

EXHIBIT D

MATERIAL HAULING PROVISIONS FOR PORT HAUL PROJECTS

1. OPERATING CONDITIONS AND STANDARDS.

The following permit conditions apply to Port Haul Projects over 100,000 cubic yards, including the material hauling for the third runway. The Port and its contractors shall not piecemeal projects or components of projects in order to avoid the terms of this Agreement.

1.1 Access Routes and Hours. Approved maximum number of one-way trips per hour (#):

Daytime A 6:00 A.M. - 8:00 A.M.

South 188th west of tunnel (45)
South 188th between SR99/tunnel (18)
South 188th east of SR99 (6)
SR99 south of South 188th (6)
SR99 north of South 188th (6)

Daytime B 8:00 A.M. - 3:30 P.M.

South 188th west of tunnel (45)
South 188th between SR99/tunnel (30)
South 188th east of SR99 (12)
SR99 south of South 188th (12)
SR99 north of South 188th (6)

Evening A 3:30 P.M. - 5:30 P.M.

No lane closures
South 188th eastbound, west of tunnel (18)
South 188th westbound, west of tunnel (45)
South 188th between SR99/tunnel (18)
South 188th east of SR99 (6)
SR99 south of South 188th (6)
SR99 north of S. 188th (6)

Evening B 5:30 P.M. - 6:00 A.M.

South 188th west of tunnel (45)

South 188th between SR99/tunnel (30)
South 188th east of SR99 (6)
SR99 south of South 188th (12)
SR99 north of S. 188th (12)

1.1.2 Exception. The Port will include in its bid documents notice that for South 188th Street east of SR 99 the number of trips per hour may be increased or decreased to accommodate school events. The Port and the City will mutually agree in writing upon the changes in hours.

1.1.3 Changes to Hours or Routes. The contractor may request to modify, change, or propose other alternatives for the hours of operation or route for the hauling operation. Approval of this request will be at the discretion of the City Public Works Director.

1.2 Uniformed Officers/Certified Flagger/Enforcement Officer. The Port/City will monitor the contractor for compliance with state and local traffic regulations: (1) the City will notify the Port if a safety issue arises (including the frequency of trucks on routes in excess of permit; (2) the Port will take reasonable steps to promptly address the safety issues; (3) if the safety issue is not corrected reasonably promptly, the City may exercise discretion to assign a uniformed officer to enforce safety regulations, including overweight enforcement; and (4) if the City assigns a uniformed officer to enforce safety regulations, the Port will reimburse the City for its costs up to \$25,000 per year for each officer assigned, not to exceed \$75,000 cumulatively during any calendar year for all projects subject to this Agreement. Reimbursement for time will include field work only and will not include court and/or administrative time.

1.3 Information Line. The Port will maintain an informational and complaint hot line, advertised within the community, for airfield construction activity including the 3rd runway. The City may refer telephone inquiries it receives to the hot line for handling, and the Port may refer hot line inquiries about City services to the City for handling. The Port and the City will exchange periodic call reports, at least once per month, unless a more or less frequent reporting is mutually agreed upon, describing the number of hot line complaints received from residents and businesses by jurisdiction, identifying the nature of the complaints, and summarizing the information provided to the callers. The City will provide the Port information about City services that may be useful to the Port in handling telephone inquiries.

1.4 Construction Best Management Practices; Public Right of Way Cleaning. The Port and City hereby approve and adopt the Construction Best Management Practices (BMP) and the City "Standard Permit Conditions" (collectively "Haul BMPs") attached to this Agreement in Attachment D-1 for Port Haul Projects. The Haul BMPs shall be included as part of the construction and hauling contract and include requirements that the inbound and outbound

haul routes on City streets will be kept clean and free of hauling debris from the project at all times, and that the contractor shall clean storm drainage systems along the haul routes within the City when so directed by the Director of Public Works or his/her designee.

1.5 Covered Loads. The contractor will have the option to implement the attached borrow site BMPs. If the contractor chooses not to implement the borrow site BMPs, then the City's Director of Public Works, at his/her discretion, may require the contractor to cover all loads.

1.6 Noise. When working at night, the contractor shall provide a plan of operation to insure noise compliance with the attached BMPs. In particular, the plan shall address the truck backup alarms. If hauling operations cannot comply with these BMPs related to noise, then the contractor will be required to apply for a variance to the City and the Port and not haul at night until a variance is granted.

1.7 Road Repairs. This paragraph sets forth the method to determine the Port's compensation to the City for direct and proportional impacts to City streets caused by material hauling for projects subject to this Agreement. Payment of these fees by the Port is intended to compensate the City for the cost of repairs during the haul and returning City streets to their pre-haul condition as identified in the Repair/Replacement Strategy described below. The Port and the City will mutually agree upon the selection of a consultant that will conduct the following tasks:

1.7.1 Background Assessment.

- Perform a visual condition survey, using standard Washington State Department of Transportation methodology to establish the type, severity and amount of distress evident on the surface of the streets used for the haul.
- Conduct nondestructive testing on all travel lanes. Tests will be conducted at 50 foot intervals on streets ½ mile in length and at 100 foot intervals on streets longer than ½ mile.
- Determine pavement structure through either a review of records or by taking one core sample every 500 feet per lane to identify the components of the cross-section of the street.

- Estimate past, present, and future average daily trips broken down by percentage and classification of vehicle types. Analyze and compare these totals with the projected number and type of trucks to be used for Port Haul Projects and the routes to the Airport. If existing traffic information is not available from the City, the traffic will be estimated in terms of equivalent single axle loads using the AASHTO design equations.

1.7.2 Analysis. The background assessment information will be used by the consultant to determine and make recommendations to the Port and City as follows:

- The life of the pavement with normal traffic conditions and with trucks associated with the haul using AASHTO Guide for Design of Pavement Structures, 1993 methodology (Attachment D-2).
- Options for effective methods(s) to preserve or restore the pavement to a baseline condition, jointly agreed to between the City and the Port.
- A pavement condition index that will identify:
 - ** the loss in pavement life determined in years as a result of Port Haul Projects subject to this Agreement;
 - ** the thickness in inches of asphalt concrete overlay required to return the pavement to its pre-haul condition or for repairs during the haul;
 - ** the construction costs for repairs during the haul and partial or full overlays required to return the pavement to its pre-haul condition;
 - ** when repairs during the haul should be made or an overlay or partial overlay should be applied to return the road in its pre-haul condition;
 - ** appropriate timing for when such work should be

performed.

1.7.3 Maintenance/Repair Strategy. Prior to commencing any Port Haul Project, the Port and City shall agree upon the work, timing and costs of repair or replacement of City streets affected by the Port Haul Projects ("Repair/Replacement Strategy"), based upon the background assessment and analysis done under Section 1.7.1 and Section 1.7.2. The parties agree that depending upon the findings of the pavement condition index, certain road damage occurring during the haul period may require prompt repair. Repairs made during the haul, but which are not part of the Repair/Replacement Strategy agreed to prior to the start of the haul, will not be the responsibility of the Port. The Port will be responsible for filling potholes occurring during the haul which will be undertaken at the direction of the Director of Public Works.

The Port and the City will use the following Pavement Condition Index (PCI) and the Pavement Conditions Rating (PCR) as one of the tools to jointly develop the Repair/Replacement Strategy. If the number of truck trips, routes or the types of trucks used for the Port Haul Project is revised significantly after agreement on the Repair/Replacement Strategy, then the Port and City shall reevaluate and agree upon the adjustment to the Repair/Replacement Strategy using the same methodology as used for the initial strategy.

PCI	PCR	REPAIR/REPLACEMENT STRATEGY
100 – 86	Excellent	Routine maintenance and repairs
85 – 71	Very Good	Routine maintenance and repairs
70 – 56	Good	Routine maintenance and overlay
55 – 41	Fair	Overlay
40 – 26	Poor	Overlay or reconstruction
25 – 11	Very Poor	Thick overlay or reconstruction
11 – 0	Failed	Reconstruction

The Port and City agree to use actual percentages of truck trips (adjusted impacts using the ASHTO methodology which incorporates background traffic and current road conditions) for calculations of impacts on each lane of traffic associated with haul operations. The percentage of use, comparing truck traffic and background traffic, will be projected for each traffic lane. It is recognized that, using the ASHTO methodology,

impacts to the traffic lanes associated with inbound trucks fully loaded and outbound trucks that re-empty have different impacts to the roads. The percentage of impact will be assessed for each lane of traffic. Shoulders and turn lanes, adjacent to the traffic lanes, will be included in the calculation of the total impact. The impact fee for the shoulders and turn lane should be calculated based on the average percentage of truck use on all of the traffic lanes.

1.7.4 Compensation - Payment of Fees/Repairs. As part of the Repair/Replacement Strategy, the Port and City will mutually agree as to whether the Port should compensate the City in fee payments (lump sum or periodic), perform the road work itself, or a combination thereof to implement the Repair/Replacement Strategy. Funds paid by the Port to the City shall be:

- a. held by the City in a separate account or in an established road fund;
- b. used solely to repair and/or replace the streets affected by the haul in accordance with the parties' agreed repair/replacement strategy; provided, the City may incorporate the funds and adjust the timing of work to be part of a larger City Capital Improvement Program (CIP) project which includes the haul routes; and
- c. refunded to the Port (without interest) to the extent not spent on the parties' agreed repair/replacement strategy within five (5) years after completion of the Port's Haul Project for which the funds were paid.

At the Port's request, the City within thirty (30) days will document City expenditure of funds paid under this Agreement.

