City of SeaTac
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Community and Economic Development

Master Land Use Application

Staff Use Only:

Project Name:

Master Project #: PRJ 20-0049 Sub-Projects #: VAR 21-0001 / SPR 21-0001 / SEP 21-0001 / MTE 21-0001

Pre-Application #/Date: PRE 20-0023 12/15/21

Check all specific Land Use Actions you are applying for in the boxes provided:

Please note that you do not need to duplicate any of the information requested from the land use action submittal checklists below if you have already provided it in this application.

☐ Accessory Dwelling Unit	☐ Reasonable Use Exception	☐ Sign Special Event or Grand Opening
☐ Code Interpretation	☐ Request for Zoning Compliance Letter	☐ Sign Variance
☐ *Comprehensive Plan Amendment	■ SEPA	☐ Special Home Occupation (SHOP)
☐ *Conditional Use – Minor	☐ Separate Lot Status Determination	☐ Temporary Use Permit
☐ *Conditional Use – Major	☐ Shoreline Exemption	■ *Variance
☐ *Development Agreement	☐ *Shoreline Substantial Development	☐ Wireless Communication Facility (WCF)
☐ *Development Regulations Amendment	☐ *Short Plat – Preliminary	☐ Zoning Compliance Letter
☐ Lot Line Adjustment	☐ *Short Plat – Final	☐ *Zone Reclassification (Rezone)
☐ *Planned Unit Development	☐ *Subdivision – Preliminary	
☐ *Preliminary Site Plan Review	☐ *Subdivision – Final	
☐ Public Utility Exception		

This Master Land Use Application **and** specific Land Use Action(s) (see submittal checklists above) must be completed with all required supplemental documents provided prior to submitting for an application to be considered complete and accepted through the Permit Center. Please note that any land use action above marked with an asterisk (*) will require an intake appointment when ready to submit. Please see the Land Use Application Intake Appointment FAQ's page for more information.

Failure to submit all requested items (in legible form) may delay processing of your application. Additional information may be required after review of your proposal.

In an effort to reduce paper and transition to digital review, electronic plan submittal is preferred via files on a USB/Thumb drive instead of hard copies.

Application Requirements:

- ■ Master Land Use Application completed;
- ■ Specific Land Use Action submittal checklist completed (please see the Permits & Land Use Applications Page);
- ■ Multimodal Transportation Concurrency Application completed (click here to view);
- ☐ Payment of applicable fees via Cash, Check or Card (Visa + MasterCard limit of $2,500).
- ■ Schedule intake appointment (if applicable).

SITE/PROPERTY INFORMATION

Site Address: 2929 S. 200th St., SeaTac, WA 98198 Parcel #: 3445000019

Property's Existing Zoning:

☐ UL ☐ UM ☐ UH ☐ UH-UCR ☐ T ☐ MHP ☐ NB ☐ O/C/MU ☐ O/CM ☐ ABC ☐ CB ■ CB-C ☐ BP ☐ I

☐ P ☐ AVC ☐ AVO

APPLICANT/OWNER INFORMATION

Applicant's Information:

Name: George Schweikart, AIA - Clark | Barnes

☐ Owner ■ Authorized Agent ☐ Purchaser

Mailing Address: 1401 West Garfield St., Seattle, WA 98119

Phone: 206-782-8208

Email: gschweikart@clarkbarnes.com

Property Owners Information:
(If an LLC, please provide documentation of being an authorized signer)

Name: SeaTac Star Development, LLC c/o Trent Development

Mailing Address: 1420 5th Ave, Suite 2200, Seattle, WA 98101

Phone: 206-234-6543

Email: trent@trentone.com

Designated Contact Person:
(Who will receive and disseminate all correspondence from the City)

Same as:

■ Applicant ☐ Property Owner ☐ Other

Name:

Mailing Address:

Phone:

Email:

(Contact 1)

PROFESSIONAL CONTACT INFORMATION

Architect:	**Name:** Clark | Barnes (contact: George Schweikart, AIA) **Mailing Address:** 1401 West Garfield St., Seattle, WA 98119 **Phone:** 206-782-8208 **Email:** gschweikart@clarkbarnes.com
Engineer:	**Name:** RAM Engineering, Inc. (contact: Rob Long, PE) **Mailing Address:** 16531 13th Ave. W, Lynnwood, WA 98037 **Phone:** 425-678-6960 **Email:** Robl@ramengineeringinc.com
Surveyor:	**Name:** AHBL, Inc. (contact: David Follansbee, PLS) **Mailing Address:** 2215 N. 30th St., Suite 200 Tacoma, WA 98403 **Phone:** 253-383-2422 **Email:** dfollansbee@ahbl.com
Designer/Landscape Architect/etc.:	**Name:** Weisman Design Group (contact: Any Rasmussen, ASLA) **Mailing Address:** 2329 E. Madison St., Seattle, WA 98111 **Phone:** 206-322-1732 **Email:** andy@wdginc.com

ACKNOWLEDGEMENTS

1. *By signing this application, I authorize employees/agents of the City of SeaTac to enter onto the property that is the subject of this application during regular business hours. The sole purpose of entry is to make an examination of the property that is necessary to process this application.*
2. *I certify that I am the owner of this property or the owner's authorized agent. If acting as an authorized agent, I further certify that I have full power and authority to file this application and to perform, on behalf of the owner, all acts required to enable the jurisdiction to process and review such application. I will comply with all provisions of the law and ordinance governing this type of application. If the scope of work requires a licensed contractor to perform the work, the information will be provided prior to permit issuance.*
3. *I CERTIFY THAT THE INFORMATION FURNISHED BY ME AS PART OF THIS APPLICATION IS TRUE AND CORRECT TO THE BEST OF MY KNOWLEDGE.*

I am the: ☐ Owner ■ Authorized Agent

Applicant Signature: george schweikart Date: 01/20/21

Printed Name: George Schweikart, AIA - Clark | Barnes

City of SeaTac
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Community and Economic Development

Preliminary Site Plan Review Submittal Checklist

Staff Use Only:

SPR #: 21-0001 Project Name: 2929 Multifamily

DEFINITION AND PURPOSE

Preliminary Site Plan Review provides an administrative process by which a development project is reviewed to ensure conformance with applicable policies, codes and development standards. The process is separate from and precedes initial building or engineering permit review and issuance.

AUTHORITY AND APPLICATION

1. **Projects That Require SEPA**. At a minimum, Preliminary Site Plan Review is required for all projects subject to SEPA review per Chapter 16A.23 SMC; provided, that no other land use approval is required. SEPA review shall occur concurrently with the Preliminary Site Plan Review process.

2. **Projects That Do Not Require SEPA**. The Director may establish administrative standards for projects to be subject to Preliminary Site Plan Review versus those more minor projects that can be approved through standard permit review/issuance.

The following project types shall be required to submit for Preliminary Site Plan Review prior to submittal of construction permits (if applicable):

- Townhouse projects.
- Multi-family housing projects.
- All projects within Overlay Districts and Zones (see SMC Title 15, Division III), except for single-family residences.

Please Note: Any project that is subject to a Conditional Use Permit or Shoreline Substantial Development Permit may be exempt from a Preliminary Site Plan Review application; however regulations shall still apply and be reviewed.

REVIEW PROCESS AND PROCEDURES

All projects subject to Preliminary Site Plan Review shall be considered in accordance with SMC 15.115.055 and be processed as Type II Permits per SMC Title 16A.

1. Your submittal will NOT be accepted for intake if your project has not had the required Pre-Application meeting. To schedule the required meeting, you must complete the required Pre-Application meeting request found here: (http://www.seatacwa.gov/home/showdocument?id=4779) and submit it to the Permit Center.
2. A Determination of Completeness (DOC) will be made within twenty-eight (28) days of the application submittal stating whether the application is complete or if additional information is required.
3. A Notice of Application (NOA) will be published and sent to adjacent property owners. The NOA will be issued within fourteen (14) days after a DOC is made.

a. A notice board is required to be posted on said property on or before the publish date of the NOA. An Affidavit of Installation shall be submitted to the City that the notice board has been installed on the property.

4. Once a DOC is issued, the City has one hundred twenty (120) days to make a decision regarding the application. A Notice of Decision (NOD) will be sent to the applicant/property owner and to all parties of record.

5. The decision on a Preliminary Site Plan Review may be appealed to the Hearing Examiner within fourteen (14) days of the issuance of such decision. The appeal must be filed with the City Clerk on a form supplied by the City Clerk along with a filing fee.

6. A Preliminary Site Plan Review approval shall become null and void if a complete application for a building permit, or engineering permit when no building permit is required, is not filed within one (1) year of the date of approval.

7. Upon written request of the property owner or his/her authorized representative, the Director may grant an extension of time up to but not exceeding six (6) months. Such extension shall be based upon finding that there has been no material change of applicable policies, codes and development standards, and that granting an extension would not be detrimental to the public health, safety or general welfare.

Application Checklist

The following materials are the minimum that must be submitted to review your application. **Please do not turn in your application until all items listed below have been checked off.** Submittals will not be accepted unless complete. Return completed checklist with application.

** Additional detailed specifications will be required in the plan submittal requirements at time of BLD and/or STE stage.*

*** Refer to current fee schedule, and/or contact a permit coordinator @ 206-973-4750 for information regarding required fees at the time of application submittal.*

****Detailed landscape and architectural plans will be reviewed and approved through the building permit.*

SUBMITTAL REQUIREMENTS		APPLICANT	STAFF
1	Master Land Use Application form, completed.	X	Y
2	Required fee(s) paid.	X	
3	Original, plus four (4) copies of all documents. Digital Submittal	N/A	N/A
4	An environmental (SEPA) checklist, if applicable.	X	Y
5	Water and Sewer availability letter.	X	Y

6	Project description:
	In a separate written attachment, please provide the following:
	• Description of the current property, noting any critical areas.
	• Scope of the project:
	  ○ Physical / Spatial changes (i.e. additions, lot coverage, gross floor area, unit counts, and underground space).
	  ○ Land use (i.e. business type, uses proposed).
	  ○ Parking stalls.
	  ○ Open space, landscaping and amenities.
		X	Y

7	Vicinity map.	X	Y
8	Plan set requirements (see below).		

SUBMITTAL REQUIREMENTS		APPLICANT	STAFF
	• Existing Site Plan • Proposed Site Plan • Conceptual Landscaping Plan • Conceptual Architectural Plan	X	
9	Additional items as identified in a pre-application meeting, if applicable.	X	

PLAN REQUIREMENTS		APPLICANT *(List sheet number for each item)*	STAFF
Unless otherwise noted, all plans shall have the following: Scale, north arrow and date drawn. Scale shall be standard engineering or architectural. The scale must allow clear depiction of all required information, typically between 1" = 10' and 1" = 40'.			
1	**Existing Site Plan**	A0.00	
	Location, dimensions, and use of existing structures on site (includes fences, accessory buildings, temporary structures such as trailers/mobile homes, and retaining walls).	N/A	Y
	Indicate all structures to be removed / demolished.	N/A	Y
	Distances between structures and property lines.	N/A	Y
	Land uses, lot lines, and approximate location of structures and pavement on abutting properties.	A0.00	Y
	Location of existing easements.	A0.00	Y
	All existing street and alley rights of way abutting the site. Include street name, width of right of way.	A0.00	Y
	On-site vehicular ways such as driveways, drive lanes, auto courts, or private roads, including dimensions and materials.	A0.00	Y
	Tree survey including: • Size, type, and location of all significant trees on site; • Indication of which trees are "to remain" or "to be removed"; and • Replacement ratio detail, if required.	N/A	N/A
	If applicable, a Critical Area(s) Report & Critical Area Map, including: • Location of critical area(s) on site or in the vicinity; and • Buffer area. See Critical area code SMC 15.700 for specific detailed requirements.	N/A	N/A
2	**Proposed Site Plan**	A0.01	
	Location, dimensions, and use of proposed structures on site (includes fences, accessory buildings, temporary structures such as trailers/mobile homes, and retaining walls).	A0.01	Y
	Distances between proposed structures, existing structures and property lines.	A0.01	Y
	Proposed lot lines.	A0.01	Y
	Proposed easements.	N/A	N/A
	Location of all paving (proposed and existing) – including sidewalks, driveways, pedestrian and bicycle paths, on site and within the adjacent right-of-way.	A0.01	Y

