



Transportation & Public Works Meeting Agenda

May 19, 2022; 4:30 – 6:00 PM
“Virtual Meeting”

Due to the current COVID-19 public health emergency, this meeting will be conducted virtually. The meeting will be live streamed on Sea TV Government Access Comcast Channel 21 and the City’s website <https://www.seatacwa.gov/seatvlive> and click play. The public may also listen to the meeting by calling 206.973.4555 and muting your phone. The City is aware of technical issues outside of our control that have occurred during recent meetings. If the call-in line drops, please be patient and know that staff is working to get it back up and running, and that the meeting will be paused until that occurs. Thank you for your understanding.

Peter Kwon, Chair
Takele Gobena
Jake Simpson, Mayor

Note: A quorum of the Council may be present

Other Councilmembers present:

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

Other Staff participating: Dan Smith, Maintenance & Operations Supervisor – Stormwater Division

TIME	TOPIC	PROCESS TYPE	WHO	Time
		Action, Consent Or Presentation		
1	Call to order		Chair	
2	PUBLIC COMMENTS: In an effort to adhere to the social distancing protocols, and in order to keep our residents, Council, and staff healthy, the Committee will not hear any in-person public comments. The committee is providing remote oral and written public comment opportunities. All comments shall be respectful in tone and content. Signing-up for remote comments or providing written comments must be done by <u>2:00PM</u> the day of the meeting. Any requests to speak or provide written public comments which are not submitted following the		Chair	5

	<p>instructions provided or by the deadline will not be included as part of the record.</p> <ul style="list-style-type: none"> • Instructions for providing remote oral public comments are located at the following link: Council Committee and Citizen Advisory Committee Virtual Meetings. • Submit email 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. 			
3	Prior Minutes Approval	May 5 Minutes to approve	Chair	5
4	SR 509 Stage 2 Overview and Open House Preview	Presentation	Florendo Cabudol	30
5	Stormwater Management Action Planning	Discussion/Action	Dan Smith	30
6	Department Updates		Will Appleton	5
7	<u>Future Meeting Topics</u> : Draft Revised TIP; PSE Power Easement for Sound Transit at S 204 th ; Right of Way Uses; Stormwater Code Updates; Flight Safety Boundary Line Adjustment			5
8	Adjourn	Adjourn Meeting	Chair	



Transportation & Public Works Committee Meeting Minutes

May 5, 2022
5:30 PM – 6:30 PM
** Virtual Meeting **

Members:	Present:	Absent:	Commence: 5:32 PM Adjourn: 6:39 PM
Peter Kwon, Chair	X		
Jake Simpson	X		
Takele Gobena	X		

Other Councilmembers participating:

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

Other Staff Participating: David Tomporowski, Senior Planner; Gwen Voelpel, Deputy City Manager; Cindy Corsilles, Senior Assistant City Attorney;

Public Comment	No public comment
1. Approve Prior Meeting's Minutes	April 21 Minutes were approved
2. 2023 – 2028 Transportation Improvement Program (TIP)	<p>Presentation An overview of the 2023 – 2028 Transportation Improvement Program (TIP) was presented to the Committee by City Engineer Florendo Cabudol to review and discuss/confirm Council goals and priorities as it related to the 6-year TIP.</p> <p>The TIP is updated annually. Its purpose is to identify and prioritize transportation projects and programs for the next six years. The TIP helps strategically align the City's transportation projects with the following plans/programs:</p> <ul style="list-style-type: none"> City's Comprehensive Plan City's Capital Improvement Plan Neighboring cities' TIP Outside agencies' plans/TIP (Port, WSDOT, Sound Transit, Puget Sound Regional Council).

The annual TIP update also brings the city into compliance with State law (RCW 35.77.010).

Along with the plans/programs mentioned, TIP updates also considers information from several other sources:

Public input (Adoption of TIP subject to Public Hearing)
Private development within the City

Consideration for prioritizing projects includes (but is not limited to) several factors:

Council Goals/Priorities
Private/Public Funding Opportunity
Accessibility and Capacity Needs
Safety and Mobility Benefits

Programs funded annually in our TIP include

- Pedestrian Improvement Program
- Annual Street Overlays and Preservation Program
- Commute Trip Reduction Program Annual Element
- Pedestrian Crossing Program
- Intelligent Transportation System (ITS)
- Capital Projects (a list of the capital projects planned was presented in a draft 2023-2028 TIP spreadsheet (found on the City's website)

Something for the Committee to consider as they review the draft 2023-2028 TIP, is recent and projected revenue shortfall the City has experienced in Parking Tax (primary funding source of the 102 Street Fund) due to the COVID-19 pandemic. The following are revenues received versus projected from 2019 to present:

2019 Parking Tax Revenue (Pre-COVID19): \$10.1M

2020 Parking Tax Revenue: \$3.9M (\$9.9M originally budgeted)

2021 Parking Tax Revenue: \$6.6M (\$6.9M originally budgeted)

2022 ESTIMATED Parking Tax Revenue: \$6.9M (\$6.9M originally budgeted).

Also, an estimated \$14M revenue shortfall is projected over next three years based.

The City's response to this shortfall regarding preparing recent TIP updates (including the current TIP) is to make adjustments to schedule projects to align within available funding in the 102 Street Fund.

Some ways to accommodate the shortfall may include pushing projects out to a future year, or seek further grant funding (which staff is actively pursuing.) Staff are seeking

	<p>high level guidance/thoughts/concerns from Council regarding this approach prior to finalizing adjustments to the TIP.</p> <p>Alignment with Council Goals are also considered as we make adjustment to the TIP, which include Promote Our Neighborhoods; Build Effective and Accountable Government; Create and Preserve Housing; Expand Green and Public Spaces; and Increase Connectivity and Safety.</p> <p>Next Steps:</p> <ul style="list-style-type: none"> • Staff will present a revised draft 2023-2028 TIP at June 2 T&PW Committee Meeting, and request recommendation to move forward to Council for review and action. • Public hearing will be held at June 14 Regular Council Meeting prior to final Council action to adopt the Resolution for the 2023-2028 TIP. • The adopted 2023-2028 TIP will then be submitted to the Washington State Secretary of Transportation and other agencies. <p>A question was raised by the Committee as to how often the City has dealt with revenue shortfalls in the last ten years. Staff responded that there were revenue shortfalls during the Great Recession around 2008 to 2011. Even though the City has always been in a position to fully fund transportation projects in the TIP due to a stable revenue source (the Parking Tax), the pandemic did alter how aggressively the City is able to deliver projects. Some future projects have been pushed out further in the 6-year TIP schedule due to align with projected annual funding levels.</p> <p>Fortunately, due to the Parking Tax revenue currently collected and successes in winning grant funding, the City have been able to deliver more projects than some of our neighboring cities.</p> <p>Committee commented that they'd like to see the City continue with the current strategy to keep the momentum going in delivering pedestrian and transportation improvement projects.</p>
<p>3. Adopting South 200th Street Corridor Study</p>	<p>Discussion/Action</p> <p>David Tomporowski, Senior Planner, presented the adoption of the South 200th Street Corridor Study.</p> <p>The consultant team Fehr and Peers has completed their operational analysis and modeling work and conducted two rounds of robust public outreach. A draft final report has been</p>

prepared, which includes two different options for corridor redesign. City staff have had the opportunity to review the report and agree with the analysis and options presented.