1.7.5 Time Value of Money. In addition to the sum to be paid under Section 1.7.3 and Section 1.7.4, the parties recognize that the impacts of the dirt haul may require road repair to be done sooner than anticipated in the City's Transportation Improvement Program (TIP) and that the City typically repairs all lanes at once. In order to compensate the City for the cost of repairing the road sooner than anticipated in its TIP, the parties agree that the Port will pay the City for the increased cost of making improvements to all lanes sooner, which is the time value of this money. The time value of the money will be calculated as follows: The total cost of improvements to the road will be multiplied by the total percentage of damage impact for each individual lane. Then, the Port's contribution to road improvements will be subtracted from the total cost of improvements to the road and multiplied by the difference in life between the design life and the shortened life as a direct result of truck traffic.

1.7.6 Dispute Resolution. Any disagreement regarding the Repair/Replacement Strategy, including Port compensation or work, shall be subject to Dispute Resolution under Section 13.

1.7.7 Enforcement. The City shall have the right to enforce each permit through revocation, corrections and penalties to the extent provided in Sections 11.10.130, .190, .290 and .300 of the City Code as they exist on the date of this Agreement (Attachment D-3).

1.7.8 City Code Compliance. Compliance with the terms of this Agreement constitutes full compliance by the Port and its contractors with the City's codes and regulations for Port Haul Projects, including without limitation permit conditions, fees and performance standards.

2. FEES.

The following fees (as described in Section 11.10.100 of the applicable City Code for Class E permits on the date of this Agreement and attached hereto as Attachment D-4) shall apply to the Port Haul Projects during the term of this Agreement:

2.1 Application Fees. \$174 for each haul contractor for a Port Haul Project to be paid at time of application for permit to cover initial processing, counter service and recordkeeping.

2.2 Application Processing Fees. \$83 per application as the "application processing fee" (i.e. "base" fee) if the Port and City have established the engineering and traffic control plans for that haul as part of the Repair/Replacement Strategy under Section 1.7.3 above; provided, if the individual permit applicant proposes engineering or traffic control not covered by the Repair/Replacement Strategy, then the fee shall be \$250 per application.

2.3 Public Works Inspection Fees.

2.3.1 Daily Use Fee. \$50 per day for each day of the haul as "daily use fee" for the public works inspection fee for inspections occurring during regular business hours (8:00 a.m. - 5:00 p.m.).

2.3.2 Overtime Public Works Inspection. \$75 per hour, for a minimum of two hours per inspection, as the overtime public works inspection fees, not to exceed the amount of \$3,000 per year per permit covered by this Agreement.

2.4 Repair and Replacement Charges. Repair and replacement charges and costs are part of the Repair/Replacement Strategy to be paid or undertaken by the Port under Section 1.7.3 above and are not to be charged to individual haul contractors.

2.5 Escalation of Fees. The fees set forth in this Section 2 are those in effect on the date of this Agreement. The City may increase these fees during the term of this Agreement as part of a general City fee revision for right- of-way permits, but in any event the fees charged for Port Haul Projects shall not be increased from the amounts stated herein by more than 2% per year during the term of this Agreement.

2.6 Payments. All fees to be paid by each haul contractor shall be billed and paid monthly. All fees to be paid by the Port shall be part of the Repair/Replacement Strategy agreed to under Section 1.7.3.

3. DISPUTE RESOLUTION.

If any disagreement or dispute arises regarding interpretation or application of this Exhibit D, then the dispute shall be resolved through the Dispute Resolution procedures set forth in Section 13 of the ILA.

4. CONFLICT IN PROVISIONS.

If a conflict exists between the specific Best Management Practices as contained in the text of this Exhibit D or Attachment D-1, the parties shall comply with both to the extent possible, but if not possible, then the text of this Exhibit D shall control over any conflict with Attachment D-1, and any conflict within Attachment D-1 shall be controlled by the "Construction Best Management Practices" over the City's standard permit conditions.

ATTACHMENTS:

- Attachment D-1 - City of SeaTac Material Haul – Best Management Practices For Haul Projects Over 100,000 Cubic Yards
- Attachment D-2 - AASHTO Guide for Design of Pavement Structures, 1993 Methodology
- Attachment D-3 - Excerpts of Applicable City Codes on Date of Agreement
- Attachment D-4 - Excerpts of Applicable City Fees on Date of Agreement

ATTACHMENT D-1

City of SeaTac Material Haul – Best Management Practices For Haul Projects Over 100,000 Cubic Yards

Permit conditions that focus on safety, including spillage and storm drain cleaning, that requires prompt attention will be the responsibility of the Port. If the City of SeaTac is contacted regarding spillage of storm drain problems, the City of SeaTac will immediately contact the Port. If the Port does not promptly respond, the City can perform the work and be reimbursed for their work by the Port and/or Contractor.

The following construction management practices are typically included in the Port of Seattle's contract specification. It is anticipated that this listing would be included in the requests for bids such that contractors will be obligated to comply.

- A. The Port will monitor all off-site loading operations, haul routes, and on-site operations to ensure compliance with all applicable mitigation provisions. The Port will take all necessary steps to enforce compliance and correct noncompliance promptly upon its discovery.
- B. The Contractor will be required to identify and assign a Haul Route Supervisor. The Haul Route Supervisor shall be a supervisory person, well-trained, and experienced in handling excavated materials both with "on-highway" and "off-highway" equipment. The Haul Route Supervisor shall be completely familiar with the approved haul routes. The Haul Route Supervisor shall document all activities and answer all complaints regarding spillage, traffic violations, property damage claims, safety, equipment breakdowns, and the terms and conditions of required bonds and permits. The Haul Route Supervisor will be a full-time employee dedicated to this project, understanding that this person may have other project duties as well. The responsibilities may be shared with other project personnel provided the above-stated qualifications are satisfied.
- C. The Contractor will be required to maintain documentation concerning its activities. The Contractor will maintain project records concerning fill material borrow site and haul routes. Before any material is loaded at the fill material source borrow site, the Contractor shall submit the following information: (a) Haul Route to the site and return. (b) Copies of permits, agreements, or letter of understanding from regulatory agencies, towns, cities, or other governmental entities. (c) Description, owner, vehicle number, and license number of each hauling vehicle. (d) Each vehicle operator's name and driver's license number.

- D. Vehicles delivering materials to or hauling material, shall access the site from the Contractor's access route as outlined and determined in permit conditions. These routes and a specific contractor hauling plan will be reviewed by the Port and approved prior to implementation. When reviewing requested haul routes, the Port will consider the potential impacts on traffic congestion, roadway conditions, impacts on neighboring properties, and other relevant factors. Based on this consideration, and in consultation with other jurisdictions (such as WSDOT and adjacent cities), the Port may accept or reject proposed haul routes or impose conditions on the use of haul routes, including hours of operating and number of vehicles permitted to use the route. The hauling vehicle shall proceed to the project site via the approved haul route. Any deviation from the approved haul route shall be approved by the Haul Route Supervisor and the Port.
- E. The Contractor shall provide an asphalt or concrete paved drive for haul truck access to and exit from the construction site. This paved/concrete drive, in conjunction with a rock run-out area, should be 500-1,000 feet continuous from connection to public roads or the project site.
- F. Contractors will be required to maintain and repair all equipment in a manner that reasonably minimizes adverse environmental impacts, such as air pollution, noise, and entrainment of dust. Contractors will be required to maintain minimum freeboard, consistent with Washington State Department of Transportation requirements, on all hauling trucks with continuous monitoring for compliance. The Haul Route Supervisor will ensure that all haul vehicles have effective mufflers at all times and that Jake Brakes are not used except in specifically designated areas. The City of SeaTac Public Works Director or his/her designee will participate in designating areas for use of Jake Brakes.
- G. The vehicle operator shall conform to all agreed upon operational procedures established by the site operator and the Contractor. The procedure shall include but not be limited to, traffic control, turn-outs, turn-arounds, queue time, truck washing facilities, gate security, etc. The Contractor will provide all flagging, signing, lighting, etc., as required by the applicable jurisdiction (including City of SeaTac, King County, State of Washington or the Port of Seattle) to provide all reasonable safety measures to protect all persons using the roads. The Contractor shall obey all vehicular weight and speed limits established by the applicable jurisdiction. Flagging, signs and all traffic control devices shall conform to WAC 296-155-300, -05, -310 and -315 and specific regulation or requirements of the City of SeaTac. Flaggers must meet the requirements of the State of Washington, Department of Labor and Industries (WAC 296-155-305). All workers engaged in flagging or traffic control shall wear reflective vests and hard hats. Contractors will use truck scales or loading equipment scales at borrow sites to ensure compliance with legal load limits.

The local jurisdiction may notify the Port if a safety issue arises, and subsequent to the Port and Contractor taking reasonable steps to promptly address the safety issues, may assign a uniformed officer to enforce safety regulations, including overweight vehicle enforcement.

The Contractor shall appoint one employee as the responsible representative in charge of traffic control and safety. The appointed representative shall have authority to act on behalf of the Contractor and shall be available, on call, twenty-four hours a day throughout the period of construction for the Contract. A twenty-four hour phone number shall be provided to the Port of Seattle for use in case of an off-hour emergency. The Contractor shall provide immediate response to correct any and all deficiencies upon notification and keep a log of the response and actions taken to address deficiencies.