PLAN REQUIREMENTS		APPLICANT *(List sheet number for each item)*	STAFF
	Existing and proposed elevation contours at intervals of not greater than 5 feet.	A0.01& Survey	Y
	Location, height, top elevation and width of existing and proposed retaining walls and rockeries, if applicable.	N/A	N/A
	Location of existing and proposed utilities within the site such as sewer, water, gas and electricity.	Civil & Survey	Y
	Location of existing fire hydrants.	Civil	Y
	Proposed garbage/recycling collection areas and dimensions, including enclosure-screening method.	A1.03	Y
	Mechanical/Utility equipment locations.	MEP	Y
	Location and type of proposed exterior lighting.	ELECTRICAL	Y
	Parking ratio detail provided on plans, including: • Required parking unit count; and • Proposed parking unit count. Location, dimension and number of parking spaces (including accessible spaces), bicycle parking, drop-off areas and driveway access.	A1.01 & A1.02	Y - missing calculation
	Required Open Space areas delineated on plans and ratio detail including: • Required open space square footage; and • Proposed open space square footage.	CS4	Y
	If property is comprised of multiple lots, provide description of current status and/or explain proposed intent, i.e. lot line adjustment, lot consolidation, binding site plan, etc.	N/A	N/A
3	**Conceptual Landscaping Plan**	LANDSCAPE	
	Existing trees & vegetation to be retained.	LANDSCAPE	Y
	Type (e.g. Type I, Type II, etc.) and width of proposed landscaping areas. Refer to SMC 15.445.110 & 15.445.210 for further detail.	LANDSCAPE	Y
	Right-of-way landscaping, if applicable.	LANDSCAPE	Y
	Surface storm water facilities.	Civil	Y
4	**Conceptual Architectural Plan**		
	Building facades drawn at 1/4", 1/8" = 1' or comparable scale showing: • Elevations; • Building height; • Entrances.	A2.01- A2.08	Y
	Floor plans with uses labeled. Include parking garage layout if applicable.	A1.01- A1.10	Y

SPR21-0001
Exhibit A-9

CLARK
BARNES

clarkbarnes.com
1401 W Garfield Street
Seattle, WA 98119

January 21, 2021

Dennis Hartwick, Senior Planner
City of SeaTac, Community & Economic Development
4800 S 188th St
SeaTac, WA 98188

RE: 2929 S 200th St – Fire Station Redevelopment Building Permit Project Narrative
Tax Parcel #: 3445000019
Zoning: CB-C (Community Business in Urban Center) – Angle Lake Station Overlay District

Dear Mr. Hartwick:

We are providing Building Permit Applications and Drawings for a proposed multi-family located at 2929 S 200th St. The site is 23,516 SF (0.54 acre) and located in the CB-C zone (Community Business in Urban Center) subject to the Angle Lake Station Overlay District guidelines. Multi-family projects are permitted outright in the CB-C Zone.

The proposed project will be a 7-story multi-family residential structure over 2 levels of below-grade parking (5 levels of Type V-A construction over 4 levels of Type I-A construction). The project will provide 108 residential units and onsite amenity spaces for residences. 78 parking stalls will be provided in a 2 level below-grade parking garage, for which a variance application is being provided. This is based off the 35% parking reduction allowed by code in the Angle Lake Station Overlay District and a request for an additional 20% reduction requested per the variance.

The proposed building height is 70' maximum above the average grade plane, 18' ground floor ceiling height along S 200th for the amenity spaces and the primary pedestrian entrance located along S 200th St towards the intersection with 30th Ave S. The building will be setback at level 1 to accommodate both the required street dedications (15' along S 200th & 12' along 30th Ave S) and the required landscaping setbacks. The required recreation space (108 units x 60 SF = 6,480 SF) is provided with 5,003.83 SF of Outdoor Common Space, 1,967.20 SF of Indoor Recreation Space, and 1,964.09 SF of Private Recreation Space for a total of 8,935.12 SF.

Regards,

Adam Gromer, Project Manager
CLARK | BARNES

FORM A: ENVIRONMENTAL (SEPA) APPLICATION FORM

The following materials are the **minimum** materials that must be submitted to review your application to determine that it is complete or incomplete as provided under RCW 36.70B.060 and RCW 36.70B.090.
Please note additional information may be required after review of your proposal.
This form is provided for your benefit and to aid the City in determining if your application contains the minimum information necessary to review your application.
Incomplete submittals will not be accepted or acted upon.
This application also will not be accepted if you have not had a Pre-Application Meeting with the City.
This checklist must be submitted for your application review.
If you have any questions, contact the Department of Community and Economic Development.

For Office Use Only

Date Reviewed:_____ **Date of Pre-App Meeting:**_____

PLAN SUBMITTAL		Applicant	Staff
1	*Completed Environmental Checklist:* Original copy.	X	
2	A check written to the City of SeaTac for the filing fee of the Environmental Checklist.		
3	A dimension Site Plan, drawn to scale (1 in. = 20, 30, 40 ft.) showing the following: a) Dimension and shape of lot with adjacent street names b) A ***legal description*** of the subject property is provided. c) Location and dimensions of existing and proposed buildings (engineering scale only) including the building height of proposed buildings d) Adjacent street improvements, ingress and egress, parking layout showing the number of stalls and stall sizes e) Required landscaping areas. A detailed landscape plan is not required, however, the site plan must show the dimensioned 'block' areas of landscape to demonstrate the code required landscaping can be accommodated on site. f) Existing water courses, wetlands, utility lines, structures, rockeries or other relevant manmade or natural features, ordinary high water mark g) The gross floor area of buildings h) Parking calculations and dimensioned parking stalls as per Code i) Existing and finished grades at 5' contours j) Location and dimensions of all easements referenced in the title report with the recording number and type of easement (e.g. access, sewer, etc.) k) Proposed storm drainage, sidewalks, conceptual grading and drainage plan l) The location of any recreation/open space with dimensions m) Proposed public dedication/open space (if any)	X	

4	Two (2) sets of plans: • 24” x 36”; and • 8 ½” x 11” (reduced version of above plan) Note: All oversized plans folded to 8 1/2" x 14".	N/A	
5	Building elevations of the proposal showing two facades at 1"=50', 1"=100' or 1"=200' *(engineering scale only*)	X	
6	Drawing and/or text describing the scale, bulk and architectural character of the proposed structure	X	
7	A text describing conditions or features which cannot be adequately displayed on maps or drawings	N/A	
8	A description of plans for covenants, uses and continuous maintenance provisions for the project	N/A	
9	Proposed phasing identified	N/A	
10	Vehicular and pedestrian circulation and any special engineering features and traffic regulating devices needed to facilitate or insure the safety of this circulation pattern.	N/A	

FORM B: ENVIRONMENTAL (SEPA) CHECKLIST

Date Checklist Prepared: January 20, 2021 **Parcel No.** 3445000019

A. BACKGROUND

1. Name of proposed project: 2929 S 200th SeaTac

2. Applicant:

Name: George Schweikart, AIA - Clark Barnes
Mailing Address: 1401 West Garfield Street
Seattle (City) WA (State) 98199 (Zip)
Phone: (206) 782-8208 Fax:
Alt. Phone: Email: gschweikart@clarkbarnes.com
Status: (Owner, Lessee, Agent, Etc.) Agent

3. Designated Contact Person: (The person who will receive and disseminate all correspondence from the City)

Name: George Schweikart, AIA - Clark Barnes
Mailing Address: 1401 West Garfield Street
Seattle (City) WA (State) 98199 (Zip)
Phone: (206) 782-8208 Fax:
Alt. Phone: Email: gschweikart@clarkbarnes.com

4. Agency requesting checklist: City of SeaTac

5. Proposed timing or schedule (including phasing): Building Permit Submittal January 2021

6. Do you have any plans for future additions, expansion, or further activity related to or connected with this proposal? If yes, explain:

There are no plans for future additions, expansion, or further activity related to or connected with this proposal.

7. List any environmental information you know about that has been prepared, or will be prepared, directly related to this proposal.

A Geotechnical Engineering Study, dated November 20, 2020, was prepared by Geotech Consultants, Inc.

8. Do you know whether applications are pending for governmental approvals of other proposals directly affecting the property covered by your proposal? Explain:

No known applications are pending.

9. List any government approvals or permits that will be needed for your proposal.

Design Review, Building Permit, Demolition Permit, Grading Permit, and Public Works Permit.

10. Give a brief, complete description of your proposal, including the proposed uses and the size, with square footage, of the project and site. There are several questions later in this checklist that ask you to describe certain aspects of your proposal. You do not need to repeat those answers on this page.

The construction of a 7-story mixed-use residential building with 2 levels of below-grade parking totaling 123,963 square feet.

The project will contain 108 total dwelling units with parking for 78 vehicles. The site is 0.54 acres (23,516 square feet).

11. Location of the proposal. Give sufficient information for a person to understand the precise location of your proposed project, including a street address, and section, township, and range. If a proposal would occur over a range of area, provide the range or boundaries of the site(s). Provide a legal description, site plan, vicinity map, and topographic map. While you should submit any plans required by the agency, you are not required to duplicate maps or detailed plans submitted with any permit applications related to this checklist.

THE NORTH 230 FEET OF THE EAST 92 FEET; TOGETHER WITH THE NORTH 135 FEET OF THE WEST 50 FEET OF THE EAST 142 FEET, OF TRACT 2 OF HOMESTEAD PARK FIVE ACRE TRACTS, ACCORDING TO THE PLAT THEREOF RECORDED IN VOLUME 7 OF PLATS, PAGE 88, RECORDS OF KING COUNTY, WASHINGTON; EXCEPT THE NORTH 30 FEET THEREOF DEEDED FOR ROAD PURPOSES. SITUATE IN THE COUNTY OF KING, STATE OF WASHINGTON.

B. ENVIRONMENTAL ELEMENTS

1. Earth:

a) General description of the site (article one): Flat, rolling, hilly steep slopes, mountainous, other _____

Flat.

b) What is the steepest slope on the site (approximate percent slope?)

Site is relatively flat, +/- 2%.

c) What general types of soils are found on the site (for example, clay, sand, gravel, peat, muck)? If you know the classification of agricultural soils, specify them and note any agricultural land of long -term commercial significance and whether the proposal results in removing any of these soils.

The underlying site soils are classified as Vashon Till soils (silty sands).

d) Are there surface indications or history of unstable soils in the immediate vicinity? Describe:

No. See site specific geotechnical engineering study by Geotech Consultants Inc. dated November 20, 2020.

e) Describe the purpose, type and approximate quantities of any filling or grading proposed. Indicate source of fill:

Grading will be with onsite materials except some imports for structural fill, gravel and compost.

The approximate quantities of grading are estimated to be 15,000 CYs cut and 100 CYs fill.

f) Could erosion occur as a result of clearing, construction, or use? Generally describe:

Moderate risk of erosion due to exposed soils during construction and on-site cut slopes.

g) About what percent of the site will be covered with impervious surfaces after project construction (e.g. asphalt and buildings)?

About 95% of the site will be impervious with combination of pavement and rooftops.

h) Proposed measures to reduce or control erosion, or other impacts to the earth, if any.

City and DOE Best Management Practices will be employed with construction. A TESC plan and SWPPP will be prepared for any project action. Perimeter containment and exposed soil protection will be the primary measures to reduce and control erosion.

2. Air:

a) What types of emissions to the air would result from the proposal (i.e. dust, automobile, odors, industrial wood smoke) during construction and when the project is completed? Generally describe and give approximate quantities if known:

During construction, dust and emissions associated with typical construction activities. After construction, automobile emissions will be present depending on resident use.

b) Are there any off-site sources of emissions or odor that may affect your proposal? Generally describe:

No.

c) Proposed measures to reduce or control emissions or other impacts to the air:

Parking garage vent terminations shall be located away from pedestrians, residents and operable windows and doors.