The purpose of this briefing is to present the draft final report to the Committee and ask for a recommendation to forward it to the full City Council for adoption.

Adopting this study does NOT lock the City into building a specific corridor option. Instead, the study presents two distinct “directions” that the City could take with regard to the corridor. City staff plan to wait until Sound Transit’s Federal Way Link Extension (FWLE) and WSDOT’s SR509 Corridor Completion projects are fully built and operational, before planning and completing the South 200th corridor re-build.

The portion of the 200th corridor runs from 26th Avenue South to Military Road South and the southbound I-5 interchange. The hiring of a consultant to assist the City in performing the study was recommended by this committee on September 3, 2020, with approval from Council on September 8, 2020.

The purpose of this study is to determine the highest and best use of the South 200th Street corridor based on both existing policy in the City’s Transportation Master Plan, as well as current usage demands as well as future active transportation (pedestrian and bicycle) demand and land uses adjacent to the corridor. A separate capital improvement project (CIP), Public Works CIPST-161, may be identified in a future Transportation Improvement Program for the design of the infrastructure as recommended by the study. Funding for construction needs to be secured and staff will actively pursue grant opportunities to fulfill the need.

The study also seeks to affirm or refine the design vision laid out for this corridor in the Angle Lake District Station Area Plan, which was adopted by Council I 2015. Recommendations from the study may necessitate refinements to the current conceptual design (1 3-lane road with a protected bike lane and wider sidewalks) to accommodate the competing needs of this corridor in supporting access (both active and vehicular) to residents, the light rail station, Interstate 5, and freight traffic.

. In addition to defining long-term improvements to this corridor, the analysis performed as part of this study can help identify short-term improvements, such as pavement maintenance, channelization, and other quick fixes to help address immediate needs. Other components that the City sought to investigate included reviewing occupancy needs for utilities within the corridor right-of-way (ROW), 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 South 200th Street.

The consultant team and City staff have conducted continuous outreach to the community as well as other agency stakeholders, such as the Port of Seattle, Sound Transit, King County Metro Transit, WSDOT, and the Puget Sound Regional Fire Authority. The first phase of community outreach took place in March 2021, which involved:

- The creation of a website and interactive “web map” where individuals could “pin” their comments along the corridor
- A postcard mailing to everyone in the vicinity of the corridor between Angle Lake and South 208th Street
- The posting of yard signs along the corridor publicizing the study

During our first round of outreach, we heard the following:

- Speed and noise of traffic is a concern
- Folks have a difficult time turning left off South 200th Street onto side streets
- Lack of adequate space for pedestrians and bicyclists – narrow sidewalks and lack of bike lanes are a concern
- Lack of safe ways along the corridor to access transit (both light rail and buses)
- Lack of lighting
- Concerns about how changes to the corridor will affect congestion
- Concern about how changes can be made with existing ROW constraints

The consultant and City team worked on designing and refining three different alternatives for a redesigned and rebuilt South 200th Street corridor. A traffic model was produced that estimated traffic levels up to the year 2040. This model took into account future changes, such as the opening of the SR 509 extension and FWLE and increased land use development around the station area. All the options performed at an acceptable level of service for vehicular travel.

The three different alternatives were:

- Corridor Option 1: Bike lanes and wider sidewalks on South 200th Street
 - Vehicles: One driving lane in each direction, with a continuous center-turn lane
 - Bicycles: On-street bike lanes are added
 - Pedestrians: Wider sidewalks
 - Space: No extra property required – able to stay within 60 feet
- Corridor Option 2: Wider sidewalks on South 200th Street and nearby bike improvements
 - Vehicles: One driving lane in each direction, with a continuous center-turn lane
 - Bicycles: Bike lanes from International Blvd to 32nd Avenue South, then no bike lanes from 32nd Avenue South to Military Road South
 - Bicycles: 32nd Avenue South and South 198th Streets are improved for bicycles, creating an alternative to South 200th Street
 - Pedestrians: Wider sidewalks, and expanded landscaping buffer installed between sidewalk and street
 - Space: Five feet of property on each side of 200th required between 30th and 32nd Avenues South
- Corridor Option 3: Full capacity with complete streets
 - Vehicles: Current two driving lanes in each direction are maintained
 - Bicycles: On-street bike lanes are added
 - Pedestrians: Wider sidewalks, and expanded landscaping buffer installed between sidewalk and street
 - Space: 10 feet of property on each side of 200th required between 30th Avenue South and Military Road South

These alternatives were presented as part of the second phase of outreach that took place during the month of November 2021. That outreach phase involved an updated website, an interactive survey, as well as another postcard mailing and more yard signs. The public was able to express their opinions on the three different alternatives being considered via the survey.

Our second round of outreach resulted in the following conclusions:

- The respondents are routine users of the corridor: Two-thirds travel the corridor every day and 90% use the corridor at least weekly.
- The respondents use a variety of modes along South 200th Street: Almost everyone experiences the corridor by car, but two-thirds also walk or bike.
- The majority of respondents (59%) selected Option 3 (Full Capacity with Complete Streets) as their first choice. Option 1 was ranked as a first choice by 24% of respondents and Option 2 was ranked as a first choice by 17% of respondents.
- An improved non-motorized (pedestrian and bicyclist) experience was a top desire: Top factors that drove preference were desire for wider sidewalks/ped safety (40%); maintaining vehicle capacity (34%); and providing enhanced bicycle facilities (24%).
- For those that selected Option 3 as their first choice, the clear reason given was concern about the possible implications of a lane reduction on vehicle congestion, which is already present during peak periods on the corridor.

Taking the feedback received during this second round of outreach, combined with the responses from the first round of outreach, the consultant team and City staff make the following refinements to Corridor Options 1 and 3. Option 2 was eliminated from consideration given that it was ranked third.

With Option 1, the team sought to de-emphasize South 200th Street as a connection to I-5 via a “butterfly” roadway design concept for the intersection of Military Road and South 200th Street. This would force east-bound traffic on South 200th Street to make a right turn at Military Road instead of progressing through the intersection on to the I-5 south-bound ramp. It would also force traffic exiting I-5 from the north to make a left turn on to Military Road South instead of progressing through the intersection to head west on South 200th Street. By making this adjustment, this option would leverage investments being made by the SR 509 completion project (namely, a new entrance/exit ramp option at 24th Avenue South) and “return” South 200th Street to the surrounding neighborhood by discouraging regional pass-through traffic and orienting South 200th Street towards the neighborhood as a connection to the Angle Lake station area.