- H. The Contractor shall continuously sweep and wash-down access routes to the construction areas and existing adjacent paving areas. These areas shall be kept free of debris at all times. Sediment shall be removed from roads by shoveling or sweeping and be transported and placed within the fill area. Coordinate the sediment disposal area with the Port of Seattle. Street washing shall be allowed only after sediment has been removed. The Contractor shall flush and clean storm drainage systems along the haul route within 1,000 feet of the site when so directed by the Port. Water may be used for dust control purposes provided that runoff does not discharge directly into a receiving stream. The City of SeaTac Public Works Director or his/her designee will participate in planning for the frequency of sweeping and identification of sediment disposal areas.
- I. Any damage (including lane striping and lane turtles) along the Contractor access/haul routes due to the Contractor's use for this project shall be repaired immediately. At the completion of the project, all pavements and surfaces along the access routes that were existing at the start of the project shall be restored to their original condition or fees paid in lieu of repairs as agreed by the Port and local jurisdiction. The Contractor shall repair any damage to the haul road due to their operations. The Contractor shall coordinate and meet the cleaning and repair requirements set by other public agencies for use of their roads for Sea-Tac Airport related work. Existing pavements, facilities, utilities, or equipment which are damaged shall be replaced or reconstructed to original strength and appearance at the Contractor's expense. The Contractor shall take immediate action to replace any damaged facilities and equipment and reconstruct any damaged area which is to remain in service.
- J. The Contractor shall keep a vacuum sweeper truck and a water truck on site at all times during the working and non-working hours and shall maintain the site free from dust and objectionable debris. During the periods of time that there is no construction activity (i.e., between work shifts), the water truck must be ready with on-site contractor's

personnel available to respond immediately to a dust problem, as identified by Airport Operations staff or the Port Engineer. At no time shall there be more than a 20 minute response time to calls concerning dust/debris problems during work hours and a 90-minute response time at all other times on a 24-hour per day basis. The Contractor's method for dust control will be continuously monitored and if the method is not controlling the dust to the satisfaction of the Port, the Contractor will be required to improve the method or utilize a new method at no additional cost to the Port. The City of SeaTac Public Works Director or his/her designee will participate in planning for the method of dust control.

The Contractor shall provide whatever means are necessary to prevent foreign object debris (FOD) in aircraft movement areas on a 24-hour basis. Trucks and equipment shall have all loose dirt, rocks, and other materials removed when accessing the Airport Operations Area or when leaving the work area and using public roads. They will be continuously monitored by the Port and if the Contractor's method is not adequate, the Contractor will be required to improve their method or utilize a new method at no additional cost to the Port.

The Contractor shall provide truck washes, rumble strips, stabilized construction entrances, shakers or whatever means are necessary to prevent any foreign material from being deposited on public roads.

When Airport roadways and public highways are used in connection with construction under this contract, the Contractor shall remove all debris cluttering the surfaces of such roadways. Trucks and equipment shall have all accumulated dirt, mud, rocks, and debris removed before accessing the site and when leaving the work area. Loads shall be struck flush and secured to prohibit loss of material. If spillage occurs, such roadways shall be swept clean immediately after such spillage to allow for safe operation of vehicles as determined by the Port of Seattle. If the Contractor is negligent in cleanup and Port forces are required to perform the work, the expense of said cleanup shall be paid by the Contractor.

- K. At all times keep objectionable noise generation to a minimum by: (1) Equip air compressors with silencing packages. (2) Equip jackhammers with silencers on the air outlet. (3) Equipment that can be electrically driven instead of gas or diesel is preferred. If noise levels on equipment cannot reasonably be brought down to criteria, listed as follows, either the equipment will not be allowed on the job or use time will have to be scheduled subject to approval of the Port of Seattle. Objectionable noise received on neighboring (non-Port-owned) properties is defined as any noise exceeding the noise limits of State Regulations (WAC 173-60-040) or City ordinance, or as any noise causing a public nuisance in residential area, as determined by the Port and community

representatives, or by the nuisance provisions of local ordinances. The noise limitations established are as set forth in the following table after any applicable adjustments provided for herein are applied:

RECEIVING PARTY

<u>Noise Source</u>	<u>Residential</u>	<u>Commercial</u>	<u>Industrial</u>
Airport	50 dBA	65 dBA	70 dBA

Between the hours of 10:00 p.m. and 7:00 a.m. on weekdays and 10:00 p.m. and 9:00 a.m. on weekends the noise limitations above may be exceeded for any receiving property by no more than: (a) Five dBA for a total of 15 minutes in any one hour period; or (b) Ten dBA for a total of 5 minutes in any one hour period; or (c) 15 dBA for a total of 1.5 minutes in any one hour period.

In addition to the noise controls specified, demolition and construction activities conducted within 1,000 feet of residential areas may have additional noise controls required. A City of SeaTac variance is required if the Contractor exceeds approved noise limitations.

- L. To minimize pollution emissions, the Contractor shall:
1. Develop and submit for approval a Contractor Erosion Control Plan (CECP). The CECP shall include all the erosion and sedimentation control features required by: (1) The project specifications. (2) The Temporary Erosion and Sedimentation Control Plan (TESCP). (3) Storm Water Management Manual for the Puget Sound Basin (Volumes I and II). (4) Regulatory agencies and such additional controls made necessary by the Contractor's operation. (5) The King County Surface Water Management Manual. The Contractor shall maintain a copy of the CECP and all references at the job site.
 2. Designate an experienced Sedimentation and Erosion Control Representative (SEC). The SEC shall have authority to act on behalf of the Contractor and shall be available, on call, 24 hours a day throughout the period of construction. A 24 hour phone number shall be provided to the Port of Seattle. The Contractor shall provide immediate response to correct all deficiencies.
 3. Coordinate and schedule the installation of the controls, features, and best management practices (BMPs) identified in the Contractor Erosion Control Plan. Coordinate the erosion and sedimentation control work with the other contract work in order to provide continuous erosion and sedimentation control and protection.

4. Maintain the installed BMPs and controls for the duration of the project or as indicated in the contract documents.
5. Provide periodic inspection and response to ensure that the installed BMPs function during any and all storm events. Contractor shall be responsible for erosion and sedimentation control 24 hours a day, seven days a week, including holidays.
6. Remove all temporary controls at the end of the project or when no longer needed as determined by the Port of Seattle. The City of SeaTac Public Works Director or his/her designee will participate in the decision to remove temporary controls.
7. Conduct project operations in accordance with the State National Pollution Discharge Elimination System (NPDES) permit for storm water discharges associated with construction activity.
8. No grading or earthwork shall be started before the CECP is submitted and the Best Management Practice (BMPs) erosion and sedimentation control items are in place and functioning. BMPs once installed shall be maintained for the life of the project or until their erosion and sediment control function has been completed. BMPs shall be reviewed after each major storm event. BMPs shall be maintained during all suspensions of work and all non-work periods.
9. Clearing limits, sensitive/critical areas and their buffers, trees, drainage courses, and wetland areas shall be clearly delineated in the field. Extreme care shall be taken to prevent sediment deposition or contamination of the golf course property, wetland areas, existing drainage courses, or public streets. In the event that these areas suffer degradation in the opinion of the Port of Seattle, the Port Engineer may stop construction activities until the situation is rectified. BMPs intended as sediment trapping measures shall be installed and functional before land disturbing activities take place. Properties and waterways downstream shall be protected from erosion due to increases in the volume, velocity and peak flow rate of storm water from the project site. All temporary on-site conveyance channels shall be designed, constructed and stabilized to prevent erosion from the expected velocity of flow from a 2 year, 24 hour frequency storm for the developed condition. When warranted, application for a Temporary Modification of Water Quality Certification, 401 Permit will be made. All requirements of the permit will be adhered to for the duration of the project.
10. All temporary erosion and sediment control BMPs shall be removed within 30 days after final site stabilization is achieved or after the temporary BMPs are no longer

needed. Disturbed soil areas resulting from removal shall be permanently stabilized.

11. Dewatering devices shall discharge into a sediment trap or sediment pond. All pollutants other than sediment that occur on-site during construction shall be handled and disposed of in a manner that does not contaminate storm water.
12. A designated maintenance area will be established for all construction sites with appropriate pollution controls. Fueling of Contractor's equipment will be performed away from storm drain inlets in areas designated by the Contractor and reviewed by the Port of Seattle. The City of SeaTac Public Works Director or his/her designee will participate in the decision to locate Contractor fueling areas. Extreme care shall be taken to prevent fuel spills. Contractor's representative shall be present at all times when equipment is being fueled. In the event of a spill the Port of Seattle Fire Department shall be called by way of the Port of Seattle. Place oil absorbent pads and drip pans beneath the vehicle being fueled and under parked vehicles (overnight and otherwise). Provide and maintain absorbent materials, shovels, and five gallon buckets at the fueling area for spill cleanup.

HAUL PERMIT STANDARD CONDITIONS

All contractor's and sub-contractors are to have a current Washington State L&I Contractor's Registration Number and have a current City of SeaTac business license.

The permittee is to notify the City of SeaTac Engineering Division 24 hours prior to the start of work (for job starts call 206.973.4730) and 24 hours prior to a required or requested inspection.

Access to the site will be limited to the following route: Route specific to site and material is specified.

Hours of operation will be limited to 7:00 a.m. to 5:00 p.m. Monday through Friday.

The contractor may request to modify, change, or propose other alternatives for the hauling operation hours. Approval of this request will be at the discretion of the Public Works Director or its representative.

The contractor shall provide uniformed officers with vehicles at the beginning of each lane closure and in accordance with the approved traffic control plan. Contact the King County Police Officers Guild to arrange for off duty officers. Their phone number is 206.957.0934.

Portable scales may be used by the City for the purpose of weighing trucks hauling material to the site to insure they are not exceeding their licensed weight limit.

The inbound and outbound haul route will be kept clean and free of hauling debris at all times during the hours of hauling. Flushing the street will not be permitted. Water may be used for the purpose of dust control on site provided the runoff does not discharge directly into a City conveyance or sensitive area as defined by the City Municipal Code.

The contractor shall flush and clean the storm drainage systems along the haul routes within the City when so directed by the Director of Public Works or its representative.

All trucks and trailers transporting material to the site will be covered when so directed by the Director of Public Works or its representative.