3. Water:

a) Surface

1) Is there any surface water body on or in the immediate vicinity of the site (including year round and seasonal streams, saltwater, lakes, ponds, or wetlands)? Describe type and provide names. If appropriate, state what stream or river it flows into.

There are known surface water bodies onsite. Angle Lake is located approximately 1,000 feet northeast of the project site.

2) Will the project require any work over, in, or adjacent to (within 200 feet) the described waters. Please describe and attach available plans.

No.

3) Estimate the amount of fill and dredge material that would be placed in or removed from surface water or wetlands and indicate the area of the site that would be affected. Indicate the source of fill material.

None.

4) Will the proposal require surface water withdrawals or diversions? Give general description, purpose, and approximate quantities if known.

No.

5) Does the proposal lie within a 100-year floodplain? Note location on the site plan.

No.

6) Does the proposal involve any discharges of waste materials to surface waters? Describe the type of waste and anticipated volume of discharge.

No.

b) Ground Water

1) Will groundwater be withdrawn from a well for drinking water or other purposes? If so, give a general description of the well, proposed uses and approximate quantities withdrawn from the well. Will water be discharged to groundwater? Give general description, purpose, and approximate quantities if known.

No groundwater will be withdrawn for drinking water purposes. During construction, trench/excavation dewatering may alter/withdraw minor groundwater flows.

2) Describe waste material that will be discharged into the ground from septic tanks or other sources, if any (for example: domestic sewage; industrial containing the following chemicals; toxic or non-toxic, agricultural; etc.). Describe the general size of the system, the number of such systems, the number of houses to be served (if applicable), or the number of animals or humans the system(s) are expected to serve.

Wastewater will be discharged to the public sanitary sewer system (Midway Sewer District). If found, any existing septic systems will be decommissioned per the Health District criteria. Any existing septic and drain-field onsite will be decommissioned per Heath District requirements.

c) Water Runoff (including storm water)

1) Describe the source of runoff (including storm water) and method of collection and disposal. (include quantities). Where will this water flow? Will this water flow into other waters? Describe:

Stormwater runoff from the developed site will be generated by new building roof, sidewalks, and roadways improvements/widening areas. Stormwater from the building roof area will be collected and routed to an onsite retention/detention facility under the proposed building. Stormwater will discharge to the exiting stormwater pipe conveyance system along 30th Avenue S. and S. 200th Street, and generally flow northeasterly to Angle Lake.

2) Could waste materials enter ground or surface waters? Generally describe.

Hydrocarbons from automobiles, herbicides, pesticides, and excess fertilizer from landscape areas.

3) Does the proposal alter or otherwise affect drainage patterns in the vicinity of the site? If so, describe.

Post development drainage patterns and volumes will match pre-development conditions in

accordance with City of SeaTac. Stormwater discharge will be maintained in a northeast direction into the existing stormwater pipe system along 30th Avenue S. and S. 200th Street.

4) Proposed measures to reduce or control surface, ground, and runoff impacts, if any.

Temporary erosion control devices would be installed during construction. After construction, onsite stormwater runoff will be collected and directed to an onsite detention/retention (underground tank system) facility and discharge to a stormwater pipe conveyance system along 30th Avenue S.

4. Plants:

a) Check the types of vegetation found on the site:

- ☐ **Deciduous tree:** ☐ Alder ☐ Maple ☐ Aspen ☐ Other_____
- ☐ **Evergreen tree:** ☐ Fir ☐ Cedar ☐ Pine ☐ Other_____
- ☐ **Shrubs**
- ■ **Grass**
- ☐ **Pasture**
- ☐ **Crop or grain**
- ☐ **Wet soil plants:** ☐ Water Lily ☐ Eelgrass ☐ Milfoil ☐ Other_____
- ☐ **Other types of vegetation:**_____

b) What kind and amount of vegetation will be removed or altered?

There is currently no significant vegetation on site. The entire site is either paved or gravel with only a few weeds present.

c) List threatened or endangered species known to be on or near the site.

None known.

d) Proposed landscaping, use of native plants, or other measures to preserve or enhance vegetation on the site.

New native and ornamental plants will be provided including buffer plantings that will provide habitat and screening.

e) List all noxious weeds and invasive species known to be on or near the site.

None know other than a few common weeds growing through the pavement.

5. Animals:

a) Check any birds and animals which have been observed on or near the site or are known to be on or near the site:

- ■ **Birds:** ☐Hawk ☐Heron ☐Eagle ■Songbirds ☐Other_____
- ☐ **Mammals:** ☐Deer ☐Bear ☐Elk ☐Beaver ☐Other_____
- ☐ **Fish:** ☐Bass ☐Salmon ☐Trout ☒Herring ☐Shellfish ☐Other_____

b) List any threatened or endangered species known to be on or near the site:

None known.

c) Is the site part of a migration route? Explain:

None known.

d) Proposed measures to preserve or enhance wildlife:

Additional plantings will be provided including native plants that will provide habitat for small animals and birds.

e) List any invasive animal species known to be on or near the site.

None known, site is currently completely paved.

6. Energy and Natural Resources:

a) What kinds of energy (electric, natural gas, oil, wood stove, solar) will be used to meet the completed project's energy needs? Describe whether it will be used for heating, manufacturing, etc.

Electricity will be used for heating, equipment, cooking, and water heaters. Natural gas will be utilized for public kitchens and barbecues as well as the back-up generator.

b) Would your project affect the potential use of solar energy by adjacent properties? Generally describe:

The project may impact the use of solar energy by properties to the North across S. 200th St as well as properties across 30th Ave. S to the East. It will impact the adjacent property to the West.

c) What kinds of energy conservation features are included in the plans of this proposal? List other proposed measures to reduce or control energy impacts:

The building will be designed to comply with the current Washington Energy Code.

7. Environmental Health:

a) Are there any environmental health hazards, including exposure to toxic chemicals, risk of fire and explosion, spill, or hazardous waste that could occur as a result of this proposal? Describe:

No.

1) Describe any known or possible contamination at the site from present or past uses

There are no known contaminates on the site.

2) Describe existing hazardous chemicals/conditions that might affect project development and design. This includes underground hazardous liquid and gas transmission pipelines located within the project area and in the vicinity

No hazardous chemicals/conditions are anticipated to affect the project development and design.

3) Describe any toxic or hazardous chemicals that might be stored, used, or produced during the project's development or construction, or at any time during the operating life of the project.

None.

4) Describe special emergency services that might be required

No special emergency services are required for the project, but as is typical with urban apartment buildings, fire, medical, and other emergency services will be required on occasion.

5) Proposed measures to reduce or control environmental health hazards, if any:

Not applicable.

b) Noise:

1) What types of noise exist in the area which may affect your project (for example: traffic, equipment, operation, other)?

There is traffic noise from the adjacent streets, S 200th St. and 30th Ave. S, and Highway 99 which is a block to the West. Additionally, there is overhead noise from aircraft arriving and departing from SeaTac International Airport, located roughly 3 miles away, as well as from Puget Sound Fire Station 45 sited directly across the street to the East.

2) What types and levels of noise would be created by or associated with the project on a short time or a long-term basis (for example: traffic, construction, operation, other)? Indicate what hours noise would come from the site.

In the short term, there will be construction noise from vehicles, equipment, and tool use. Construction noise levels and durations will be within be limits and hours set by City of SeaTac. Long term noise will be created by typical building activities and operations including noise from motor vehicles and occasional service vehicles such as sanitation, mail delivery, etc.

3) Proposed measures to reduce or control noise impacts:

Construction noise levels and durations will be within the limits and hours set by City of SeaTac. The parking structure will be beneath the building, which will reduce the amount of automobile noise extending beyond the site. Triple-paned windows and high-density insulation will be utilized to counter the existing neighborhood noise.

8. Land and Shoreline Use:

a) What is the current use of the site and adjacent properties? Will the proposal affect current land uses on nearby or adjacent properties? If so, describe

Site	None.
North	1 story single family residential
South	2-story multi-family residential
East	Puget Sound Fire Station 45
West	2-story commercial

b) Has the project site been used as working farmlands or working forest lands? If so, describe. How much agricultural or forest land of long-term commercial significance will be converted to other uses as a result of the proposal, if any? If resource lands have not been designated, how many acres in farmland or forest land tax status will be converted to nonfarm or nonforest use?

No.

c) Will the proposal affect or be affected by surrounding working farm or forest land normal business operations, such as oversize equipment access, the application of pesticides, tilling, and harvesting? If so, how:

Not applicable.

d) Describe any structures on the site:

The fire station that previously stood on the site has already been demolished.

e) Will any structures be demolished?

No.

g) What is the current zoning classification of the site?

CB-C (Community Business in Urban Center)

h) What is the current Comprehensive Plan designation of the site?

Angle Lake Station Overlay District

i) If applicable, what is the current Shoreline Master Program designation of the site?

Not applicable.

j) Has any part of the site been classified as an "environmentally sensitive" area? Specify:

No.

k) Approximately how many people would reside or work in the completed project?

108

l) Approximately how many people would the completed project displace? None.

m) Proposed measures to avoid or reduce displacement impacts:

Not applicable.

n) Proposed measures to ensure the proposal is compatible with existing and projected land uses and plans, if any:

The proposed residential uses will comply with the Community Business in Urban Center zoning and City of SeaTac Municipal Code.

9. Housing:

a) Approximately how many units would be provided? Indicate whether high, middle, or low-income housing.

108 market-rate apartments are proposed for the property.

b) Approximately how many units, if any, would be eliminated? Indicate whether high, middle, or low-income housing.

None.

c) Proposed measures to reduce or control housing impacts.

Not applicable.

10. Aesthetics:

a) What is the tallest height of any proposed structure(s), not including antennas; what is/are the principal exterior building material(s) proposed?

The tallest portion of the proposed building is the elevator penthouse, which is approximately 86'-0" feet above average grade, while most of the structure is approximately 71'-0" high. The exterior materials include metal panels, fiber cement panel and lap siding, board-formed concrete, black vinyl windows, and storefront systems.

b) What views in the immediate vicinity would be altered or obstructed?

Currently the site is empty and offers no obstructions. The proposed project will alter existing territorial views from both the street and the low-rise buildings currently surrounding the site.

c) Proposed measures to reduce or control aesthetic impacts:

The design of the buildings will be high, incorporating quality, resilient materials and human scale elements. The site shall include various landscape features buffering the site edges and creating small scale spaces.

11. Light and Glare:

a) What type of light or glare will the proposal produce? What time of day would it mainly occur?

The proposed exterior light fixtures will be shielded to reduce light pollution, but some interior and exterior illumination may extend past the site during nighttime hours.

b) Could light or glare from the finished project be a safety hazard or interfere with views?

No.

c) What existing off-site sources of light or glare may affect your proposal?

Existing streetlights and vehicle headlights will cast light onto the project. As with any typical urban apartment building, window coverings will be used by residents to block both natural and electric light.

d) Proposed measure to reduce or control light and glare impacts, if any:

Exterior lighting will be shielded to reduce light egress and use of window coverings to block light ingress.

12. Recreation:

a) Would the proposed project displace any existing recreational uses? Describe:

No.

b) Proposed measures to reduce or control impacts on recreation, including recreation opportunities to be provided by the project or applicant:

The project contains a variety of amenity spaces for the residents located within the building and on the rooftop. The ground floor amenity will contain a fitness center and lounge that not only provides recreation space for the residents but activates the public street. The seventh-floor amenity area with contain a kitchen and gaming opportunities. The roof will provide for lounging and barbecuing. The seventh floor and roof are connected via an internal stair for easy access.

c) What designated and informal recreational opportunities are in the immediate vicinity?