With Option 3, given the significant property take required in order to accommodate the non-motorized facility improvements while retaining the full vehicular lane capacity, options were sought to reduce the property take. The cross section was altered to reduce property take by combining the sidewalk and bike facility into one shared, raised facility separated from traffic. This reduces the total cross section width from 80 feet to approximately 68 feet, a savings of 12 feet. Also, given the feedback heard regarding congestion along the corridor, multi-lane roundabouts were introduced at 32nd Avenue South and Military Road South to facilitate local Access, promote smoother traffic flow through intersections, and address the eastbound queueing challenges that exist today. Finally, the entire corridor was shifted to the south, resulting in property take that only affects properties on the south side of the corridor. The exact implications of this property take are unknown but may result in potential full-parcel buyouts.

Conclusion:

Based on the vehicular traffic modeling performed, both options as originally envisioned function at an acceptable level of service. However, in responding to public feedback from both phases of outreach, Options 1 and 3 have been further refined to create two different, distinct “directions” to take the South 200th Street in. Option 1 reinforces the corridor as a local street, requires less right-of-way, and conforms to the vision laid out in the Angle Lake Station Area Plan. Option 3 maintains the corridor as a major vehicular thoroughfare and requires a significant amount of right-of-way. Both options present trade-offs for the City and its residents.

This study presents options, not recommendations. By adopting this study, the Council will ensure that the City has two studied, vetted, and responsive options to consider implementing on the South 200th Street corridor for the benefit of the City and the traveling public. The City will be prepared to implement a version of one of these options in the future, after the significant projects in this area are complete (SR 509 and FWLE) and their affects on regional and local traffic and travel patterns are known.

Options/Recommendation:

Staff recommends moving this item forward for Council review and action at the May 24 Regular Council Meeting.

The Committee made several comments made about liking Option 3, while acknowledging that property owners would

	<p>lose their driveways or lawns. Also, a comment was made that roundabouts might be a difficult option given the volume of pedestrians crossing the roadway.</p> <p>The Committee agreed to move the study forward to full council for action, with a recommendation to approve.</p>
<p>4 Public Works Department Update</p>	<p>Public Works Director Will Appleton presented the Public Works Update to the Committee.</p> <p>A Ribbon Cutting has been set for Friday May 20 at 3p for the South 180th Street Flood Reduction Project, which included installing a lighted pedestrian path between South 180th and South 182nd Street for school children to use to access Bow Lake Elementary from the apartments on South 180th Street.</p> <p>34th Avenue South Safe Routes to School Project is now under construction.</p> <p>The 2022 Overlays project – South 188th Street between International Blvd and Des Moines Memorial Drive South is set to bid in early June.</p> <p>May 7 is our Spring Recycle Event at Tyee High School, from 9am to 3pm. Bring your difficult recyclables, including paint, light bulbs, confidential shredding.</p> <p>May 14 is our Salmon Release Day. We will be releasing approximately 200 baby Coho salmon into Des Moines Creek. This is our third year of releasing salmon into the Creek.</p> <p>Stage 1B of SR509 project is under construction. Bringing SR 509 to 28th/24th Avenue South. The new bridge deck will be operational in July 2022.</p> <p>The City’s Mailbox Program is still very active. The City sells a very secure locking mailbox at a reduced price to our residents, and installation is provided by our Public Works Maintenance team.</p>
<p>5. Adjourn</p>	<p>Adjourn Meeting</p>



MEMORANDUM

To: Transportation and Public Works Committee
From: Florendo Cabudol, City Engineer
Date: 5/16/22
Subject: WSDOT briefing on SR509 Completion Project

Purpose:

To provide the Committee an informative briefing on the status of the Puget Sound Gateway Program, specifically as it relates to the State Route 509 (SR509) Completion Project, Stage 2.

Background:

The Gateway Program, which consists of two major State Route completion projects, SR509 and SR167, continues to move forward, with the latest phase of the SR509 project, Stage 2, approaching its first Public Engagement/Online Open House effort. Stage 2 work will construct the segment of SR509 connecting 28th/24th Ave S to the South 188th Street Interchange.

As a local partner, the City of SeaTac has contributed \$2M in real estate to the project for Stage 1 and will contribute an additional \$2M in local contribution to the project for Stage 2. Stage 2 is expected to begin construction around Quarter 1 2024 with completion in 2028.

Options/Recommendation:

Information only. No recommendations requested.

SR 509 Completion Project

City of SeaTac Briefing

John White, PE	Program Administrator
Ali Amiri, PE	SR 509 Project Design Manager
Andrey Chepel, PE	SR 509 Construction Project Engineer

May 19, 2022

Puget Sound Gateway Program

Objectives

- Provide background on SR 509 Completion Project
- Provide update on SR 509 Completion Project construction and pre-construction activities
- Respond to questions from council members

Agenda

- Puget Sound Gateway Program Introduction
- SR 509 Completion Project Background
- Project construction (Stages 1a & 1b) and pre-construction (Stage 2) overview
- Q&A

Puget Sound Gateway Program



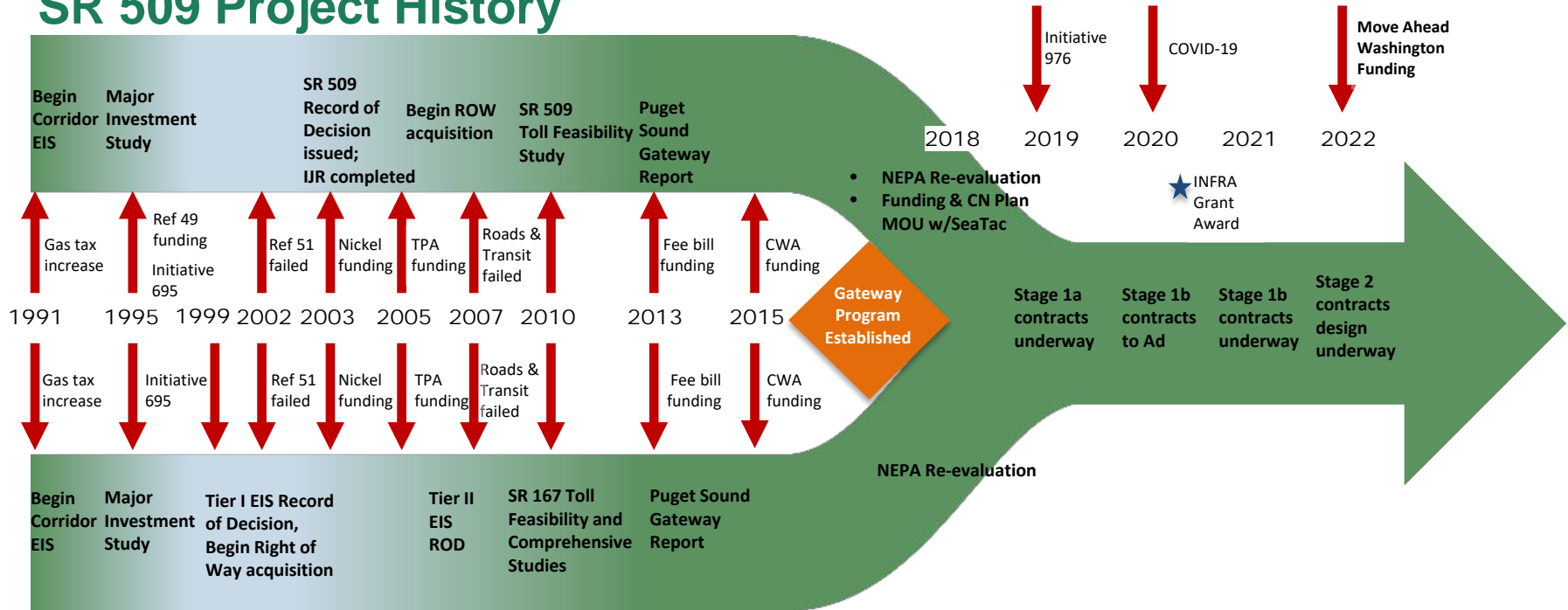
The **Puget Sound Gateway Program** is composed of two projects: the SR 167 Completion Project in Pierce County, and the SR 509 Completion Project in King County.