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Chapter 11.10

RIGHT-OF-WAY USE CODE

Sections:

- 11.10.010 *Repealed.*
- 11.10.020 **Short title.**
- 11.10.030 **Purpose.**
- 11.10.040 **Territorial application.**
- 11.10.050 **Definitions.**
- 11.10.060 **Powers of the Director.**
- 11.10.070 **Permit requirements.**
- 11.10.080 **Right-of-way use permits.**
- 11.10.090 **Application and processing of permits.**
- 11.10.100 **Permit fees and charges.**
- 11.10.110 **Specifications.**
- 11.10.120 **Permit exception.**
- 11.10.130 **Revocation of permits.**
- 11.10.140 **Renewal of permits.**
- 11.10.150 **Performance deposits, security devices, and insurance.**
- 11.10.160 **Hold harmless.**
- 11.10.170 **Guarantee.**
- 11.10.180 **Inspections.**
- 11.10.190 **Correction and discontinuance of unsafe, nonconforming, or unauthorized conditions.**
- 11.10.200 **Warning and safety devices.**
- 11.10.210 **Protection of adjoining property and access.**
- 11.10.220 **Preservation of monuments.**
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- 11.10.240 **Excavated material.**
- 11.10.250 **Backfilling.**
- 11.10.260 **Right-of-way restoration.**
- 11.10.270 **Coordination of right-of-way construction.**
- 11.10.280 **Billings and collections.**
- 11.10.290 **Appeals.**
- 11.10.300 **Violation – Penalty.**

11.10.010 Display of merchandise prohibited.

Repealed by Ord. 96-1022. (Ord. 93-1039 § 2)

11.10.020 Short title.

This chapter is known as and may be referred to as the “Right-of-Way Use Code.” (Ord. 96-1022 § 3)

11.10.030 Purpose.

It is the purpose of this chapter to provide for the issuance of right-of-way use permits in order to regulate activities within rights-of-way in the City in the interest of public health, safety, and welfare; and to provide for the fees, charges, security devices, and procedures required to administer the permit process, to include the following specific purposes.

A. This chapter is enacted to protect and preserve the public health, safety, and welfare. The provisions hereof shall be liberally construed for the accomplishment of these purposes.

B. This chapter and any procedures adopted hereunder shall not create or otherwise establish or designate a particular class or group of persons who will or should be specially protected or benefited by the terms of this chapter or procedures adopted under this chapter.

C. This chapter and procedures adopted hereunder shall place the obligation of complying with the requirements of this chapter and said procedures upon the permittee, and no provision shall impose any duty upon the City, or any of its officers, employees, or agents. Nothing contained in this chapter or procedures adopted under this chapter shall be construed to create or form the basis for liability on the part of the City or its officers, employees, or agents, for any injury or damage resulting from the failure of the permittee to comply with the provisions of this chapter, or by reason or in consequence of any act or omission in connection with the implementation or enforcement of this chapter or any procedures adopted under this chapter by the City, its officers, employees, or agents. (Ord. 96-1022 § 3)

11.10.040 Territorial application.

This chapter and the procedures adopted under this chapter shall be in effect throughout the City, and shall include City streets designated as parts of the State highway system, but

shall not include fully controlled limited access highways. (Ord. 96-1022 § 3)

11.10.050 Definitions.

As used in this chapter, unless the context or subject matter clearly requires otherwise, the words or phrases defined in this section shall have the indicated meanings.

A. "Citation and notice" means a written document initiating a criminal proceeding issued by an authorized peace officer in accordance with the Criminal Rules for Courts of Limited Jurisdiction.

B. "Department" means the Department of Public Works.

C. "Directive memorandum" means a letter from the City to a right-of-way use permittee, notifying the recipient of specific nonconforming or unsafe conditions and specifying the date by which corrective action must be taken.

D. "Director" means the Director of the Department of Public Works.

E. "Franchised utilities" means utilities that have City approval to use City rights-of-way for the purpose of providing their services within the City, whether by written franchise or otherwise.

F. "Hazardous waste" includes any and all such materials as defined by RCW 43.200.015 (radioactive wastes) and RCW 70.105.010(5), (6) and (15) (other hazardous wastes).

G. "Nonprofit" means for charitable purposes and not for monetary gain.

H. "Notice of violation" means a document mailed to a permittee or unauthorized user and posted at the site of a nonconforming or unsafe condition.

I. "Permit" means a document issued by the City granting permission to engage in an activity not allowed without a permit.

J. "Private use" means use of the public right-of-way, other than as a thoroughfare for ordinary transit of vehicles, pedestrians, or equestrians, for the benefit of a particular person or entity.

K. "Right-of-way" means all public streets, alleys, and property granted or reserved for, or dedicated to, public use for streets and alleys, together with public property granted or

reserved for, or dedicated to, public use for walkways, sidewalks, trails, shoulders, drainage facilities, bike ways and horse trails, whether improved or unimproved, including the air rights, subsurface rights, and easements related thereto.

L. "Security device" means any and all types of bonds, deeds of trust, security agreements, or other similar instruments.

M. "Stop work notice" means a notice posted at the site of an activity that requires all work to be stopped until the City approves continuation of work.

N. "Underground location service" means the underground utilities location center that will locate all underground utilities prior to an excavation.

O. "Unsafe condition" means any condition which the Director reasonably determines is a hazard to health, or endangers the safe use of the right-of-way by the public, or does or may impair or impede the operation or functioning of any portion of the right-of-way, or which may cause damage thereto. (Ord. 96-1022 § 3)

11.10.060 Powers of the Director.

The Director, under the supervision of the City Manager, shall have the following powers:

A. Prepare and adopt procedures as needed to implement this chapter and to carry out the responsibilities of the Department. Such procedures do not require approval of the City Council to be initially implemented, however, the Council may by resolution direct that procedures, guidelines, fees, or other aspects of the permitting system be amended or modified to the satisfaction of the Council;

B. Administer and coordinate the enforcement of this chapter and all procedures adopted under this chapter relating to the use of rights-of-way;

C. Advise the City Council, City Manager, and other City departments on matters relating to applications for use of rights-of-way;

D. Carry out such other responsibilities as required by this chapter or other codes, ordinances, resolutions, or procedures of the City;

11.10.070

E. Request the assistance of other City departments to administer and enforce this chapter, as necessary;

F. Assign the responsibility for interpretation and application of specified procedures to such designees as may be deemed appropriate. (Ord. 96-1022 § 3)

11.10.070 Permit requirements.

A. It is unlawful for anyone to make private use of any public right-of-way without a right-of-way use permit issued by the City, or to use any right-of-way without complying with all provisions of a permit issued by the City, unless such private use falls within the designated exceptions set forth in this chapter.

B. General and specific permit requirements are defined in the procedures referenced in this chapter.

C. Additional permits for any use may be required by other City codes or ordinances. The City does not waive its right to any right-of-way by issuance of any permit. (Ord. 96-1022 § 3)

11.10.080 Right-of-way use permits.

The following classes of right-of-way use permits are hereby established.

A. Class A – Short-Term Nonprofit.

1. Class A permits may be issued for use of a right-of-way for 72 or less continuous hours for nonprofit purposes which do not involve the physical disturbance of the right-of-way.

2. This class of use may involve disruption of pedestrian and vehicular traffic or access to private property and may require inspections, cleanup, and police surveillance. For periods longer than 72 hours these uses will be considered Class D, long-term and permanent. If any of these uses are for profit they are considered Class B.

3. Class A permits include but are not limited to the following when for nonprofit purposes:

- a. Assemblies;
- b. Bike races;
- c. Block parties;
- d. Parades;
- e. Parking;

- f. Processions;
- g. Nonmotorized vehicle races;
- h. Street dances;
- i. Street runs.

B. Class B – Short-Term Profit.

1. Class B permits may be issued for use of right-of-way for 72 or less hours for profit purposes which do not involve the physical disturbance of the right-of-way.

2. This class of use may involve disruption of pedestrian and vehicular traffic or access to private property and may require inspections, cleanup, and police surveillance. For periods longer than 72 hours these uses will be considered Class D, long-term and permanent.

3. Class B permits include but are not limited to the following when they are for profit purposes:

- a. Fairs;
- b. House or other large structure moves other than those which require a Class E permit;
- c. Temporary sale of goods;
- d. Temporary street closures.

C. Class C – Disturbance of City Right-of-Way.

1. Class C permits may be issued for use of a right-of-way, for a period not in excess of 180 days, for activities that may alter the appearance of or disturb the surface or subsurface of the right-of-way on a temporary or permanent basis.

2. Class C permits include but are not limited to:

- a. Boring;
- b. Culverts;
- c. Curb cuts;
- d. Paving;
- e. Drainage facilities;
- f. Driveways;
- g. Fences;
- h. Landscaping;
- i. Painting;
- j. Sidewalks;
- k. Street trenching;
- l. Utility installation/repair/replacement.

D. Class D – Long-Term and Permanent.

1. Class D permits may be issued for use of a right-of-way, for a period not in excess of 180 days, for activities for extended periods of time but which will not physically disturb the right-of-way.

2. The use of a right-of-way for structures, facilities, and uses that involve capital expenditures and long-term commitments of use require this type of permit.

3. Class D permits include but are not limited to:

- a. Air rights and aerial facilities;
- b. Bus shelters and stops;
- c. Access to construction sites and haul roads;
- d. Loading zones;
- e. Newspaper sale, distribution, and storage facilities;
- f. Recycling facilities;
- g. Sales structures;
- h. Sidewalk cafes;
- i. Special and unique structures, such as: awnings, benches, clocks, decorations, flagpoles, fountains, kiosks, marquees, private banners, public mailboxes, and street furniture;
- j. Underground rights;
- k. Utility facilities;
- l. Waste facilities;

E. Class E – Potential Disturbance of City Right-of-Way.

1. Class E permits may be issued for use of a right-of-way, for a period not in excess of 180 days, for those activities that have the potential of altering the appearance of or disturbing the surface or subsurface of the right-of-way on a temporary or permanent basis.

