dedicated by developers?

If developers are to be held responsible for providing the improvements along with the underlying land that are reasonably necessary as a direct result of their development or subdivision, then jurisdictions should not pay for real property to accommodate these required frontage improvements. Jurisdictions purchasing property from developers to provide the developer the ROW necessary to construct their required improvements is not reasonable, not sustainable, and is using public funds to subsidize private development.

Does a ROW dedication requirement discourage development?

The requirement to dedicate ROW as part of a development is identified during the due diligence phase of the project, this is done before properties are purchased or during conceptual design if the property is already owned. Being informed of what ROW dedication and/or associated frontage improvements are required allows developers to make informed decisions about the highest and best use of the subject property.

How does right-of-way dedication benefit the community and the developer?

- Helps to ensure that private improvements are not constructed within an area that will be needed for future ROW to complete City projects that meet the visions, goals, and comprehensive plan with respect to infrastructure and the transportation network.
- Provides certainty for the developer with respect to how the site can be developed.
- Leads to a community with more consistent amenities which in turn makes a community more attractive to prospective developers.