- Essential connections to the ports of Tacoma and Seattle
- Ensure people and goods move more reliably through the Puget Sound region
- Enhance the state's economic competitiveness by connecting the state's largest ports to key distribution centers

Delivering the projects under one program allows WSDOT to realize efficiencies in planning, environmental review, design, and construction.

Project/Program History

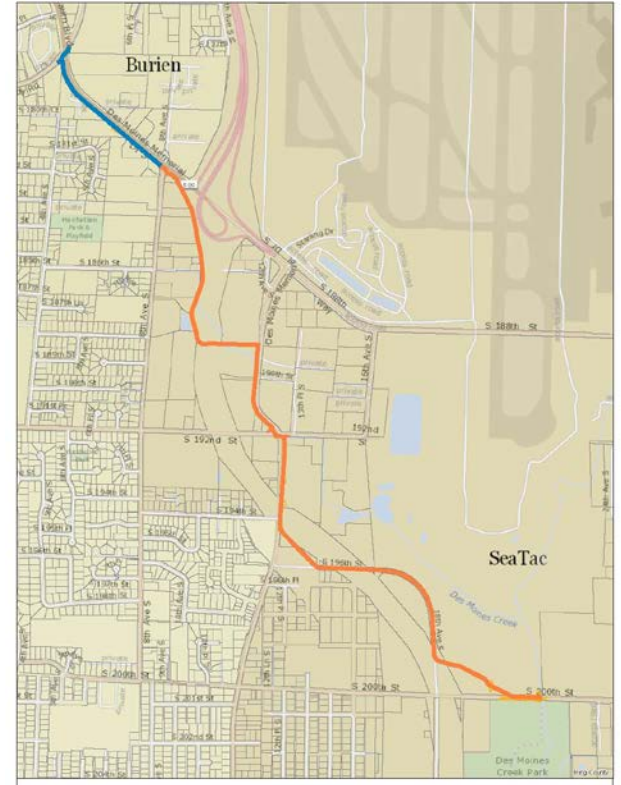
SR 509 Project History



SR 167 Project History

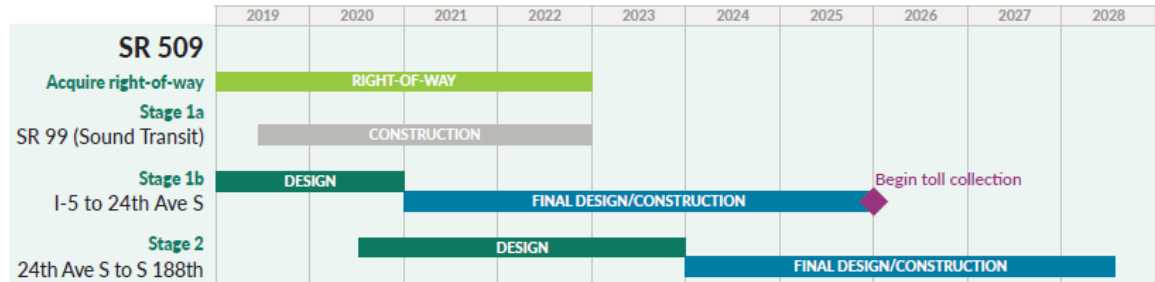
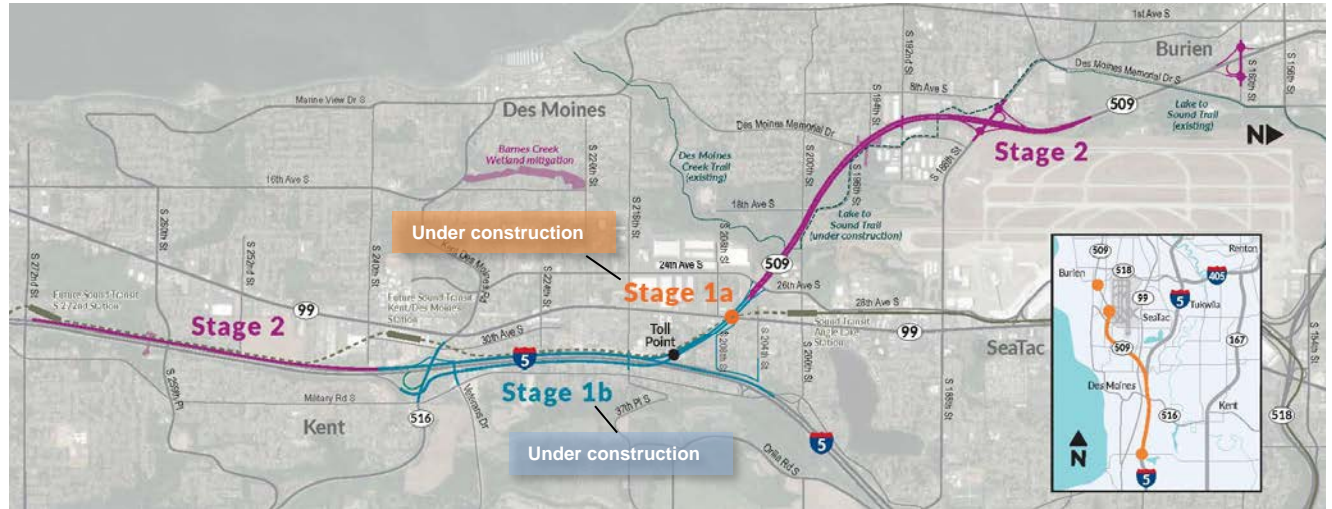
History of collaborative planning w/SeaTac