There are several public parks that offer recreational and natural activities within a 2-mile radius of the project site. They include Angle Lake and Angle Lake Park about a half mile away to the north, Des Moines Creak Trail Park to the west about a half mile away with Des Moines Marina and Marine View Park about two miles further, Steven J. Underwood Memorial Park is a mile and a half away to the south, and Valley Ridge Community Center & Ball Fields is two miles away to the west.

13. Historic and Cultural Preservation:

a) Are there any buildings, structures, or sites, located on or near the site that are over 45 years old listed in or eligible for listing in national, state, or local preservation registers located on or near the site? If so, specifically describe

No.

b) Are there any landmarks, features, or other evidence of Indian or historic use or occupation? This may include human burials or old cemeteries. Are there any material evidence, artifacts, or areas of cultural importance on or near the site? Please list any professional studies conducted at the site to identify such resources

None known.

c) Describe the methods used to assess the potential impacts to cultural and historic resources on or near the project site. Examples include consultation with tribes and

the department of archeology and historic preservation, archaeological surveys, historic maps, GIS data, etc

Not applicable.

d) Proposed measures to avoid, minimize, or compensate for loss, changes to, and disturbance to resources. Please include plans for the above and any permits that may be required

In the unlikely event that ground disturbance or other activities result in the inadvertent discovery of archaeological deposits, work will be halted in the immediate area and contact made with the State Department of Archaeology and Historic Preservation in Olympia.

14. Transportation:

a) Identify public streets and highways serving the site, and describe proposed access to the existing street system. Show on site plans.

S 200th Street is a 4-lane roadway along the north side of the site and 30th Avenue S is along the east side of the site. The site access is off of 30th Avenue S approximately 160 feet south of S 200th Street.

b) Is the site currently served by public transit? If not, what is the approximate distance to the nearest transit stop?

No, however link light rail is 0.2 miles west of the site. Also, the A line bus stops are on International Blvd north and south of S 200th Street within 400 feet.

c) How many parking spaces would the completed project have? How many would the project eliminate?

The project would provide 78 parking spaces, currently the site is vacant.

d) Will the proposal require any new roads or streets, or improvements to existing roads or streets, not including driveways? Generally describe (indicate whether public or private):

No new roads or streets are proposed. Frontage improvements to S 200th Street and 30th Avenue S will be constructed per City standards.

e) Will the project use (or occur in the immediate vicinity of) water, rail, or air transportation? Generally describe:

Public light rail is located approximately 0.2 miles west of the site. SeaTac international Airport is located

within 3 miles north of the site.

f) How many vehicular trips per day would be generated by the completed project or proposal? If known, indicate when peak volumes would occur and what percentage of the volume would be trucks (such as commercial and nonpassenger vehicles). What data or transportation models were used to make these estimates?

The site would generate 588 trips per day. The peak-hour would occur between 4-6 PM with 48 PM peak-hour trips. It's anticipated that the less than 1-2% of the trips would be delivery trucks. The trip generation is based on ITE Trip Generation 10th Edition.

g) Proposed measures to reduce or control transportation impacts:

The site is proposing a reduced amount of parking to help discourage vehicle ownership. Also, mitigation fees will be paid to the city of SeaTac for traffic impacts.

h) Will the proposal interfere with, affect or be affected by the movement of agricultural and forest products on roads or streets in the area? If so, generally describe

No, there will be no impact on the movement of agricultural or forest products due to the development.

15. Public Services:

a) Would the project result in an increased need for public services (for example: fire protection, police protection, health care, schools, other)? Generally describe:

The proposed project will not generate a significant increase in the need for public services.

b) Proposed measures to reduce or control direct impacts on public services:

No measures are proposed or required to reduce or control direct impact on public services.

16. Utilities:

a) Check utilities currently available at the site:

■Electricity ■Natural Gas ■Water ■Refuse Service ■Telephone
■Sanitary Sewer □Septic System □Other_____

b) Describe the utilities that are proposed for the project, the utility providing the service, and the general construction activities on the site or in the immediate vicinity which might be needed:

Electricity: Puget Sound Energy

Natural Gas: Puget Sound Energy

Water: Highline Water District

Refuse: Recology King County

Communications : Comcast and CenturyLink

Sanitary Sewer: Midway Sewer District

All services will be connected from existing service lines that run along S. 200th St. and/or 30th Ave. S.

C. SIGNATURE

The above answers are true and complete to the best of my knowledge, I understand that the lead agency is relying on them to make its decision.

george schweikart
Signature

1/20/21
Date Submitted

George Schweikart, AIA Project Manager / Clark|Barnes
Printed Name Position and Agency/Organization

City Of SeaTac Departure Request Worksheet

Purpose: A design standard departure allows flexibility and creativity in the application of Zoning Code standards or requirements to project designs. In order for the Director to allow a departure from a standard, the applicant must demonstrate that it would result in project design that better meets or exceeds the purpose and intent of the adopted standard.

Instructions: Include one (1) departure request per sheet.

SMC Development Standard(s):	Departure Request:	How the Project Design Better Meets the Standard:	Evaluation (*Staff Use Only*)
Angle Lake Station Area Overlay District 15.310.210 Building Placement / Setbacks A. Front Yard Setback. Front yard setbacks shall be as follows: B. 1. Minimum. Five (5) feet on all public and private streets.	Allow for a reduced setback from the property line to the building along South 200th Street and 30th Avenue South. Specifically, to allow a setback reduction from 5'-0" to 2'-4" along South 200th Street and 2'-0" along 30th Avenue South.	The required right-of-way improvements along S. 200th St. and 30th Ave. S. encroach over the existing property lines by 15 feet and 12 feet 6 inches, respectively. The site is narrow, and L-shaped with 5-foot rear and side yard landscape setbacks and a 5-foot fire access path. The property line is angled along S. 200th St., resulting in the Northeast corner being closer to the property line than the Northwest corner. All these result in a reduction of the developable area of the property. The project meets or exceeds the minimum setback requirements on the ground floor level. It is set back from the new property lines (after dedication) 10'-3" along S. 200th St. and 5'-0" from the concrete columns along 30 Ave. S. The departure for a reduced setback allows for a large upper floor cantilever which generates a dynamic and engaging façade facing the public streets. It also helps create livable, spacious, and attractive upper-level units that appeal to tenants with the goal of them becoming long-term residents and community members.	Yes ☑ No ☐ Conditions: None Director's signature Date 4/26/2022

Rendering from intersection of S. 200th Street and 30th Avenue S. illustrating the upper-level cantilever over the lower story. The upper levels extending over the lower create a dynamic façade that offers visual interest to the public streets and more spacious and livable upper-level units.

City Of SeaTac Departure Request Worksheet

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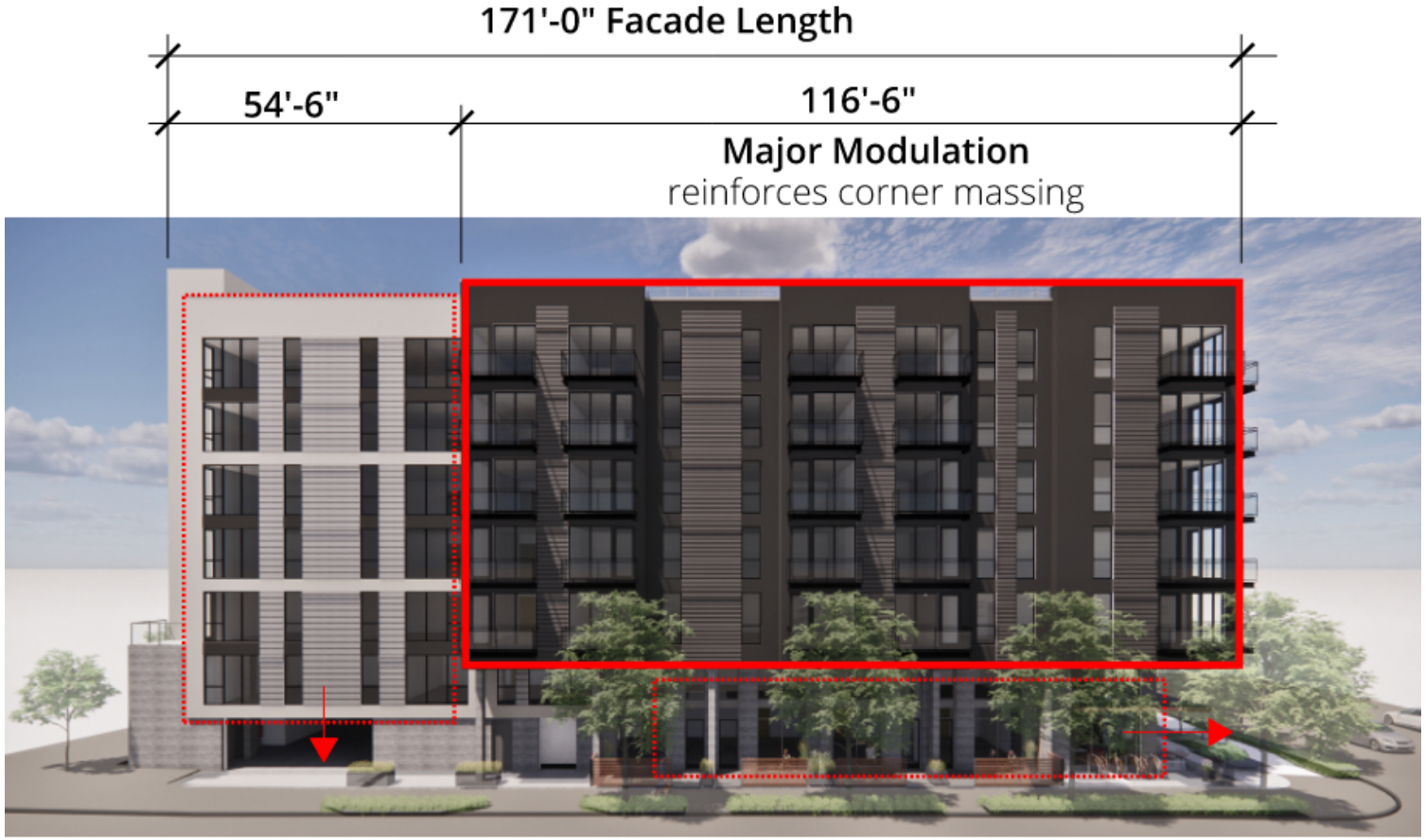
Instructions: Include one (1) departure request per sheet.

SMC Development Standard(s):	**Departure Request:**	**How the Project Design Better Meets the Standard:**	**Evaluation** (***Staff Use Only***)
SMC 15.510.620(C)(2) Buildings over One Hundred Sixty (160) Feet in Length. Buildings greater than one hundred sixty (160) feet in length shall include a prominent central feature among the required facade design variations.	The intent of the code is to '*reduce the apparent size of new buildings and create visual interest through architectural form and detailing. Architecture features and treatments shall not be restricted to a single façade.*' Request: To allow flexibility in the façade design variation. The proposed east elevation is ~171' in length and broken down into 3 massing moves that respond to the corner, pedestrian environment and context.	The Amelia multifamily project at 2929 S. 200th Street is located on the corner of South 200th Street and 30th Avenue South. The east façade extends 171 feet along 30th Avenue S. This elevation contains townhouses, parking garage access, and service space entries with units above, which differs from the north or primary elevation which includes the main entry and amenity spaces with units above. 1. The Major Modulation is 116'-6" wide and reinforces the intersection and wraps the corner, continuing onto the north façade. 2. Ground level double height articulation defines the urban edge. 3. Secondary modulation along the southern portion of the facade is recessive and lower at the streetscape to respond to the lower intensity uses. See attached diagram illustrating how the design provides a dynamic and site-responsive east façade, which is superior to a symmetrical, static façade in this location. The massing, design and detailing are comprehensive throughout all elevations and meet the intent of the code without providing a prominent central feature.	Yes ☑ No ☐ Conditions: None Director's signature Date 4/26/2022

Insert or attach a graphic that depicts how the departure better meets the standard or requirement.