2. Class E permits include but are not limited to:

- a. Frequent use hauling involving an average of six loaded vehicles per hour during any eight-hour period in one day, for two or more consecutive days;
- b. Any hazardous waste hauling.

3. Class E permits may be issued to a general contractor to authorize construction and fill hauling activities by the said general contractor and by subcontractors. (Ord. 96-1031 § 1; Ord. 96-1022 § 3)

11.10.090 Application and processing of permits.

A. To obtain a right-of-way use permit the applicant shall file an application with the Department of Public Works.

B. Every application shall include the location of the proposed right-of-way use, a description of the use, the planned duration of the use, applicant contact information, and all other information which may be required as specified in the procedures adopted under this chapter, and shall be accompanied by payment of the required fees.

C. The Director shall examine each application submitted for review and approval to determine if it complies with the applicable provisions of this chapter and procedures adopted under this chapter. Other departments that have authority over the proposed use or activity may be requested to review and approve or disapprove the application. The Director may inspect the right-of-way proposed for use to determine any facts which may aid in determining whether a permit should be granted. If the Director finds that the application conforms to the requirements of this chapter and procedures adopted under this chapter that the proposed use of such right-of-way will not unduly interfere with the rights and safety of the public, and if the application has not been disapproved by a department with authority, the Director shall approve the permit, and may impose such conditions thereon as are reasonably necessary to protect the public health, welfare, and safety and to mitigate any impacts resulting from the use.

D. All applications for permits will be submitted at least 30 days before the planned need for the permit, or such greater period as may be reasonably required by the Director. If unforeseen conditions require expedited processing the City will attempt to cooperate, but additional fees to cover additional costs to the City may be charged.

E. Upon submittal of a completed application, the Department shall collect from the applicant an application fee in the amount set forth in the adopted fee schedule. (Ord. 96-1022 § 3)

11.10.100

11.10.100 Permit fees and charges.

The fee for each permit shall be set forth in a fee schedule to be adopted by motion or resolution of the City Council. Such fee schedule may include a sliding scale for indigent applicants.

A. Application Fee. A nonrefundable application fee shall be charged for each right-of-way use permit application that is accepted for processing, counter service, and record-keeping.

B. Processing of Application Fee. A fee for the processing of applications may be charged. The amount of the fee shall be determined based upon the time and costs required to review, inspect, research, and coordinate the applicant's data for each permit application. The processing fee may be different depending upon the class of right-of-way use permit involved.

C. Daily Use Fee. Permits may include a fee for each day (or part thereof) for use of the right-of-way. The fee will compensate the City for monitoring and inspecting the site or activity. The daily use fee may be different depending upon the class of right-of-way use permit involved.

D. Reimbursement of Actual Expenses. When a permit is issued, the City may impose a charge based on the actual cost to compensate for its time and expenses. These costs may include street crews, signal crews, and police, if required to assist in the activity. A refundable deposit or other security device may also be required. Costs of damage to City property, or expense of assistance by City employees, may be deducted from the deposit, charged against the security device, or billed to the permittee directly.

E. Repair and Replacement Charges. If the City should incur any costs in repairing or replacing any property as the result of the permittee's actions, the costs of repair and replacement shall be charged to the permittee. These charges will be for the actual costs to the City.

F. Utilities shall be charged at an hourly rate for City inspections and other services pursuant to the adopted fee schedule.

G. Waiver of Fees. Franchised utilities which must apply for permits because of City-

initiated construction projects may be granted a waiver by the Director of normal permit fees. This provision shall only apply to work that would not normally have been done by the utility. (Ord. 96-1031 § 2; Ord. 96-1022 § 3)

11.10.110 Specifications.

All work to be performed under any permit issued under this chapter shall conform to all City codes or ordinances, the current development standards of the Department, and all other standards used by the City in the administration of this chapter. (Ord. 96-1022 § 3)

11.10.120 Permit exception.

The following exceptions shall be authorized.

A. A right-of-way use permit shall not be required of franchised utilities or City contractors when responding to emergencies that require work in the right-of-way, such as water or sewer main breaks, gas leaks, downed power lines, or similar emergencies; provided, that the Department shall be notified by the responding utility or City contractor verbally or in writing, as soon as practicable following onset of an emergency. Nothing in this chapter shall relieve a responding utility or City contractor from the requirement to obtain a right-of-way use permit after beginning emergency work in the right-of-way.

B. Permits shall not be required for routine maintenance and construction work performed by City utilities and City maintenance crews, or contractors awarded contracts to perform public works projects.

C. Permits under this chapter shall not be required for persons using the right-of-way as pedestrians or while operating motor vehicles for routine purposes such as travel, commuting, or other personal business. (Ord. 96-1022 § 3)

11.10.130 Revocation of permits.

A. The Director may revoke or suspend any permit issued under this chapter whenever:

1. The work does not proceed in accordance with the plans as approved, or conditions of approval, or is not in compliance with

the requirements of this chapter or procedures, or other City ordinances, or State laws;

2. The City has been denied access to investigate and inspect how the right-of-way is being used;

3. The permittee has misrepresented a material fact in applying for a permit;

4. The progress of the approved activity indicates that it is, or will be, inadequate to protect the public and adjoining property or the street or utilities in the street, or if any excavation or fill endangers, or appears reasonably likely to endanger, the public, the adjoining property or street, or utilities in the street.

B. Upon suspension or revocation of a permit, all use of the right-of-way shall cease, except as authorized by the Director.

C. Continued activity following revocation or suspension under this section shall subject each and every violator to the maximum penalties provided by this chapter. (Ord. 96-1022 § 3)

11.10.140 Renewal of permits.

Each permit shall be of a duration as specified on the permit, but not to exceed 180 days. A permit may be renewed, if requested by the permittee before expiration of the permit; provided, however, that the use or activity is progressing in a satisfactory manner as reasonably determined by the Director or designee. (Ord. 96-1022 § 3)

11.10.150 Performance deposits, security devices, and insurance.

A. If the Director determines that there is a potential for injury, damage, or expense to the City as a result of damage to persons or property arising from an applicant's proposed use of any right-of-way, the applicant shall be required to make a cash deposit, or to provide a security device or insurance in a form acceptable to the Director or designee for the activities described in the subject permit. The amount of the deposit, security device, or insurance shall be determined by the Director or designee.

B. The requirements for performance deposits, security devices, and insurance are based on considerations of permittee's prior

performance, permittee's ability to pay, nature of the proposed use, costs of the activity, length of use, public safety, potential damage to right-of-way, and potential liability or expense to the City. (Ord. 96-1022 § 3)

11.10.160 Hold harmless.

As a condition to the issuance of any permit under this chapter, the permittee shall agree to defend, indemnify, and hold harmless the City, its officers, employees, and agents, from any and all suits, claims, or liabilities caused by or arising out of any use authorized by any such permit. (Ord. 96-1022 § 3)

11.10.170 Guarantee.

When there is a need to ensure conformance with the City's development standards, City or State construction standards, or other requirements, the applicant shall be required to provide a guarantee of workmanship and materials for the period of one year. Such guarantee may be in the form of a cash deposit or a security device in a form and amount approved by the Director. Notwithstanding the foregoing, utilities shall guarantee workmanship and materials until the next regularly scheduled overlay of the street. (Ord. 96-1022 § 3)

11.10.180 Inspections.

As a condition of issuance of any permit or authorization which requires approval of the department, each applicant shall be required to consent to inspections by the Department or any other appropriate City department. (Ord. 96-1022 § 3)

11.10.190 Correction and discontinuance of unsafe, nonconforming, or unauthorized conditions.

A. Whenever the Director determines that any condition on any right-of-way is in violation of, or any right-of-way is being used contrary to any provision of, this chapter or procedures adopted under this chapter or other applicable codes or standards, or without a right-of-way use permit, the Director may order the correction or discontinuance of such condition or any activity causing such condition.

11.10.200

B. The Director is authorized to order correction or discontinuance of any such condition or activities following the methods specified in procedures adopted pursuant to this chapter.

C. The Director shall also have all powers and remedies which may be available under State law, this chapter, and procedures adopted under this chapter for securing the correction or discontinuance of any condition specified in this section.

D. The Director is authorized to use any or all of the following methods in ordering correction or discontinuance of any such conditions, or activities as the Director determines appropriate:

1. Service of oral or written directives to the permittee or other responsible person requesting immediate correction or discontinuance of the specified condition;

2. Service of a written notice of violation, ordering correction or discontinuance of a specific condition or activity within five days of notice, or such other reasonable period as the Director may determine;

3. Revocation of previously granted permits where the permittee or other responsible person has failed or refused to comply with requirements imposed or notices served;

4. Issuance of an order to immediately stop work until authorization is received from the City to proceed with such work;

5. Service of summons and complaint or service of a citation and notice to appear by a law enforcement officer upon the permittee or other responsible person who is in violation of this chapter or other City ordinances.

E. Any object which shall occupy any right-of-way without a permit is a nuisance. The Department may attach a notice to any such object stating that if it is not removed from the right-of-way within 24 hours of the date and time stated on the notice, the object may be taken into custody and stored at the owner's expense. The notice shall provide an address and phone number where additional information may be obtained. If the object is a hazard to public safety, it may be removed summarily by the City. Notice of such removal shall be

thereafter given to the owner, if known. This section shall not apply to motor vehicles.

F. All expenses incurred by the City in abating any violation or condition shall constitute a civil debt owing to the City jointly and severally by such persons who have been given notice or who own the object or who placed it in the right-of-way, which debt shall be collectible in the same manner as any other civil debt.