- Lake to Sound Trail →
- 24th Avenue South connection
- Land exchange
- Des Moines Creek Basin plan
- Property management
- Acquisition of 11th Place South parcels
- Final EIS signatory



SR 509 Completion Project – Project Map

- SR 509 – Stage 1a**
 (work performed by Sound Transit in FWLE)
 Open to traffic by end of 2022
- SR 509 – Stage 1b**
 I-5 to 24th Avenue South
 New Expressway
 Open to traffic in 2025
- SR 509 – Stage 2**
 24th Avenue South to
 South 188th Street New
 Expressway
 Open to traffic by 2029



Stage 1a - SR 99 Bridge (Sound Transit)

- SR 99 bridge construction activities continue
- ST/WSDOT noise walls are complete along I-5



SR 99 Bridge construction, SeaTac

Stage 1b - I-5 to 24th Avenue S.

- 509 corridor site prep work underway in SeaTac
- Final design is 80 percent complete

I-5 median work, SeaTac



SR 509 Corridor prep, SeaTac



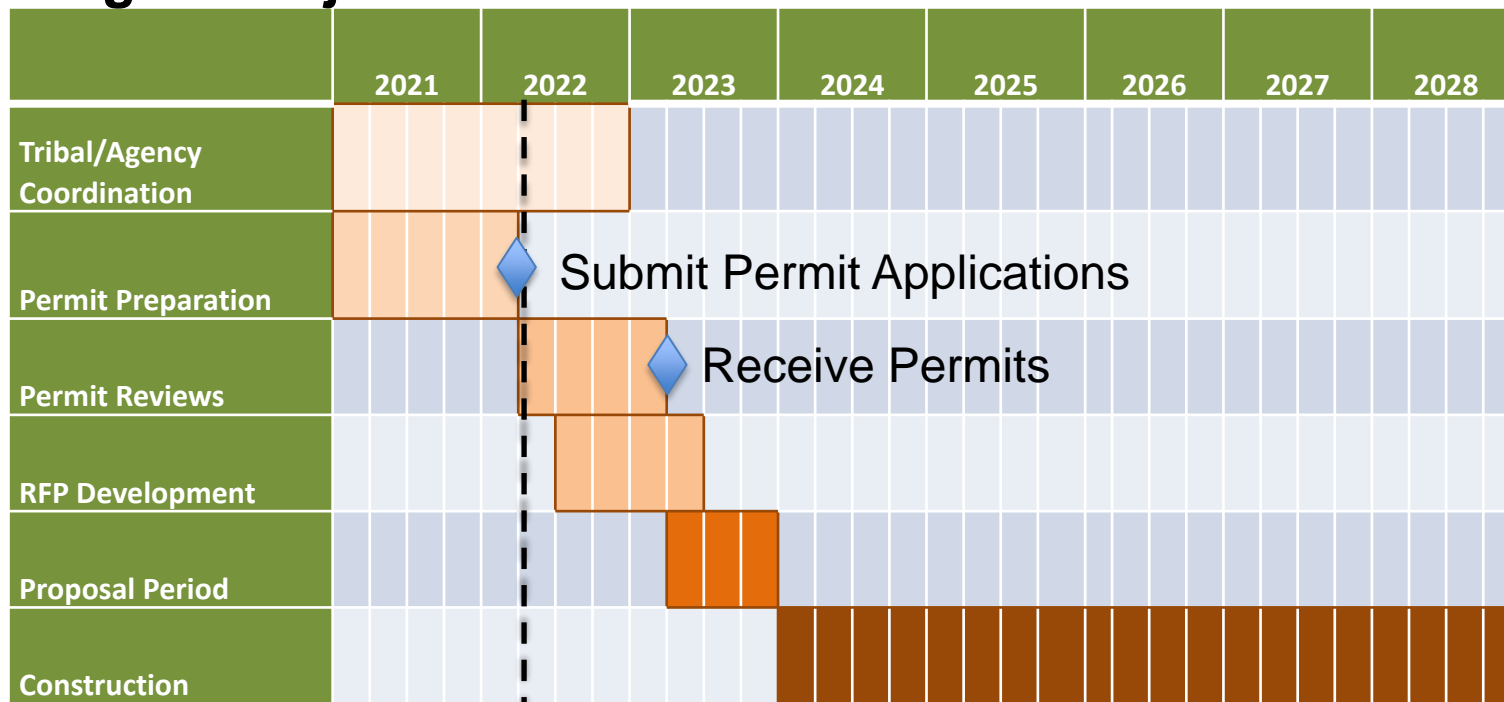
*NBCD Bridge Pier 3
Shaft, SeaTac*



South 24th St. Bridge, SeaTac

Stage 2 - 24th Ave S. to S 188th Street

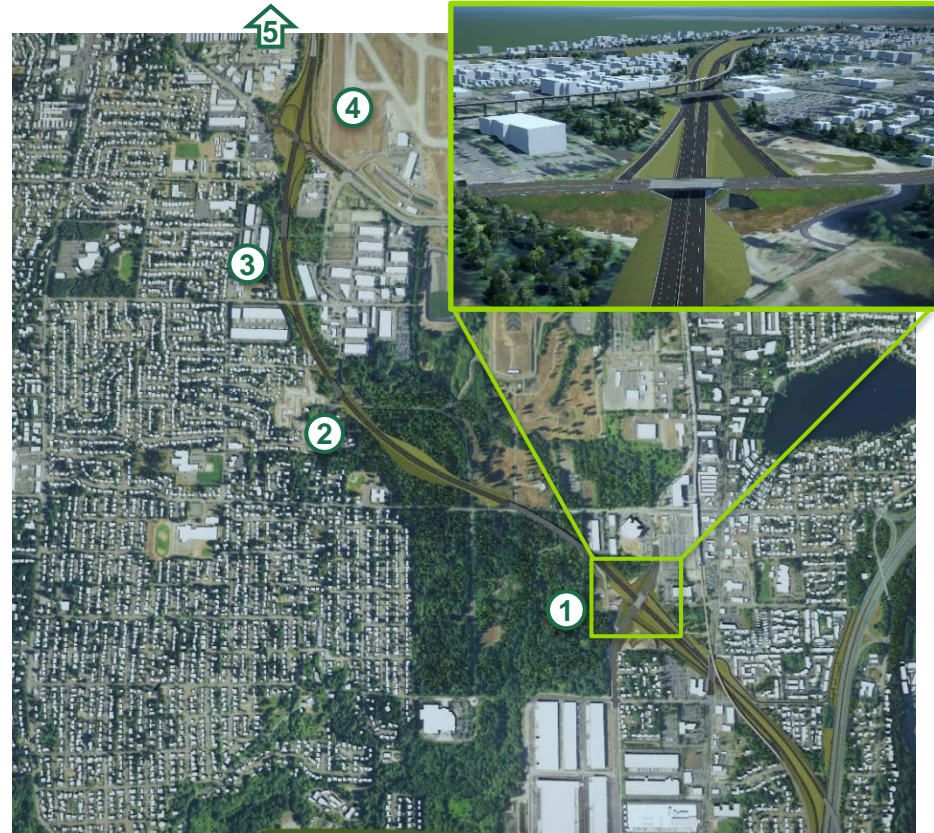
Stage 2 Project Schedule



Stage 2 – 24th Ave S. to S 188th Street

Stage 2 Project Features

1. SR 509/24th Ave South Interchange (Constructed under Stage 1b)
2. S 194th Street Closure
3. S 192nd Street Bridge
4. SR 509/S 188th Street Interchange
5. SR 509/S 160th Street Interchange



Ongoing coordination with City of SeaTac

- SeaTac local funding agreement commitment
- Submitted GCB in April 2022 – Design and Construction assumptions and commitments.
- Submitted critical area ordinance consistency letters in April 2022.
- Maintenance Agreements with City of SeaTac for 24th Avenue South interchange and SR 509/South 188th Street interchange.

Thank you!

Questions?

May 19, 2022



MEMORANDUM

To: Transportation and Public Works Committee
Through: William Appleton, Public Works Director
From: Dan Smith, Maintenance and Operations Supervisor, Stormwater
Date: 05/19/2022
Subject: Stormwater Management Action Planning

Purpose:

To brief the Committee, and interested members of the public, regarding the multi-phase Stormwater Management Action Planning (SMAP) project currently being developed by Parametrix, Inc. for the City. The meeting will provide a brief review of Parametrix's evaluation of SeaTac stormwater drainage basins (*SMAP Receiving Water Assessment*). Afterwards, input will be solicited from meeting attendees concerning their interests, priorities and local knowledge. The input will be considered for completion of the next project phase: identification of receiving waters that have the highest water quality improvement needs.

Background:

Pursuant to the five-year NPDES Stormwater Permit issued by the Washington Department of Ecology (effective August 1, 2019), SeaTac is required to implement new programs, including the Stormwater Management Action Planning (SMAP). SMAP is designed to inform and assist in the development of policies, strategies and water quality management tools that protect receiving waters. SMAP-related work required during the current Permit term includes delineation of watershed boundaries, assessment/prioritization of receiving waters, and development of a Stormwater Management Action Plan. This work also aligns with the goals of the City's Surface Water Plan.