Rendering from intersection of S. 200th Street and 30th Avenue S. Illustrating the corner massing that defines the corner, Secondary modulation in recessive, white. Upper-level corner detailing located at the northwest corner to provide identity from the Angle Lake Light Rail station and SeaTac airport.

City Of SeaTac Departure Request Worksheet

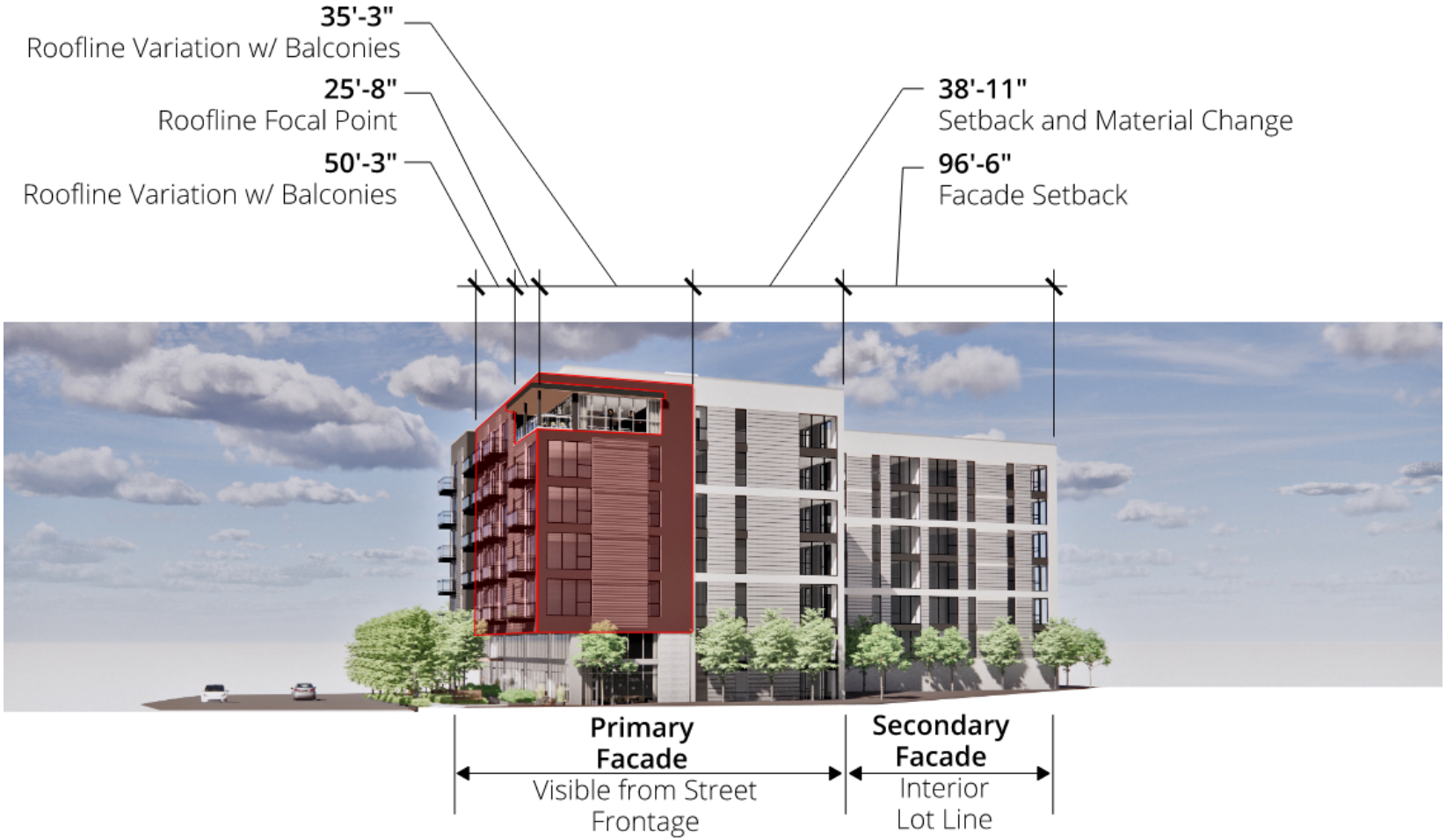
Purpose: A design standard departure allows flexibility and creativity in the application of Zoning Code standards or requirements to project designs. In order for the Director to allow a departure from a standard, the applicant must demonstrate that it would result in project design that better meets or exceeds the purpose and intent of the adopted standard.
Instructions: Include one (1) departure request per sheet.

SMC Development Standard(s):	Departure Request:	How the Project Design Better Meets the Standard:	Evaluation (*Staff Use Only*)
SMC 15.510.620(F) **Rooflines.** Rooflines shall be varied through two (2) or more of the following methods. The maximum roof length without a variation shall be forty (40) feet. 1. **Dormers.** 2. **Roofline with Architectural Focal Point.** 3. **Roofline Variation.** a. **Projecting Cornice.** b. **Articulated Parapet.** 4. **Pitched Roof or Full Mansard.** 5. **Terraced Roof.**	The intent of the code is to '*reduce the apparent size of new buildings and create visual interest through architectural form and detailing. Architecture features and treatments shall not be restricted to a single façade.*' Request: To allow an increase in the maximum unvaried roof length. The proposed maximum unvaried roof lengths per elevation are as follows: ▪ North Elevation (S 200th St): 50'-3" ▪ East Elevation (30th Ave S): 45'-6" ▪ South Elev. (Int. Lot Line): 50'-10" ▪ West Elev. (Int. Lot Line): 96'-6"	The Amelia multifamily project, 2929 S. 200th Street, is a modern building with an occupied flat roof enclosed by a tall parapet. The building elevations include primary and secondary massings which create a visually interesting and hierarchical structure. Rooflines correspond to the massing, as appropriate, to provide further variation. The primary massing along 30th Avenue S and S 200th Street is dark, articulated, and extends beyond the secondary massing. This, along with the varying parapet height (method 3), emphasizes the building and street corner. The roofline at the northwest corner is an architectural focal point (method 2) that contributes to the project's visibility from the Angle Lake Station. The facades facing interior lot lines are less visible from the street and thus muted and secondary to the street-facing elevations. Although of similar height, the parapets are experienced as articulated due to perspectival views from below. See the attached diagrams illustrating how the projecting cornice and articulated parapets provide roofline variation and meet the intent of the development standard to *'create visual interest through architectural form and detailing.'*	☑ Yes ☐ No Conditions: None Director's signature Date 4/26/2022

Insert or attach a graphic that depicts how the departure better meets the standard or requirement.

East Elevation (30th Avenue S) & North Elevation (S 200th Street): The primary massing with its articulated parapets is oriented towards the street-facing/highly visible facades. The secondary massing is set back and ties portions of the street-facing facades to the interior lot line-facing/less visible facades.

West Elevation (Interior Lot Line): The primary massing with its articulated parapets is oriented towards the street-facing/highly visible facades. The secondary massing is stepped in plan following the interior lot lines and includes 2-story ganged windows that provide scale and expression. The roofline on the rear façade, when visible, appears articulated and staggered when seen from below.



Administrative Variance

File Number(s): VAR21-0001

Project Name: Amelia Apartments

Project Address: 2929 South 200th Street; **Parcel Number:** 344500-0019

Applicant: SeaTac Star Development, LLC; 1420 Fifth Avenue, Suite 220; Seattle, WA 98101; 206-234-6543

Agent/contact: George Schweikart, Clark | Barnes; 1401 West Garfield Street, Seattle, WA 98199; 206-782-8208

Staff Contact: Dennis Hartwick, *Senior Planner*; Department of Community and Economic Development; 4800 South 188th Street, SeaTac, WA 98188; dhartwick@seatacwa.gov; 206-973-4837

Variance Request: The Applicant requested a variance to reduce the required on-site parking spaces by 19%. The variance would reduce the onsite required parking spaces from 97 spaces to 78 spaces.

Decision: Approved

I. Background

A. Amelia Apartments is a proposed multi-family building of 108 units and 78 parking spaces located in the Angle Lake Station Area Overlay District (Angle Lake SA). The building will have 7 levels above grade and 2 levels below grade.

B. Onsite parking requirements for multi-family developments (SMC 15.455.120) are based on the type and number of units in the development – 1 space for studios; 1.5 spaces for 1-bedrooms; and 2 spaces for 2-bedroom units and above. Amelia Apartments will have 43 studios, 50 1-bedrooms, and 15 2-bedrooms, resulting in 148 onsite parking spaces.

C. Multi-family developments located in the Angle Lake SA may request a reduction of up to 35% to the onsite parking requirements due to the proximity of high-capacity transit per SMC 15.310.410. The Applicant requested the 35% reduction as part of the preliminary site plan review (SPR21-0001). This reduction results in an onsite parking requirement of 97 spaces.

II. Findings

A. A variance is a request for an exception to the development standards of the code because of special circumstances (i.e., size, shape, topography of lot) when the strict application of the code deprives such property of privileges enjoyed by other similar properties. A variance may be granted when a hardship is proven. A variance cannot be used for relief from types of uses permitted within zone classifications.

B. Per SMC 15.115.010, the applicant must show that the proposed development issue requiring a variance meets all of the following criteria for approval:

1. The variance shall not constitute a grant of special privilege inconsistent with the limitation upon uses of other properties in the vicinity and zone in which the property on behalf of which the application was filed is located.
   Applicant's Response: The requested reduction of parking stalls is specific to this project and does not constitute special privilege inconsistent with other properties in the vicinity. The unique dual constraints of the site geometry and subsurface conditions limit the amount of parking provided.
   Staff Response: Staff concurs. The requested variance would allow the Applicant to fully realize the development potential of the property in a manner that is consistent with the properties in the vicinity and in the same zone. The unusual shape of the property and the right-of-way dedications (see #2 below) limit the configuration options for the parking levels and the number of parking spaces that can be constructed on each level. The high water table limits the number of below grade parking levels that can be constructed to two levels (see #4 below). **The criterion has been met.**

2. That such variance is necessary, because of special circumstances relating to the size, shape, topography, location, or surroundings of the subject property, to provide it with use rights and privileges permitted to other properties in the vicinity and in the zone in which the subject property is located.
   Applicant's Response: The building is L-shaped, echoing the geometry of the site on which it is located. In addition, the City of SeaTac requires a 15' dedication along S. 200th Street and a 12'-6" dedication along 30th Avenue S, resulting in a 4,244 SF loss of site area and a less efficient below grade parking structure. When accounting for shoring, structure, vertical circulation, ramping, and drive aisles within the L-shaped footprint, the parking garage can only accommodate a single loaded parking configuration for much of its length. Efforts have been made to create the most efficient parking layout possible, but site geometry as well as automobile access, life safety requirements, and construction constraints have limited the amount of parking to about 37 stalls per parking level.
   Staff Response: Staff concurs. In addition, the water table at this location is significantly higher than in other locations in SeaTac (see #4 below). The Applicant drilled test borings to determine subsurface conditions and encountered groundwater seepage at a depth of 20-25 feet and the water table at a depth of 25.5 feet. The high water table makes constructing and maintaining a 3rd level of below grade parking difficult and expensive, and it creates added stress to the City's stormwater system because groundwater would need to be continuously pumped into the stormwater system for the life of the building. **The criterion has been met.**

3. That the granting of such variance will not be materially detrimental to the public welfare or injurious to the property or improvements in the vicinity and zone in which the subject property is situated.
   Applicant's Response: There would be negligible impacts to adjacent properties if a parking reduction were granted for this project. The Angle Lake Light Rail station (located 0.2 miles from the site) and buses offer convenient transportation alternatives to automobile use and are expected to be used extensively by residents. The Traffic Impact Analysis and 6/7/21 Comment Response Memo from Gibson Traffic Consultants confirms that the parking provided onsite

meets the automobile parking needs of the project without over-parking or the need for on-street parking (see attached reports). Additionally, as part of the development 4 on-street parking stalls will be constructed. This public parking requirement will also apply to other lots as they are developed throughout the neighborhood.