G. The City shall also have all powers and remedies which may be available under law or ordinance, this chapter, and procedures adopted under this chapter for securing the correction or discontinuance of any conditions specified by the City. (Ord. 96-1022 § 3)

11.10.200 Warning and safety devices.

A. Warning lights, safety devices, signs, and barricades shall be provided on all rights-of-way when at any time there might be an obstruction or hazard to vehicular or pedestrian traffic. All obstructions on rights-of-way shall have sufficient barricades and signs posted in such manner as to indicate plainly the danger involved. Warning and safety devices may be removed when the work for which the right-of-way use permit has been granted is complete and the right-of-way restored to the conditions directed by the Department.

B. As a condition of the issuance of any right-of-way use permit, the Director or designee may require an applicant to submit a traffic detour plan showing the proposed detour routing and location and type of warning lights, safety devices, signs, and barricades intended to protect vehicular or pedestrian traffic at the site for which the right-of-way use permit is requested. If a traffic plan is required, no right-of-way use permit shall be issued until the traffic plan is approved.

C. Unless otherwise specified in adopted right-of-way use procedures, the current editions of the following standards manuals shall apply to the selection, location, and installation of required warning and safety devices; provided, that the Director or designee may impose additional requirements if site conditions warrant such enhanced protection of pedestrian or vehicular traffic:

1. Manual of Uniform Traffic Control Devices for Streets and Highways;

2. Development standards of the Department of Public Works;

3. Part VIII, "Regulations for Use of Public Streets and Projections over Public Property," Uniform Building Code.

D. Any right-of-way use permit that requires a partial lane or street closure may require a certified flagperson, properly attired, or an off-duty police officer for the purpose of traffic control during the construction.

E. All decisions of the Director or designee shall be final in all matters pertaining to the number, type, locations, installation, and maintenance of warning and safety devices in the public right-of-way during any actual work or activity for which a duly authorized right-of-way use permit has been issued.

F. Any failure of a permit holder to comply with the oral or written directives of the Director or designee related to the number, type, location, installation, or maintenance of warning and safety devices in the public right-of-way shall be cause for correction or discontinuance as provided in this chapter. (Ord. 96-1022 § 3)

11.10.210 Protection of adjoining property and access.

The permittee shall at all times and at the permittee's expense preserve and protect from injury adjoining property by complying with such measures as the Director or designee may deem reasonably suitable for such purposes. The permittee shall at all times maintain access to all property adjoining the excavation or work site. (Ord. 96-1022 § 3)

11.10.220 Preservation of monuments.

The permittee shall not disturb any survey monuments or markers found on the line of excavation work until ordered to do so by the Public Works Director. All street monuments, property corners, bench marks, and other monuments disturbed during the progress of the work shall be replaced by a licensed surveyor, at the expense of the permittee, to the satisfaction of the Director or designee. (Ord. 96-1022 § 3)

11.10.230 Protection from pollution and noise.

The permittee shall comply with all State laws, City ordinances, and the procedures adopted hereunder by the Director to protect from air and water pollution and to protect from excessive noise. The permittee shall provide for the flow of all watercourses, sewers, or drains intercepted during the excavation work and shall replace the same in as good condition as the permittee found them, or shall make such provisions for them as the Public Works Director may direct. The permittee shall not obstruct the gutter of any street, but shall use all proper measures to provide for the free passage of surface water. The permittee shall make provision to take care of all surplus water, muck, silt, clickings, or other runoff pumped from excavations or resulting from sluicing or other operations, and shall be responsible for any damage resulting from permittee's failure to so provide. (Ord. 96-1022 § 3)

11.10.240 Excavated material.

All excavated material which is piled adjacent to any excavation shall be maintained in such manner so as not to endanger those working in the excavation or pedestrians or users of the right-of-way. When the confines of the area being excavated are too small to permit the piling of excavated material beside the excavation, the Director shall have the authority to require the permittee to haul the excavated material to a storage site and then rehaul it to the excavation at the time of backfilling. It is the responsibility of the permittee to secure the necessary permission and make all necessary arrangements for any required storage and disposal of excavated material. (Ord. 96-1022 § 3)

11.10.250 Backfilling.

Backfilling in a right-of-way opened or excavated pursuant to a permit issued under the provisions of this chapter shall be compacted to a degree equivalent to that of the undisturbed ground in which the excavation was begun, unless the Director determines a greater degree of compaction is necessary to produce a satisfactory result. All backfilling

11.10.260

shall be accomplished according to City standards and specifications. All backfills shall be inspected and approved by the Director or designee prior to any overlaying or patching. (Ord. 96-1022 § 3)

11.10.260 Right-of-way restoration.

A. Permanent restoration of the right-of-way shall be made by the permittee in strict accordance with the standards and specifications of the City. Permanent restoration may include overlays of portions of the right-of-way which have been disrupted by excavation work.

B. The permittee shall guarantee conformance with the City's development standards and specifications as provided at SMC 11.10.170. Acceptance of any excavation work or right-of-way restoration shall not prevent the City from asserting a claim against the permittee and permittee's surety under the security device required by this chapter for incomplete or defective work, if such is discovered within the period of guarantee and maintenance. The presence of the Director, or designee, during the performance of any excavation work shall not relieve the permittee of any responsibility under this chapter. (Ord. 96-1022 § 3)

11.10.270 Coordination of right-of-way construction.

The permittee, at the time of receiving a Class C right-of-way use permit, shall notify all other public and private utilities known to be using or proposing to use the same right-of-way of the applicant's proposed construction and the proposed timing of such construction. A utility so notified may, within seven (7) days of such notification, request of the Director a delay in the commencement of any proposed construction for the purpose of coordinating other right-of-way construction with that proposed by the permittee. The Director may delay the commencement date of the permittee's right-of-way construction for up to ninety (90) days, except in emergencies, if the Director finds that such delay will reduce inconvenience to City right-of-way uses and if the Director finds that from construction activities

such delay will not create undue economic hardship on the applicant. (Ord. 96-1022 § 3)

11.10.280 Billings and collections.

The Department, jointly with the Finance Director, may establish administrative rules and procedures pertaining to the billing and collection of fees and charges adopted pursuant to this chapter. However, all fees shall be paid not later than thirty (30) days following receipt of a billing statement from the City. (Ord. 96-1022 § 3)

11.10.290 Appeals.

A decision of the Director made in accordance with this chapter shall be considered a final administrative decision. A person aggrieved by such decision of the Director may appeal such decision to the Hearing Examiner in accordance with the Hearing Examiner Code by filing a written notice of appeal within ten (10) days of such decision. (Ord. 96-1022 § 3)

11.10.300 Violation – Penalty.

Any person or entity who violates any provision of this chapter, or the provisions of any procedures adopted hereunder, by any act of commission or omission, or who aids or abets any such violation, shall be subject to code enforcement action and a civil penalty as set forth in Chapter 1.15 SMC. Each and every day, or portion thereof, during which any violation is committed or continued shall be deemed a separate and distinct violation of this chapter. (Ord. 01-1006 § 6; Ord. 96-1022 § 3)

15.18.030 Glare

Exterior lighting shall not be used in such a manner that it produces glare on public streets and neighboring property. This restriction also applies to any other nonresidential zone or use adjacent to single-family zones. Arc welding, acetylene torch cutting or similar processes shall be performed so as to be shielded from any adjacent properties or public roads. The glare of the torch shall not extend beyond the property line of the use (residential, commercial or industrial) creating the glare. (Ord. 92-1041 § 1)

15.18.040 Storage and Handling of Flammable Materials

In terms of fire and safety hazards, the storage and handling of flammable liquids, combustible liquids, liquefied petroleum gases and explosives shall comply with rules and regulations falling under the jurisdiction of the City of SeaTac, state of Washington and federal agencies.

Any of the above referenced tanks shall be located no closer to the property line than the greatest dimension (diameter, length or height) of the tank. (Ord. 92-1041 § 1)

15.18.050 Electrical Interference

Provisions must be made for necessary shielding or other preventive measures against the interference occasioned by mechanical, electrical or nuclear equipment uses or processes with electrical apparatus in nearby buildings or land uses. (Ord. 92-1041 § 1)

15.18.060 Odorous Gases and Matter

The emission of odorous gases or matter in such quantities as to be readily detectable without special instruments is prohibited at any point beyond the property line of the use creating the odor. (Ord. 92-1041 § 1)

15.18.070 Smoke and Particulate Matter Emissions

No emissions shall exceed the allowances set forth by the Environmental Protection Agency, the Washington State Department of Ecology and/or the Puget Sound Air Pollution Control Agency. (Ord. 92-1041 § 1)

15.18.080 Dust, Dirt, Flyaway Ash, or Airborne Solids

No observable fugitive dust, dirt, flyaway ash or other airborne solids shall be emitted from completed development, without adequate mitigation measures to prevent such situations. (Ord. 92-1041 § 1)

15.18.090 Commercial Storage

Storage of animal or vegetable wastes which attract insects or rodents creates a health hazard, and shall be prohibited. No waste products shall be exposed to view, from eye level, beyond the property line of the use storing the waste. (Ord. 92-1041 § 1)

15.18.100 Toxic Gases and Matter

No emissions of toxic gases or matter shall be permitted. (Ord. 92-1041 § 1)

15.18.110 Vibration

Vibration which is easily discernible without special instruments at any point beyond the property line is prohibited. This shall not apply to vibration caused by highway vehicles, trains, aircraft or intermittent construction activities. (Ord. 92-1041 § 1)

ATTACHMENT D-4

EXCERPTS OF APPLICABLE CITY FEES ON DATE OF AGREEMENT

PUBLIC WORKS:

1.1.1 Right of Way Use Permit Fees

Application Fee

Class A	\$40.00
Class B	\$75.00
Class C Residential less than 30 feet	\$50.00
Class C	\$174.00
Class C in conjunction with another permit	\$93.00
Class D	\$50.00
Class E	\$174.00
Class E in conjunction with another permit	\$93.00