Options/Recommendation:

Staff is not seeking a recommendation from Committee at this time. This is an informational presentation, with staff seeking input from the Committee and interested members of the public. Follow up presentations will be brought to the Committee to provide SMAP updates as warranted, specifically as designed actions to improve water quality for the highest priority receiving water(s) are developed and completed.

STORMWATER MANAGEMENT ACTION PLANNING

May 19, 2022 Transportation & Public Works Committee





STORMWATER MANAGEMENT ACTION PLANNING

May 19, 2022



PRESENTATION OVERVIEW

PURPOSE OF PRESENTATION

To brief the Committee, and interested members of the public, regarding the Stormwater Management Action Planning (SMAP) project currently being developed by the City and its consultant. Specifically, the presentation will include a brief review of the SMAP schedule and required Ecology submittals, including a Receiving Water Assessment, Basin Ranking and Prioritization, and Action Plan.

WHY IS THIS ISSUE IMPORTANT?

1. The work is required by the City's NPDES Western Washington Municipal Stormwater Permit.
2. The meeting is an opportunity for soliciting input from the community.
3. The SMAP will provide direction on protecting and enhancing the City's waterbodies



PERMIT-REQUIRED WORK

- Permit-required Stormwater Management Action Planning is a phased effort that must be completed no later than March 31, 2023.

Issuance Date: July 1, 2019
Effective Date: August 1, 2019
Expiration Date: July 31, 2024


Western Washington Phase II Municipal Stormwater Permit

National Pollutant Discharge Elimination System and
State Waste Discharge General Permit for discharges from
Small Municipal Separate Storm Sewers
In Western Washington

State of Washington
Department of Ecology
Olympia, WA 98504-7600

In compliance with the provisions of
The State of Washington Water Pollution Control Law
Chapter 90.48 Revised Code of Washington
and
The Federal Water Pollution Control Act
(The Clean Water Act)
Title 33 United States Code, Section 1251 *et seq.*

Until this Permit expires, is modified, or revoked, Permittees that have properly obtained coverage under this Permit are authorized to discharge to waters of the State in accordance with the special and general conditions which follow.


Heather R. Bartlett
Water Quality Program Manager
Department of Ecology

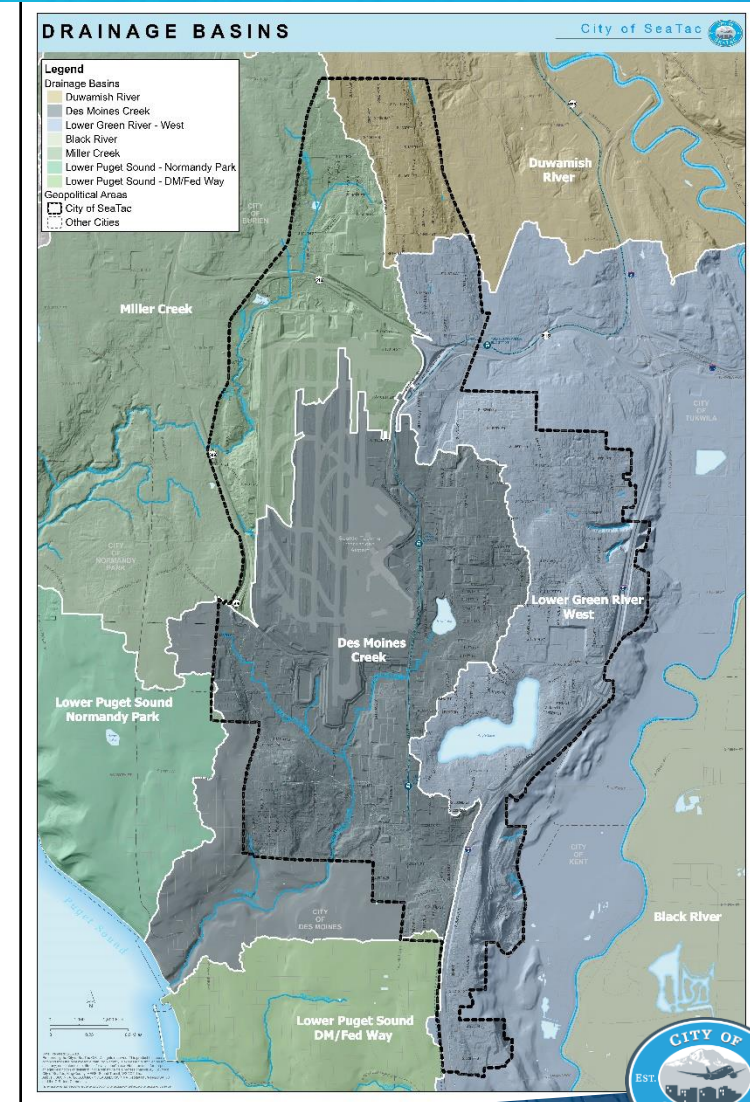


STORMWATER ACTION PLANNING — THREE ELEMENTS

SMAP is designed to inform and assist in the long-term development of policies, strategies, and water quality management tools designed to protect SeaTac receiving waters.