Staff Response: Staff concurs. The Applicant will notify potential tenants of the building that the number of onsite and offsite parking spaces are limited. Onsite parking spaces will be assigned and rented on a monthly basis. Although the majority of 30th Avenue South has not been improved to local road standards, on-street parking is available on both sides of the street for the majority of its length. The surrounding streets of South 201st Street, South 202nd Street, 32nd Avenue South, and South 204th Street also have on-street parking that can be used for visitor and staff parking. The Applicant will also offer to its residents the services of TransitScreen, which provides customized, real-time local transportation information for both public transit and ride share services like Uber and Lyft. TransitScreen will be displayed in the lobby of the building and residents will also have access to the companion app CityMotion so they can receive the same transportation information on the go. See Exhibit C.

The combined efforts of the Applicant to inform potential tenants of the parking situation and support alternatives to single-occupancy vehicles, the availability of high-capacity transit within ¼ mile of the property, and the availability of on-street parking in the area prevent negative impacts to the public welfare and surrounding properties. **The criterion has been met.**

4. That the special circumstances necessitating the variance have not resulted from any action of the applicant.

   Applicant's Response: Parking Code Requirement: Per SeaTac Municipal Code (SMC), multifamily units require 1 parking space per studio, 1.5 per one bedroom unit, and 2 parking spaces per two-bedroom unit. This would equate to a parking requirement of 148 parking spaces. Per SMC 15.310.410.A, a maximum reduction of 35% can be applied for residential uses based on the frequency of transit near the site. Due to the proximity of the Angle Lake Light Rail station (0.2 miles) and One-Bus Away's bus schedule data, the full 35% reduction for residential uses can be applied. This reduces the residential parking requirement down to 96.2 parking spaces.

   a. Site Restrictions:
      i. Site Geometry: As described above in B2, the geometry of the site/building restricts the amount of parking to roughly 37 stalls per level. To meet the 96.2 parking stall requirement, the project would need to provide 3 levels of parking. The site dimensions do not allow for above grade, structured parking, since there is a 12'-6' dedication for ROW improvements and a 10' landscape setback along 30th Avenue S. This means that if the project were to meet the requirements of the SMC, 3 levels of below grade parking would be required.
      ii. Sub-surface: Per the geotechnical engineering study dated November 20, 2020 from Geotech Consultants, 3 of the 4 test borings drilled to determine subsurface conditions encountered groundwater seepage at a depth of 21 to 25 feet. (See attached report.) The bottom of the 2nd level of the below grade garage was established directly above the water table. A 3rd level of below grade parking would be within the water table and would result in pumps and wells during construction, as well as permanent under slab

drainage and pumps working throughout the life of the building. These systems would extract and discharge groundwater into the public stormwater system. We argue that this not only causes an unnecessary burden on the owner with a lifetime of maintenance and monitoring of the underground pump systems, but unnecessary stress on the public stormwater system to manage an additional parking level that is not needed.

b. Parking Demand: Per the Parking Demand section of the enclosed Comment Response Memorandum dated June 7, 2021 from Gibson Traffic Consultants, the parking provided in the proposed project exceeds the anticipated parking demand:

The project includes 43 studios, 50 one-bedroom units, and 15 two-bedroom units, totaling 108 multifamily units, and parking for 78 automobiles. Per King County's Right Size Parking calculator, based on the square footages provided, the site would have a parking demand of 0.63 parking spaces per unit. This equates to a parking demand of 68 parking spaces assuming the price to rent a parking space is $100/month. The Institute of Transportation Engineers (ITE) Parking Generation Manual, 5th Edition, also supports a lower parking demand. When using the Multifamily (Mid-Rise) rate of 0.61 per bedroom for General Urban/Suburban within ½ mile of rail transit, there is an anticipated demand of 75 parking spaces for the 123 bedrooms. If the site is classified as a Dense Multi-Use Urban setting, the rate goes down to 0.50 per bedroom with an anticipated parking demand of 62 spaces. Both of these standard metrics for determining parking demand clearly illustrate that the project, with its proposed 78 residential parking spaces, will meet the anticipated parking demand without providing an oversupply of parking. Per King County's Right Size Parking website, "too much parking at residential properties correlates with more automobile ownership, more vehicle miles traveled, more congestion, and higher housing costs". This conflicts with the Angle Lake Station Overlay District's objective to "promote transit-oriented development and pedestrian-oriented design"'. The Amelia Apartments meets the anticipated parking demand without oversupply, which aligns with the Angle Lake Station Overlay District's development goal.

Staff Response: Staff concurs. The combined factors that led to the variance request – an unusually shaped lot, significant right-of-way dedication requirements for 30th Avenue South and South 200th Street, and a high water table – are outside of Applicant's control. **This criterion has been met.**

5. That the requested variance will not create a use not generally permitted within the zone in which the subject property is located.
   Applicant's Response: Parking associated with multifamily properties is a use permitted within the Community Business in Urban Center (CB-C) zone. The parking reduction variance request will not create a use not permitted within this zoning classification.
   Staff Response: Staff concurs. **The criterion has been met.**

6. The variance does not reasonably involve a life/safety issue nor does it reasonably involve damage to or loss of property of any person or entity.
   Applicant's Response: A variance to reduce the amount of required parking does not involve life/safety issues or damage to or loss of property of any person or entity.

Staff Response: Staff concurs. **The criterion has been met.**

7. The person or entity requesting the requirements change shall agree to waive all rights to pursue a variance or other process to seek an alternative to the requirements of the City Code; provided, that if no change in the requirements of the City Code is granted to such person or entity, the person or entity would be entitled to pursue a variance or other available procedure in the normal course.
   Applicant's Response: If the variance is approved, the applicant waives all rights to pursue a variance or other process to seek an alternative to the parking requirements of City Code.
   Staff Response: **The criterion has been met.**

III. Decision

The Administrative Variance VAR21-0001 is hereby approved. You, or parties of record, may appeal this "Notice of Decision" (NOD) within fourteen (14) days from this date to the City of SeaTac Hearing Examiner. All appeals must be received by the SeaTac City Clerk no later than **5:00 p.m., Thursday, October 28, 2021**. There is a filing fee to appeal this action. Please check with City Staff for more information.

IV. Exhibits

A. Application
B. Narrative
C. Email Response
D. Vicinity Map
E. Plans

Approved by:

Jennifer Kester, *Planning Manager* 10/14/2021
Date

* Please note that affected property owners may request a change in valuation for property tax purposes not withstanding any program of revaluation.

VARIANCE APPLICATION

PLANNING
DIVISION
4800 S 188th St
SeaTac, WA 98188
206-973-4750

***DEFINITION AND PURPOSE*:**

A variance may be granted by the Hearing Examiner to recognize characteristics of a business or property and give consideration to exceptional situations in order to eliminate hardships. A variance is a request for an exception to the development standards of the zoning ordinance because of special circumstances (size, shape, topography of a lot) when the strict application of the zoning ordinance deprives such property of privileges enjoyed by other similar properties.

Hearing Examiner versus Administrative Process: A variance requires a public hearing and Hearing Examiner approval, unless the variance is for 20% of a standard or less, in which case a variance may be granted administratively by the City Manager or designee pursuant to SMC 16A.03.030.

***SUBMITTAL*:**

1. Filing Fee:
   See Hearing Examiner fees
   See Variance fee under Planning Division.

   CLICK HERE FOR FEE SCHEDULE or find fee schedule at:
   www.ci.seatac.wa.us/feeschedule
2. Please submit all items listed on the attached checklist.

***CONDITIONS FOR APPROVAL*:**

The applicant must prove that the variance request meets the minimum criteria for approval by the Hearing Examiner or the Administrator.

1. There are exceptional circumstances applicable to the property.

   The building is L-shaped, echoing the geometry of the site on which it is located. When accounting for shoring, structure, vertical circulation, ramping, and drive aisles within the L-shaped footprint, the parking garage can only accommodate a single loaded parking configuration for much of its length. Efforts have been made to create the most efficient parking layout possible, but site geometry as well as automobile access, life safety requirements, and construction constraints have limited the amount of parking to about 37 stalls per parking level.

2. The variance is necessary to protect a property right possessed by others.

Not applicable.

3. The variance will not harm the public welfare of adjacent properties.

There would be negligible impacts to adjacent properties if a parking reduction were granted for this project. Light rail and buses offer convenient transportation alternatives to automobile use and are expected to be used extensively by residents. The Traffic Impact Analysis and 6/7/21 Comment Response Memo from Gibson Traffic Consultants confirms that the parking provided onsite meets the automobile parking needs of the project without over-parking or the need for on-street parking.

4. There is no reasonable alternative that will allow a reasonable use of the land or building.

Due to the size and geometry of the site, an additional below grade parking level would be necessary to meet the code-required amount of parking, even when utilizing the 35% Angle Lake Station Overlay Zone reduction. This additional below grade construction to accommodate more vehicles is unreasonable considering the amount of public transit in the vicinity. As indicated in the King County Right Size Parking calculator in Gibson's Traffic Impact Analysis and 6/7/21 Comment Response Memo, providing parking for 78 automobiles for 108 units meets the parking demand for this urban multifamily project without overparking. This amount of parking stalls not only avoids the additional resources required to build unnecessary below grade parking levels but encourages and supports local public transportation. From King County's Right Size Parking website, “Excess parking presents significant barriers to smart growth and efficient transit service operations. Too much parking at residential properties is associated with more automobile ownership, vehicle miles traveled, and congestion as well as higher housing costs.”

5. **The special circumstances and conditions do not result from the actions of the applicant.**

The geometry of the site/building and SeaTac Municipal Code parking requirements are in conflict on this project. The applicant has accommodated enough automobile parking to meet the demand for the residents.

6. **The requested variance will not create a use not generally permitted within the zone classification in which the subject property is located.**

The use is permitted within the zoning classification.

7. **The variance is the minimum necessary to grant relief to the applicant.**

The parking provided is the maximum amount able to be accommodated within the structure without having to add additional underground parking levels. Per King County King County Right Size Parking calculator and ITE Parking Generation Manual, 5th Edition, the projects meets the parking demand and does not require additional parking stalls. The proposed variance is the minimum amount required to grant relief from the parking code requirement.

PROCEDURE FOR HEARING EXAMINER VARIANCE:

1. It will take approximately 1½ months from the date of filing a complete application for the public hearing and legal notice requirements to be met.

2. A date will be set for a public hearing before the Hearing Examiner and you will be notified. You will be sent a copy of the staff recommendation at least two (2) weeks prior to the hearing.

3. A "Notice Board" (see example attached) shall be posted on the property in conformance with Section 16.07.030 A. of the SeaTac Municipal Code Volume II. An "Affidavit of Installation" shall be submitted to the City that the "Notice Board" has been installed on the property. The "Notice Board" shall be installed on the property on or before the date the public hearing notice is published in the newspaper.

4. The Hearing Examiner's decision is final unless appealed in writing to the Superior Court of King County within thirty (30) days of the written findings and conclusions of the Examiner.

PROCEDURE FOR ADMINISTRATIVE VARIANCE:

1. Guidelines:
   The Director of Community and Economic Development is authorized to grant a variance where the change does not exceed twenty percent (20 %) of the distance, area, or other measure or requirement of the City Code, provided that the requested change does not reasonably involve a life/safety issue nor does it reasonably involve damage to or loss of property of any person or entity.

2. It will take approximately 3 – 5 weeks from the date of filing a complete application for the Director of Community and Economic Development to review and act on the application.