Application Processing Fee

Class A	Standard Hourly Rate
Class B	Standard Hourly Rate
Class C Residential less than 30 feet	Standard Hourly Rate
Class C with	
Engineering plans with drainage facilities	\$800.00
Engineering plans without drainage facilities	\$213.00
Resubmittal, each occurrence - base	\$83.00
Resubmittal, each occurrence - Per Hour	Standard Hourly Rate
Revision to previously approved plans	\$139.00
Class D	Standard Hourly Rate
Class E with	
Engineering and traffic control plans	\$250.00
Resubmittal, each occurrence - base	\$83.00
Resubmittal, each occurrence - Per Hour	Standard Hourly Rate
Revision to previously approved plans	\$139.00

Daily Use Fee

Class A	Standard Hourly Rate
Class B	Standard Hourly Rate
Class C Construction inspection - Cost of improvement	

\$ 0 - 30,000	\$ 112.00 + \$62/\$1000 Cost
\$ 30,000 - 120,000	\$1,162.00 + 27/\$1000 Cost
\$120,001 - or more	\$3,562.00 + 7/\$1000 Cost

Maintenance bond inspection -

Cost of improvement

\$ 0 - 30,000	\$ 69 + \$9.70/\$1000 Cost
\$ 30,001 - 120,000	\$234 + 4.20/\$1000 Cost
\$120,001 - or more	\$570 + 1.40/\$1000 Cost

Class D

Standard Hourly Rate

Class E - One hour per non-holiday weekday of hauling

Standard Hourly Rate

FRANCHISE FEES:

Administrative Application Fee	\$2,000.00
Telecommunications, except as prohibited or Limited by Statute	5% of Gross Revenues, Annually
Hazardous Liquids Pipelines	\$13.50 Per Lineal Foot, annually

Public Works construction permits fees:

A.	Application review -	
1.	Initial review:	\$174.00
2.	Initial review in conjunction with another permit:	\$93.00
B.	Improvement plan review-	
1.	Engineering plans with drainage facilities:	\$800.00
2.	Engineering plans without drainage:	\$213.00
3.	Resubmittal, each occurrence - Base:	\$83.00
	Plus per hour:	Standard hourly rate
4.	Revision to previously approved plan:	\$139.00
C.	Construction inspection -	
	Cost of improvement	
	\$ 0 - 30,000	\$ 112 + \$62/\$1000 Cost
	\$ 30,000 - 120,000	\$1,162 + 27/\$1000 Cost
	\$120,001 - or more	\$3,562 + 7/\$1000 Cost
D.	Maintenance bond inspection -	

Cost of improvement	
\$ 0 - 30,000	\$ 69 + \$9.70/\$1000 Cost
\$ 30,001 - 120,000	\$234 + 4.20/\$1000 Cost
\$120,001 - or more	\$570 + 1.40/\$1000 Cost

- E. Code enforcement inspection: Standard hourly rate
- F. Inspection of electronic devices: Standard hourly rate

Grading permits fees:

Grading permits 0 - 100 cubic yards \$150.00

Grading permit plan review fees.

- A. The plan review fee shall be calculated by adding the application amounts from Tables 1 and 2; provided the maximum plan review fee shall not exceed \$ 35,000.00:

TABLE 1:

<u>VOLUME</u>	<u>BASE</u>	<u>Per 100 cu. yds.</u>
101 to 3,000 cu. yds.	\$ 0.00	\$14.50
3,001 to 10,000 cu. yds.	\$ 144.00	\$ 9.70
10,001 to 20, cu. yds.	\$ 824.00	\$ 2.90
20,001 to 40,000 cu. yds.	\$1,244.00	\$ 0.80
40,001 to 80,000 cu. yds.	\$1,364.00	\$ 0.50
80,001 cu. yds, and more	\$1,604.00	\$ 0.20

TABLE 2:

<u>DISTRIBUTED AREA</u>	<u>BASE</u>	<u>Per 100 cu. yds.</u>
Up to 1 acre	\$ 58.00	\$271.40
2 to 10 acre	\$ 126.00	\$203.50
11 to 40 acre	\$ 966.00	\$119.00
41 to 120 acre	\$ 3,454.00	\$ 57.30
121 to 360 acre	\$ 7,606.00	\$ 22.70
361 acres and more	\$11,494.00	\$ 11.90

- B. Plan revision fee Each occurrence \$80.00
Plus hourly rate Standard hourly rate

Grading permit operation monitoring fees.

- A. The operation monitoring fee shall be calculated by adding the applicable amount from Annual Volume Table to an amount equal to \$80.00 per acre distributed and not

rehabilitated during the monitoring period.

ANNUAL VOLUME TABLE:

<u>VOLUME DEPOSITED OR REMOVED</u>	<u>BASE</u>	<u>Per 100 cu. yds.</u>
0 to 3,000 cu. yds.	\$ 0.00	\$33.80
3,001 to 10, cu. yds.	\$ 843.00	\$ 5.70
10,001 to 20,000 cu. yds.	\$1,243.00	\$ 1.70
20,001 to 40,000 cu. yds.	\$1,423.00	\$ 0.80
40,001 to 80,000 cu. yds.	\$1,543.00	\$ 0.50
80,001 cu. yds and more	\$1,663.00	\$ 0.20
 B. Reclamation bond release inspection:		\$93.00
 C. Reinspection of non-bonded actions:		\$93.00
 Grading permit general fee provision.		
A. Grading permit fee reduction for projects completed within one year: <u>or</u>		40.00%
B. Grading permit fee reduction for projects reviewed in conjunction with building permits, subdivisions, short subdivisions or planned unit developments: <u>or</u>		50.00%
C. Initial plan review fee reduction for projects reviewed within one year of unclassified use or Quarry Mining (Q-M) reclassification approval: <u>and</u>		90.00%
D. Grading permit fee for permits over 100 cubic yards shall be reduced by the fee calculated from the Uniform Building Code.		

Subdivision - Engineering review fees:

A. Short subdivision		
1. Plan and profile, single short plat -		
a. Single short plat		\$500.00
b. Two or more simultaneous applications		

	for adjacent short plats on same plan		
		Base:	\$625.00
		Plus per lot:	\$14.00
c.	Supplemental plan and profile fee for drainage facilities:		\$625.00
2.	Revisions to previously approved plans:		\$139.00
		Plus per hour:	Standard hourly rate
B. Subdivision			
1.	Plan and profile		
a.	30 lots or less	Base:	\$1,528.00
		Plus per lot:	\$8.30
b.	31 lots or more	Base:	\$1,651.00
		Plus per lot:	\$4.20
2.	Resubmittal	Base:	\$83.00
		Plus per hour	Standard hourly rate
3.	Revisions to approved plans	Base:	\$83.00
		Plus per hour:	Standard hourly rate
C. Planned Unit Development			
1.	Plan and profile		
a.	30 lots or less	Base:	\$1,875.00
		Plus per unit:	\$13.90
b.	31 lots or more	Base:	\$2,085.00
		Plus per unit:	\$6.90
2.	Resubmittal	Base:	\$83.00
		Plus per hour:	Standard hourly rate
3.	Revisions to approved plans	Base:	\$83.00
		Plus per hour	Standard hourly rate
D. Conceptual Binding Site Plan			
1.	Plan and profile	Base:	\$782.00
2.	Resubmittal	Base:	\$83.00
		Plus per hour:	Standard hourly rate
3.	Revisions to approved plans	Base:	\$83.00
		Plus per hour:	Standard hourly rate

Drainage Plan Review - Commercial:

Total disturbed area

Amount

0-1/2 site acre	\$800.00
1/2-1 site acre	\$1,000.00
1-2 site acre	\$1,600.00
2-5 site acre	\$3,200.00
5-10 site acres	\$3,800.00
More than 10 acres	\$4,200.00

Commercial traffic circulation review:

a. On-site review only-no right-of-way improvements	\$160.00
b. On-site and right-of-way improvements review	\$480.00
c. Review for compliance with SEPA conditions	\$160.00

STANDARD BONDING RATE:

The standard bonding rate is set at 150% of the cost of the work to bonded.

TRANSPORTATION IMPACT FEES:

Transportation Impact Fees apply to all new developments and the increase in P.M. peak trips resulting from redevelopment.

Rate per single family, residential unit:	\$777.00
Rate per P.M. peak trips	\$773.00

Miscellaneous:

Plans (or 100% of actual cost if outside service is utilized)	\$1 Per lineal foot
Road vacation application fee	\$250.00
Road vacation processing fee	\$250.00
Related inspections and other services	Standard hourly rate
Landowner's use of excess right-of-way	12% of assessed value per year
Over-legal load permits, State fee, plus	\$10.00
Variance, Public Works - Administrative	\$200.00
Variance, Public Works - with a public hearing	\$814.00

Building Permit Fees (SMC 13.110)

<u>Total Valuation</u>	<u>Permit Fee</u>
\$1.00 to \$500.00	\$50.00
\$501.00 to \$2,000	\$29.38 for the first \$500.00 plus \$3.81 for each additional \$1,000, or fraction thereof, to and including \$2,000; however, no fee shall be less than \$50.00
\$2,001 to \$25,000	\$86.56 for the first \$2,000 plus \$17.50 for each additional \$1,000, or fraction thereof, to and including \$25,000
\$25,001 to \$50,000	\$489.06 for the first \$25,000 plus \$12.63 for each additional \$1,000, or fraction thereof, to and including \$50,000
\$50,001 to \$100,000	\$804.69 for the first \$50,000 plus \$8.75 for each additional \$1,000, or fraction thereof, to and including \$100,000
\$100,001 to \$500,000	\$1,242.19 for the first \$100,000 plus \$7.00 for each additional \$1,000, or fraction thereof, to and including \$500,000
\$500,001 to \$1,000,000	\$4,042.19 for the first \$500,000 plus \$5.94 for each additional \$1,000, or fraction thereof, to and including \$1,000,000
Over \$1,000,000	\$7,010.94 for the first \$1,000,000 plus \$3.94 for each additional \$1,000, or fraction thereof
<p>Other Inspections and Fees:</p> <ol style="list-style-type: none"> 1. Plan review fee is equal to 65% of the permit fee. 2. Inspections outside the normal business hours (minimum 4 hours) \$97.50 per hour. 3. Reinspection fees \$65.00 per hour (minimum 1 hour). 4. Inspections for which no fee is specifically indicated (minimum 1 hour) \$65.00 per hour. 5. Additional plan review required by changes, additions or revisions to plans (minimum 1 hour) \$65.00 per hour. 6. For use of outside consultants for plan checking and inspections, or both, Actual Cost 7. Demolition permit fee for buildings less than 500 square feet is \$50.00. 8. Minimum demolition permit fee for buildings 500 square feet or greater is \$150.00. 9. Permit for re-roofing a single-family residence is \$45.00. 	