Ecology-Required Steps:

1. Watershed Delineation/Receiving Water Inventory (03/31/2022)
2. Receiving Water Assessment: Ranking and Prioritization (06/30/2022)
3. Final Stormwater Management Action Plan (03/21/2023)



RANKING AND PRIORITIZATION

How are the preferred drainage areas defined and prioritized?

- Basin definition and delineation – about 1 square mile, follows natural drainage areas
- Delineate and map basin land uses and impervious surfaces
- Score land use impacts and stormwater controls
- Rank and prioritize drainage basins

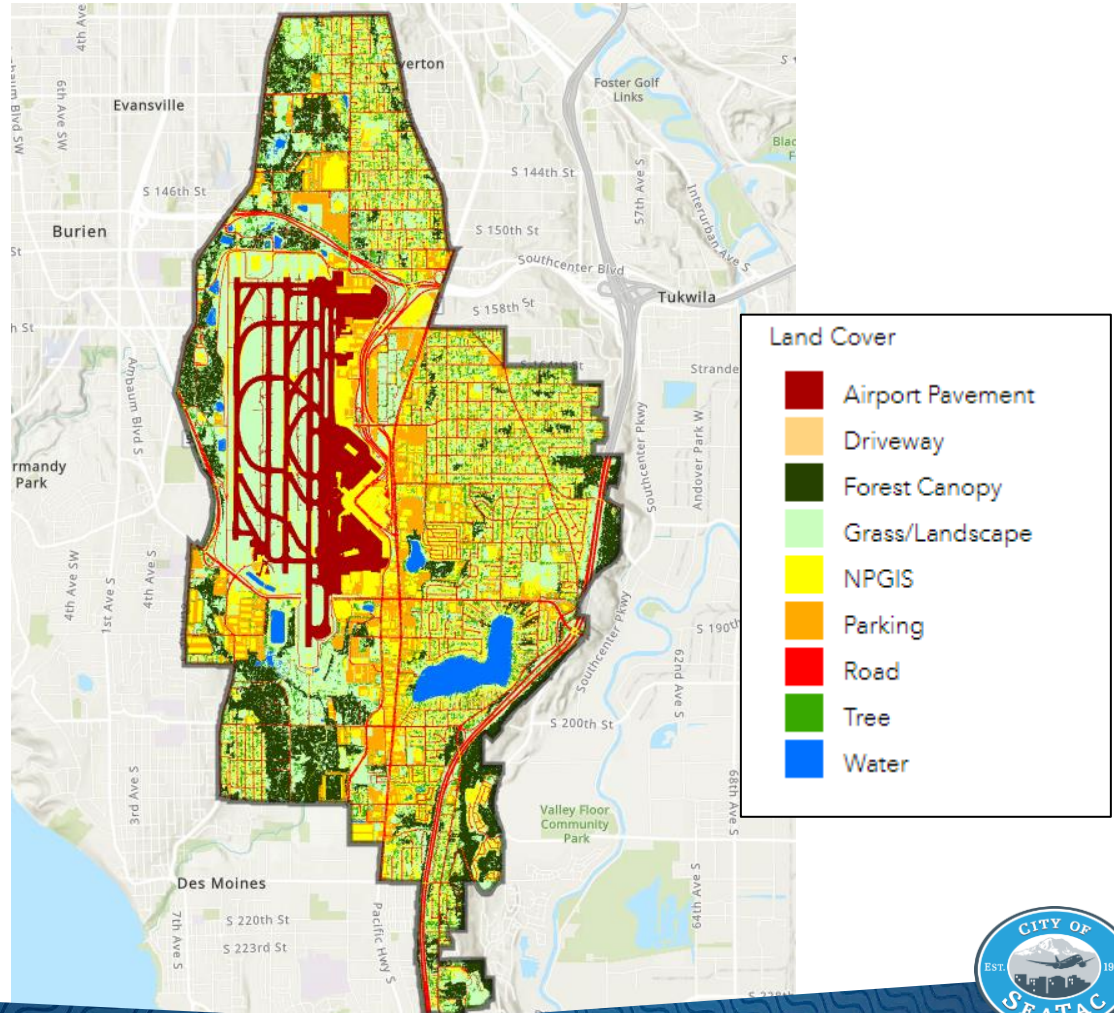


EXISTING BASIN SCORES

SMAP basins are given water quality and flow controls scores on a scale of 1-100

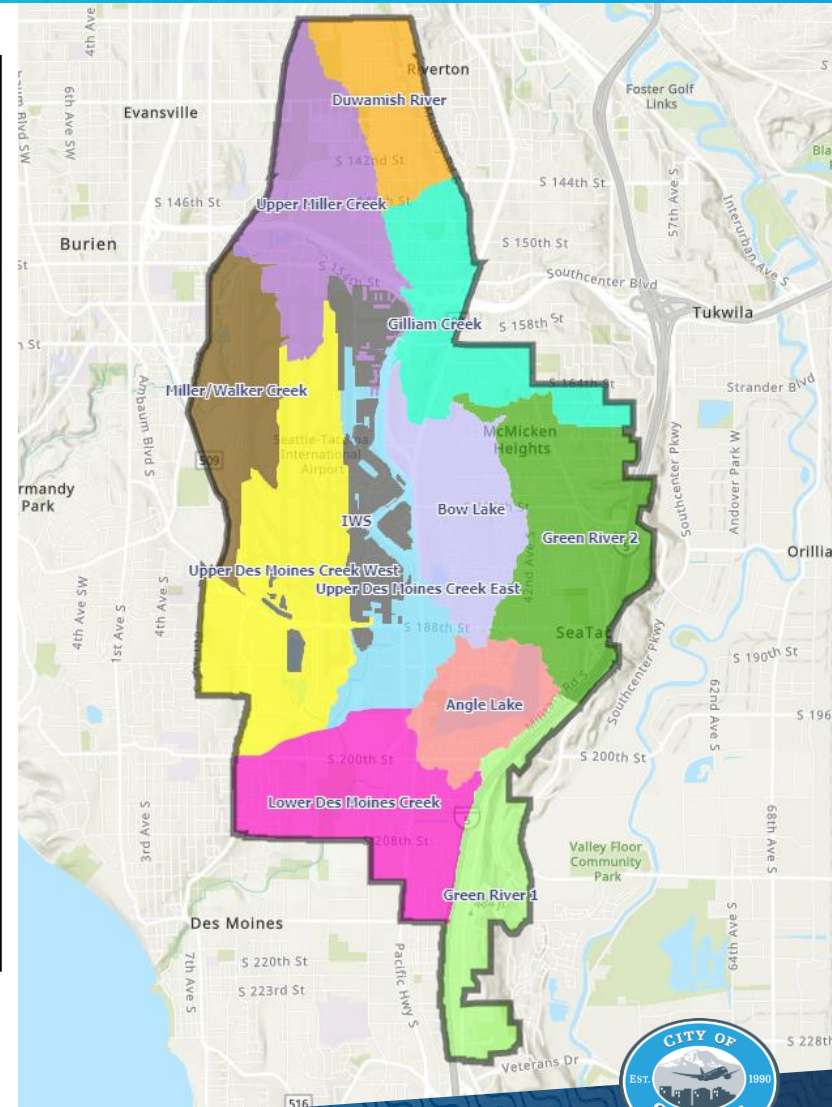
Scoring Components

1. Land Cover Type (including impervious surfaces)
2. Existing stormwater treatment



SMAP DRAINAGE BASINS AND SCORING

	Current Score			
	Water Quality	Flow Control	Average Score	
	Existing Score	Existing Score		
Bow Lake	◆ 44	◆ 43	◆ 44	
Gilliam Creek	◆ 47	◆ 47	◆ 47	
Angle Lake	◆ 49	◆ 49	◆ 49	
Green River 2	◆ 51	◆ 51	◆ 51	
Duwamish River	◆ 53	◆ 53	◆ 53	
Lower Des Moines Creek	◆ 61	◆ 61	◆ 61	
Upper Des Moines Creek	◆ 62	◆ 62	◆ 62	
Green River 1	▲ 66	◆ 65	▲ 65	
Upper Miller Creek	▲ 69	▲ 69	▲ 69	
Upper Des Moines Creek	● 80	● 80	● 80	
Miller/Walker Creek	● 81	● 81	● 81	
IWS	● 89	● 89	● 89	



OTHER KEY PRIORITIZATION FACTORS

SMAP basins are screened by given water quality and flow controls scores on a scale of 1-100.

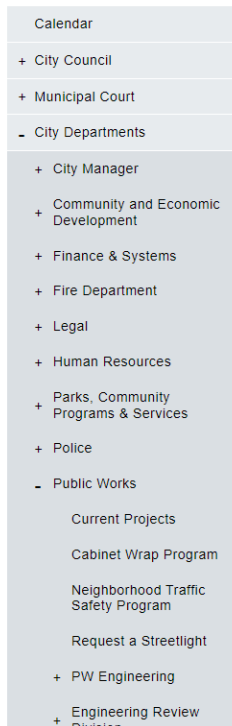
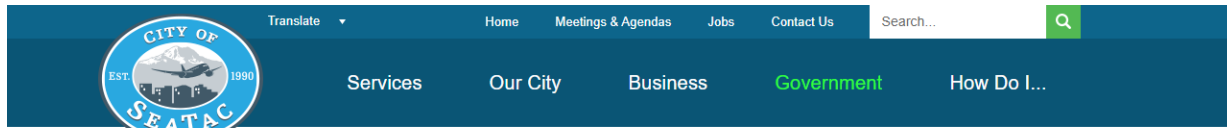
Other factors applied to prioritize screened basins:

1. Equity and under-served communities
2. Capital projects and drainage problem areas
3. Redevelopment plans, growth centers, transit
4. Existing water quality or flooding problems
5. Community support and preferences



PROVIDE YOUR COMMENTS

Find the Storymap on seatacwa.gov/government/city-departments/public-works/stormwater-management-program/stormwater-management-action-plan



[Government](#) » [City Departments](#) » [Public Works](#) » [Stormwater Management Program](#) »

STORMWATER MANAGEMENT ACTION PLAN

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SeaTac is making the commitment to clean water, and we need your help!

See how you can get involved.

The City of SeaTac is participating in the Stormwater Management Action Planning (SMAP) process to address pollution from urban runoff (stormwater), the leading cause of pollution in Washington's waterways.