VARIANCE APPLICATION

File No. _____ **Parcel No.** 3445000019

1. **Business Name:** Swiftlink Apartments (2929 S. 200th St. Multifamily)

2. **Applicant/~~Property Owner~~ Information**:

Name: George Schweikart, AIA - Clark | Barnes

Address: 1401 West Garfield St., Seattle, WA 98199

Phone: 206-782-8208 Alt Phone: _____

Fax: _____ Email: gschweikart@clarkbarnes.com

Status: (owner, lessee, agent, etc.) Agent (Architect)

3. **Designated Contact Person (who will receive and disseminate all correspondence from the City):**

Name: same as above

Address: _____

Phone: _____

4. **Property**:

Address: 2929 S. 200th St., SeaTac, WA 98198

Zone: CB-C Size: (sq ft) 23,516 Acres: 0.54

Legal Description: _____

THE NORTH 230 FEET OF THE EAST 92 FEET; TOGETHER WITH THE NORTH 135 FEET OF THE WEST 50 FEET OF THE EAST 142 FEET, OF TRACT 2 OF HOMESTEAD PARK FIVE ACRE TRACTS, ACCORDING TO THE PLAT THEREOF RECORDED IN VOLUME 7 OF PLATS, PAGE 88, RECORDS OF KING COUNTY, WASHINGTON; EXCEPT THE NORTH 30 FEET THEREOF DEEDED FOR ROAD PURPOSES. SITUATE IN THE COUNTY OF KING, STATE OF WASHINGTON.

5. Use:

Existing use of property: None - Empty

Proposed use of property (in detail): 7-story apartment building with 2 levels of below grade parking.

The project will contain 108 dwelling units and parking for 78 vehicles.

Zoning Code section to be modified: SMC 15.455.120

How does it vary from the normal requirements:

149 parking stalls (no reductions) required per SMC 15.455.120.
96.2 parking stalls (35% reduction) allowed for projects within the Angle Lake Station Area Overlay District per SMC 15.310.410.A.
78 parking stalls are provided, which meets demand without overparking (see 2 & 3 below).

See attached Comment Response Memorandum from Gibson Trafffic dated 6/7/21.
1. Per SMC 15.310.410.A, a residential parking reduction of 35% can be taken due to the project being located within 0.2 miles of the Angle Lake Light Rail station and per One-Bus Away's bus schedule data. This reduces the residential parking requirement to 96.2 required parking spaces.
2. The King County Right Size Parking calculator determines the appropriate parking as 68 parking spaces.
3. The ITE Parking Generation Manual, 5th Edition, also supports a lower parking demand of 75 residential parking spaces, when you look at the Multifamily (Mid-Rise) rate of 0.61 stalls per bedroom for General Urban/Suburban within ½ mile of rail transit. The rate goes down further still to 62 residential parking spaces, if the location is classified as a Dense Multi-Use Urban setting with a rate of 0.50 stalls per bedroom.
4. The site is proposing 78 residential parking spaces which will meet the anticipated parking demand without providing an oversupply of parking.

Changes to be made to the property: N/A

george schweikart 6/7/21
Applicant's Signature

Luke Gemperline Digitally signed by Luke Gemperline DN: C=US, E=luke@onetrent.com, O=Trent Development, OU=Development Project Manager, CN=Luke Gemperline Date: 2021.06.07 14:10:56-07'00'
Owner's Signature

George Schweikart, AIA - Clark | Barnes
Please print name

Luke Gemperline
Please print name

VARIANCE APPLICATION CHECKLIST

The following materials are the **minimum** materials that must be submitted to review your application to determine that it is complete or incomplete as provided under RCW 36.70B.060 and RCW 36.70B.090. Additional information may be required after review of your proposal. This checklist is provided for your benefit and to aid the City in determining if your application contains the minimum information necessary to review your application. Please do not turn in your application until all items which apply to your proposal have been checked off. **Incomplete submittals will not be accepted or acted upon. This application also will not be accepted if you have not had a preapplication meeting with the City. This checklist must be submitted for your application to be reviewed.** If you have any questions, contact the Department of Community and Economic Development.

RETURN COMPLETED CHECKLISTS PART I AND PART II WITH YOUR APPLICATION OR APPLICATION WILL NOT BE ACCEPTED.

For Office Use Only

Date Submitted:_____ **Date of Pre-App. Meeting:**_____

Part I – Plan Submittal

		Applicant	Staff
1.	Application form is filled out, original and 5 copies submitted. Electronic submittal is preferred.	X	
2.	A legal description of the subject property is provided.	X	
3.	If you are given an Environmental Checklist, all questions are answered and the checklist is signed.	X	
4.	A check to the City of SeaTac for the filing fee and Environmental Checklist fee.	X	

		Applicant	Staff
5.	All oversized plans folded to 8 1/2" x 14".	N/A	
6.	One paper reduction of each oversized plan to 8 1/2" x 11".	N/A	
7.	County Assessor's Map(s) showing a 500' radius around edges of subject property ***(Applies only if labels are <u>not</u> purchased from the City of SeaTac).***		
8.	A minimum of one set stamped, legal size envelopes addressed to each property owner within 500' of the subject property (see attached directions) with the return address for the City of SeaTac Department of Community and Economic Development. A return address stamp is available for your use. **(NO METERED MAIL)**.		
9.	A photocopy or printout of names and addresses.		
10.	**(Six (6) completed Part II site plan checklist copies *<u>must be submitted.)</u>***		

Part II – Site Plan Requirements

(PART II – SITE PLAN REQUIREMENTS CHECKLIST MUST BE COMPLETED BY THE ENGINEER, SURVEYOR, OR ARCHITECT AND SIX (6) COPIES SUBMITTED OR SUBMITTAL WILL BE DENIED).

		Engineer	**Staff**
10.	A dimension site plan drawn to scale showing the following:		
a.	Dimension and shape of lot with adjacent street names;	X	
b.	Location and dimensions of existing and proposed buildings (engineering scale only) including the building height of proposed buildings;	X	
c.	Adjacent street improvements, ingress and egress, parking layout showing the number of stalls and stall sizes.	X	
d.	Proposed landscaping (size, species, location, planting details, and distance apart;	X	
e.	Existing water courses, wetlands, utility lines, structures, rockeries, or other relevant manmade or natural features;	X	
f.	All existing trees over 8" in diameter by species and an indication of which will be saved;	N/A	
g.	The gross floor area and parking calculations (cite applicable city code);	X	
h.	Existing and finished grades at 5' contours;	X	

		Engineer	Staff
i.	Storm drainage, sidewalks, exterior lighting;	X	
j.	The location of any recreation/open space with dimensions;		
k.	Proposed public dedication/open space;		
l.	Building elevations of the proposal showing two facades at 1"=50', 1"=100' or 1"=200' (engineering scale);	X	
m.	Drawing and/or text describing the scale, bulk, and architectural character of the proposed structure;	X	
n.	A text describing conditions or features which cannot be adequately displayed on maps or drawings;	N/A	
o.	A description of plans for covenants, uses, and continuous maintenance provisions for the project;	N/A	
p.	Proposed phasing;	N/A	
q.	Vehicular and pedestrian circulation, any special engineering features, and traffic regulating devices needed to facilitate or insure the safety of this circulation pattern.	N/A	

SPR21-0001
Exhibit D-16

CLARK BARNES

clarkbarnes.com
1401 W Garfield Street
Seattle, WA 98119

August 13, 2021

Dennis Hartwick, Senior Planner
City of SeaTac, Community & Economic Development
4800 S 188th St
SeaTac, WA 98188

RE: Amelia Apartments
2929 S 200th Street
Parking Variance

Dennis,

Thank you for meeting with me last month to discuss the parking variance for our 2929 South 200th Street multifamily project ("Amelia Apartments"). As discussed, below is the narrative demonstrating that all the criteria in SMC 15.115.010(B) and (C) have been met for approval of the variance.

As a reminder, Amelia Apartments is a proposed multi-family project located at 2929 S 200th St. The site is 23,516 SF (0.54 acre) and located in the CB-C zone (Community Business in Urban Center) subject to the Angle Lake Station Overlay District guidelines. The purpose of the Angle Lake Station Overlay District, per SMC 15.310.005, is to 'promote transit-oriented development and pedestrian-oriented design'.

The proposed project is a transit-oriented development with a 7-story multi-family residential structure over 2 levels of below-grade parking (5 levels of Type V-A construction over 4 levels of Type I-A construction). The project includes 108 residential units and amenity spaces. One of the amenities is a large, enclosed bicycle room with parking for 50 bikes, a bike wash, and a repair station to promote this mode of transportation. There are 78 vehicular parking stalls proposed in a 2 level below-grade parking garage, which the following parking variance addresses. This parking total is based off the 35% parking reduction allowed by code in the Angle Lake Station Overlay District and the request for an additional 19% reduction requested via a variance. As a part of the site and right-of-way development, 4 on-street parking stalls shall be constructed in front of the building along 30th Avenue S.

Our responses to the criteria in SMC 15.115.010(B) and (C) are as follows.

B. The applicant must show that the proposed development issue requiring a variance meets all of the following criteria for approval, except as specified in subsection (D) of this section:

1. The variance shall not constitute a grant of special privilege inconsistent with the limitation upon uses of other properties in the vicinity and zone in which the property on behalf of which the application was filed is located.

The requested reduction of parking stalls is specific to this project and does not constitute special privilege inconsistent with other properties in the vicinity. The unique dual constraints of the site geometry and subsurface conditions limit the amount of parking provided.

2. That such variance is necessary, because of special circumstances relating to the size, shape, topography, location, or surroundings of the subject property, to provide it with use rights and privileges permitted to other properties in the vicinity and in the zone in which the subject property is located.

The building is L-shaped, echoing the geometry of the site on which it is located. In addition, the City of SeaTac requires a 15' dedication along S. 200th Street and a 12'-6" dedication along 30th Avenue S, resulting in a 4,244 SF loss of site area and a less efficient below grade parking structure. When accounting for shoring, structure, vertical circulation, ramping, and drive aisles within the L-shaped footprint, the parking garage can only accommodate a single loaded parking configuration for much of its length. Efforts have been made to create the most efficient parking layout possible, but site geometry as well as automobile access, life safety requirements, and construction constraints have limited the amount of parking to about 37 stalls per parking level.

3. That the granting of such variance will not be materially detrimental to the public welfare or injurious to the property or improvements in the vicinity and zone in which the subject property is situated.

There would be negligible impacts to adjacent properties if a parking reduction were granted for this project. The Angle Lake Light Rail station (located 0.2 miles from the site) and buses offer convenient transportation alternatives to automobile use and are expected to be used extensively by residents. The Traffic Impact Analysis and 6/7/21 Comment Response Memo from Gibson Traffic Consultants confirms that the parking provided onsite meets the automobile parking needs of the project without over-parking or the need for on-street parking (see attached reports). Additionally, as part of the development 4 on-street parking stalls will be constructed. This public parking requirement will also apply to other lots as they are developed throughout the neighborhood.

4. *That the special circumstances necessitating the variance have not resulted from any action of the applicant.*

Parking Code Requirement: Per SeaTac Municipal Code (SMC), multifamily units require 1 parking space per studio, 1.5 per one bedroom unit, and 2 parking spaces per two-bedroom unit. This would equate to a parking requirement of 148 parking spaces. Per SMC 15.310.410.A, a maximum reduction of 35% can be applied for residential uses based on the frequency of transit near the site. Due to the proximity of the Angle Lake Light Rail station (0.2 miles) and One-Bus Away's bus schedule data, the full 35% reduction for residential uses can be applied. This reduces the residential parking requirement down to 96.2 parking spaces.

1. Site Restrictions:

    a. Site Geometry: As described above in B2, the geometry of the site/building restricts the amount of parking to roughly 37 stalls per level. To meet the 96.2 parking stall requirement, the project would need to provide 3 levels of parking. The site dimensions do not allow for above grade, structured parking, since there is a 12'-6' dedication for ROW improvements and a 10' landscape setback along 30th Avenue S. This means that if the project were to meet the requirements of the SMC, 3 levels of below grade parking would be required.

    b. Sub-surface: Per the geotechnical engineering study dated November 20, 2020 from Geotech Consultants, 3 of the 4 test borings drilled to determine subsurface conditions encountered groundwater seepage at a depth of 21 to 25 feet. (See attached report.) The bottom of the 2nd level of the below grade garage was established directly above the water table. A 3rd level of below grade parking would be within the water table and would result in pumps and wells during construction, as well as permanent under slab drainage and pumps working throughout the life of the building. These systems would extract and discharge groundwater into the public stormwater system. We argue that this not only causes an unnecessary burden on the owner with a lifetime of maintenance and monitoring of the underground pump systems, but unnecessary stress on the public stormwater system to manage an additional parking level that is not needed.