Sign Permit Fees

<u>Valuation</u>	<u>Permit Fee</u>
\$250.00 or less	\$54.00
\$251.00 to \$1,000	\$54.00 plus 4% of cost over \$250.00

\$1,001 to \$5,000	\$84.00 plus 2% of cost over \$1,000
\$5,001 to \$50,000	\$164.00 plus 1.64% of cost over \$5,000
\$50,001 to \$250,000	\$902.00 plus 1.2% of cost over \$50,000
\$250,001 to \$1,000,000	\$3,302 plus .8% of cost over \$250,000
\$1,000,001 and up	\$9,677 plus .4% of cost over \$1,000,000

Other Inspections and Fees:

1. In addition to the permit fee, a plan review fee must be paid at the time of permit application, equal to 20% of the permit fee. The minimum plan review fee shall be \$65.
2. Inspections outside the normal business hours (minimum 4 hours) \$97.50 per hour.
3. Reinspection fees \$65.00 per hour (minimum 1 hour).
4. Inspections for which no fee is specifically indicated (minimum 1 hour) \$65.00 per hour.
5. Additional plan review required by changes, additions and revisions to plans (minimum 1 hour) \$65.00 per hour.
6. For use of outside consultants for plan checking and inspections, or both, Actual Cost.

Electrical Permits (SMC 13.180):

Single Family Dwellings

NEW CONSTRUCTION

New single family dwelling (includes a garage)	\$140.00
Garages, Pools, Spas, Outbuildings	\$75.00
Low voltage systems	\$55.00

Single Family Remodel and Service Changes

Service change or alteration – no added/altered circuits	\$75.00
Service change with added/altered circuits	\$75.00 plus \$10.00 per each added circuit (maximum \$140.00 permit fee)
Circuits added/altered without service change (including up to five (5) circuits)	\$50.00
Circuits added/altered without service change (more than five (5) circuits)	\$50.00 plus \$7.00 per each added circuit (maximum \$90.00 permit fee)
Meter/mast repair	\$65.00

Noise remedy modification permit \$90.00
 Low voltage systems \$55.00

Multi-Family and Commercial (including low voltage)

Valuation Amount	Fee
\$ 250 or less	\$ 54
\$ 251 - 1,000	\$ 54 plus 4% of cost over 250
\$ 1,001 - 5,000	\$ 84 plus 2% of cost over 1,000
\$ 5,001 – 50,000	\$ 164 plus 1.64% of cost of 5,000
\$ 50,001 - 250,000	\$ 902 plus 1.2% of cost over 50,000
\$ 250,001 - 1,000,000	\$3,302 plus .85% of cost over 250,000
\$1,000,001 and up	\$9,677 plus .5% of cost over one-million

Plan Review Fee – In addition to the permit fee, when plan review is required, including fire alarm systems, a plan review fee must be paid at the time of permit application equal to 20% of the permit fee with a minimum of \$65.

Electrical Annual Permit Fee.

For commercial/industrial location employing full-time electrical maintenance staff or having a yearly maintenance contract with a licensed electrical contractor. Note, all yearly maintenance contracts must detail the number of contractor electricians necessary to complete the work required under the contract. This number will be used as a basis for calculating the appropriate fee. Each inspection is based on a 2-hour maximum.

	Number of Inspections Included	Fee
1 to 3 plant electricians	12	\$1,710.80
4 to 6 plant electricians	24	\$3,423.30
7 to 12 plant electricians	36	\$5,134.60
13 to 25 plant electricians	52	\$6,847.10
More than 25 plant electricians	52	\$8,559.60

Note: Annual permit fees are to valid for inspections at one facility (or site) only.

Miscellaneous

Temporary service (residential) \$54.00
 Manufactured/Mobile home service (does not include garage or outbuildings) \$80.00
 Carnivals
 Base fee \$75.00

Each concession	\$10.00
Inspection or plan review not specified elsewhere	\$65.00 per hour
Signs – See separate fee schedule	

Other Inspections and Fees:

1. Permit costs include the normal plan review associated with the application.
2. Inspections outside the normal business hours (minimum 4 hours) \$97.50 per hour.
3. Reinspection fees \$65.00 per hour (minimum 1 hour).
4. Inspections for which no fee is specifically indicated (minimum 1 hour) \$65.00 per hour.
5. Additional plan review required by changes, additions or revisions to plans (minimum 1 hour) \$65.00 per hour.
6. For use of outside consultants for plan checking and inspections, or both, Actual Cost.

Mechanical Permits (SMC 13.160):

Single Family Dwellings

New single family dwelling*	\$150.00
New Installation/existing dwelling* (existing dwelling with no existing ducting or venting)	\$150.00
*Gas piping included under these permits	

Additions and Remodels to Single Family Dwellings

Each new or replaced appliance*	\$50.00
More than two new or replaced appliances*	\$150.00
Gas piping (no equipment or appliances)	\$45.00
*Gas piping included under these permits.	

Multi-Family and Commercial

Valuation Amount	Fee
\$ 250 or less	\$ 45
\$ 251 - 1,000	\$ 45 plus 4% of cost over 250
\$ 1,001 -5,000	\$ 75 plus 1.5% of cost over 1,000
\$ 5,001 – 50,000	\$ 135 plus 1.4% of cost of 5,0000
\$ 50,001 -250,000	\$ 765 plus 1% of cost over 50,000
\$ 250,001 - 1,000,000	\$2,765 plus .8% of cost over 250,000
\$1,000,001 and up	\$8,765 plus .4% of cost over 1,000,000

Other Inspections or Fees:

1. Permit costs include the normal plan review associated with the application.
2. Inspections outside the normal business hours (minimum 4 hours) \$97.50 per hour.

3. Reinspection fees \$65.00 per hour (minimum 1 hour).
4. Inspections for which no fee is specifically indicated (minimum 1 hour) \$65.00 per hour.
5. Additional plan review required by changes, additions or revisions to plans (minimum 1 hour) \$65.00 per hour.
6. For use of outside consultants for plan checking and inspections, or both, Actual Cost.

Plumbing permits (SMC 13.170):

Single Family Dwellings

New Single Family Dwelling \$150.00

Additions and Remodels to Single Family Dwellings

Adding one to five fixtures	\$50.00
Adding six to ten fixtures	\$70.00
Over ten fixtures	\$150.00

Multi-Family and Commercial

Valuation Amount	Fee
\$ 250 or less	\$ 45
\$ 251 - 1,000	\$ 45 plus 4% of cost over 250
\$ 1,001 - 5,000	\$ 75 plus 1.5% of cost over 1,000
\$ 5,001 – 50,000	\$ 135 plus 1.4% of cost of 5,000
\$ 50,001 - 250,000	\$ 765 plus 1% of cost over 50,000
\$ 250,000 - 1,000,000	\$2,765 plus .8% of cost over 250,000
\$1,000,001 and up	\$8,765 plus .4% of cost over 1,000,000

Other Inspections or Fees:

1. Permit costs include the normal plan review associated with the application.
2. Inspections outside the normal business hours (minimum 4 hours) \$97.50 per hour.
3. Reinspection fees \$65.00 per hour (minimum 1 hour).
4. Inspections for which no fee is specifically indicated (minimum 1 hour) \$65.00 per hour.
5. Additional plan review required by changes, additions or revisions to plans (minimum 1 hour) \$65.00 per hour.
6. For use of outside consultants for plan checking and inspections, or both, Actual Cost.

Fuel Storage Tanks:

Removal of fuel storage tank (FST), other than residential or farm, less than 1,100 gallons.	\$250.00
Additional tanks inspected at same time:	\$100.00 each

Fire Sprinkler Permit Fee Schedule (SMC 13.150):

Single Family Dwellings

New Single Family Dwelling	\$175.00
Addition to existing system	\$110.00

Multi-Family and Commercial

Valuation Amount	Fee
\$ 250 or less	\$ 45
\$ 251 - 1,000	\$ 45 plus 4% of cost over 250
\$ 1,001 - 5,000	\$ 75 plus 1.5% of cost over 1,000
\$ 5,001 - 50,000	\$ 135 plus 1.4% of cost of 5,000
\$ 50,001 - 250,000	\$ 765 plus 1% of cost over 50,000
\$ 250,001 - 1,000,000	\$2,765 plus .8% of cost over 250,000
\$1,000,001 and up	\$8,765 plus .4% of cost over 1,000,000

Other Inspections and Fees:

1. Plan review for fire sprinkler permits shall be computed at 50% of the permit fee as based on the valuation amount.
2. Inspections outside the normal business hours (minimum 4 hours) \$97.50 per hour.
3. Reinspection fees \$65.00 per hour (minimum 1 hour).
4. Inspections for which no fee is specifically indicated (minimum 1 hour) \$65.00 per hour.
5. Additional plan review required by changes, additions or revisions to plans (minimum 1 hour) \$65.00 per hour.
6. For use of outside consultants for plan checking and inspections, or both, Actual Cost.