How will the SMAP benefit our community?

- Providing cleaner waterways
- Help resolve residential flooding challenges
- Create opportunities new open spaces, parks, and trees for your community
- Use City funds more efficiently by finding opportunities to combine efforts with other City departments for stormwater project implementation
- Reflect the community's values on water quality and inform how and where future actions are implemented

Find out more, get involved, and help make the commitment to clean water!

• Your input is important to the success of your city's SMAP development during this next year.

We'd like you to share your **comments, help priorities** what locations are addressed first, and shape the actions that will be taken. Head **to our website** to learn more about SMAP, interact with maps, provide your feedback, and see how you **can be a part of it** process! The deadline for feedback is Friday, May 27th.



PROVIDE YOUR COMMENTS

Public Involvement Storymap:

SeaTac Stormwater Management Action Planning (SMAP)

The City of SeaTac is committed to clean water, and we need your help! See how you can get involved.

Scroll down to get started!

[Why Are We Doing SMAP](#) [What is Runoff](#) [Community Benefit](#) [SMAP Process](#) [Maps](#) [Equity](#) [Get Involved!](#)



Why is SeaTac going through this Stormwater Management Action Planning (SMAP) process?

COMMUNITY INPUT NEEDED!

City of SeaTac SMAP - Public Input Map

Click here to explore project information in an interactive map and drop comment pins to provide your input!

<https://parametrix.maps.arcgis.com>



SMAP Public Survey - City of SeaTac

The goal of this survey is to understand and consider your priorities as part of the SMAP process.

<https://survey123.arcgis.com>



COMMUNITY INPUT NEEDED!

COMMENT TODAY

- Committee members
- Community members
- Stakeholders

COMMENT LATER

- Send your comments to the contact portals – open now through March 31, 2023

PUBLIC INPUT MAP

- Storymap – open now through June 15, 2022

PUBLIC SURVEY

- Website – closes May 31



FUTURE COMMUNITY INPUT OPPORTUNITIES

FUTURE COMMENT OPPORTUNITIES

- Watch the webpage for additional information
- Comment portals always open
- Future meeting – July/August Draft Plan overview



POTENTIAL COMMITTEE ACTION

COMMITTEE ACTION REQUESTED

- Staff requests the Committee to provide input on the SMAP process and findings to date.
- Open to public comment