2. Parking Demand: Per the Parking Demand section of the enclosed Comment Response Memorandum dated June 7, 2021 from Gibson Traffic Consultants, the parking provided in the proposed project exceeds the anticipated parking demand:

> The project includes 43 studios, 50 one-bedroom units, and 15 two-bedroom units, totaling 108 multifamily units, and parking for 78 automobiles. Per King County's Right Size Parking calculator, based on the square footages provided, the site would have a parking demand of 0.63 parking spaces per unit. This equates to a parking demand of 68 parking spaces assuming the price to rent a parking space is $100/month.
>
> The Institute of Transportation Engineers (ITE) Parking Generation Manual, 5th Edition, also supports a lower parking demand. When using the Multifamily (Mid-Rise) rate of 0.61 per bedroom for General Urban/Suburban within ½ mile of rail transit, there is an anticipated demand of 75 parking spaces for the 123 bedrooms. If the site is classified as a Dense Multi-Use Urban setting, the rate goes down to 0.50 per bedroom with an anticipated parking demand of 62 spaces. Both of these standard metrics for determining parking demand clearly illustrate that the project, with its proposed 78 residential parking spaces, will meet the anticipated parking demand without providing an oversupply of parking.
>
> Per King County's Right Size Parking website, "too much parking at residential properties correlates with more automobile ownership, more vehicle miles traveled, more congestion, and higher housing costs". This conflicts with the Angle Lake Station Overlay District's objective to "promote transit-oriented development and pedestrian-oriented design"'. The Amelia Apartments meets the anticipated parking demand without oversupply, which aligns with the Angle Lake Station Overlay District's development goal.

5. *That the requested variance will not create a use not generally permitted within the zone in which the subject property is located.*

Parking associated with multifamily properties is a use permitted within the Community Business in Urban Center (CB-C) zone. The parking reduction variance request will not create a use not permitted within this zoning classification.

C. *The requested variance is decided by the City's Hearing Examiner through a public hearing process, except in cases where the requested change involves less than twenty percent (20%) variance to a standard. In these cases, the variance may be decided by the Director, provided the following criteria are met in addition to those in subsection (B) of this section:*

1. *The variance does not reasonably involve a life/safety issue nor does it reasonably involve damage to or loss of property of any person or entity.*

   A variance to reduce the amount of required parking does not involve life/safety issues or damage to or loss of property of any person or entity.

2. *The person or entity requesting the requirements change shall agree to waive all rights to pursue a variance or other process to seek an alternative to the requirements of the City Code; provided, that if no change in the requirements of the City Code is granted to such person or entity, the person or entity would be entitled to pursue a variance or other available procedure in the normal course.*

   If the variance is approved, the applicant waives all rights to pursue a variance or other process to seek an alternative to the parking requirements of City Code.

Please contact us if you have any questions or clarifications on this parking variance for Amelia Apartments. We appreciate your time and consideration.

Thank you,

george schweikart

George Schweikart, AIA
Senior Project Manager
CLARK | BARNES

Attached: Geotechnical Engineering Study – Geotech Consultants – 11/20/20
Traffic Impact Analysis – Gibson Traffic Consultants – 01/20
Traffic Memo - Gibson Traffic Consultants – 06/07/21

SPR21-0001
Exhibit D-21

Dennis Hartwick

From: Marshall Ling <marshall@onetrent.com>
Sent: Friday, October 1, 2021 4:25 PM
To: George Schweikart; Luke Gemperline; Trent Mummery
Cc: Lauren Garkel
Subject: RE: Seatac Parking Variance

Hey George,

Below is our response to the questions from Dennis. Can you please forward?

1. Will residents have assigned parking spaces? If not, will parking passes be limited to the number of spaces?
   Spaces will be assigned.
2. Will parking spaces have a monthly fee?
   Yes, spaces will be rented month-to-month for a fee.
3. How many employees will be onsite at one time and where will they park?
   1-3, depending on the day of the week. Property management will manage this on an as-needed basis. It's not uncommon for leasing and office staff to live in the building, so they may rent parking or might not even have a car. Site staff may also commute via light rail or Rapid Ride.

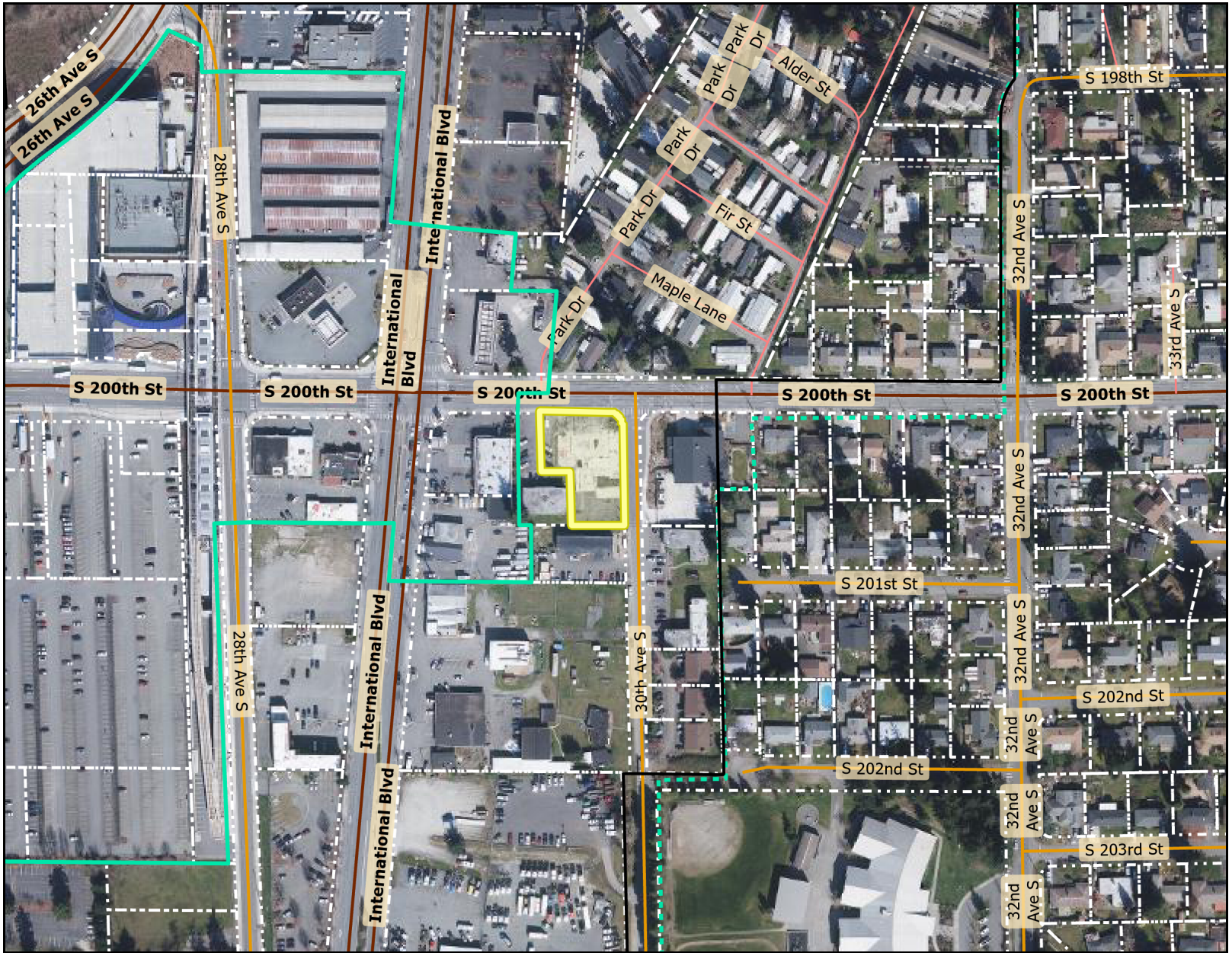
I also wanted to note that we will be offering TransitScreen to all residents, which provides customized, real-time local transportation information for both public transit and ride share services like Uber and Lyft. Residents will also have access to the CityMotion app so they can receive the same transportation information on the go, or at a glance via a TransitScreen display in the lobby.

Thanks,

Marshall Ling
Trent Development Inc
marshall@onetrent.com
206-657-6754

VAR21-0001: Amelia Apartments

City of SeaTac, Washington



Legend

SPR21-0001
Exhibit D-22

Administrative Areas

Administrative Areas

- Angle Lake District Center
- Angle Lake Station Area Overlay District
- Urban Center Boundary

Parcels

Parcels

City Boundaries

City Boundaries

- City of SeaTac

Street Centerlines

Street Centerlines

- SeaTac - Arterial (Principal)
- SeaTac - Local
- Private - Local
- Private Driveway

Imagery 2020 (Mercator)

- Red: band_1
- Green: band_2
- Blue: band3

Map Description

There is no description provided for this map.

Prepared by the City of SeaTac. All rights reserved. This product has been compiled from the best available data. No warranty is expressed or implied as to accuracy, completeness, or fitness for any specific use. Not to be used for purposes of legal description or definition. Not a substitute for a professional survey.

0 350 700 ft

Map Author: Unknown

Map Generated: Wednesday, October 13, 2021

This document has been designed for use at 8.5 x 11 (Landscape) and is not intended for use at another size.

UNOFFICIAL

PROJECT INFORMATION

PROJECT LOCATION	2929 S 200TH ST, SEATAC, WA 98188
PARCEL NUMBER	3445000019
LEGAL DESCRIPTION	THE NORTH 230 FEET OF THE EAST 92 FEET; TOGETHER WITH THE NORTH 135 FEET OF THE WEST 50 FEET OF THE EAST 142 FEET, OF TRACT 2 OF HOMESTEAD PARK FIVE ACRE TRACTS, ACCORDING TO THE PLAT THEREOF RECORDED IN VOLUME 7 OF PLATS, PAGE 88, RECORDS OF KING COUNTY, WASHINGTON; EXCEPT THE NORTH 30 FEET THEREOF DEEDED FOR ROAD PURPOSES. SITUATE IN THE COUNTY OF KING, STATE OF WASHINGTON.
DESCRIPTION OF WORK	7 STORY MULTI-FAMILY RESIDENTIAL OVER TWO LEVELS OF BELOW-GRADE PARKING (5 LEVELS TYPE V-A OVER 4 LEVELS TYPE I-A). 108 UNITS PROPOSED WITH 78 PARKING STALLS AND ONSITE AMENITY SPACES. 1
APPLICABLE CODES	2015 INTERNATIONAL BUILDING CODE 2015 INTERNATIONAL FIRE CODE 2015 INTERNATIONAL MECHANICAL CODE 2015 UNIFORM PLUMBING CODE 2017 NATIONAL ELECTRICAL CODE 2015 WASHINGTON STATE ENERGY CODE ICC A117.1-2009 WASHINGTON STATE AMENDMENTS SEATAC MUNICIPAL CODE REQUIREMENTS SOUND TRANSMISSION CODE: SEATTLE-TACOMA INTERNATIONAL AIRPORT NOISE LEVEL REDUCTION PROVIDE ALL APPLICABLE SAFEGUARDS DURING CONSTRUCTION AS REQUIRED PER IBC CHAPTER 33
SITE AREA	23,516 SF (0.54 ACRES)
ZONE	CB-C (COMMUNITY BUSINESS IN URBAN CENTER) - ANGLE LAKE OVERLAY DISTRICT 1
DEFERRED SUBMITTALS	SIGNS ELEVATOR
SEPARATE PERMITS	FIRE ALARM SYSTEM - NOTE: WILL INCLUDE FULL SMOKE DETECTOR COVERAGE AS REQ'D BY SMC FIRE SPRINKLER / STANDPIPE EMERGENCY RESPONDER RADIO COVERAGE GENERATOR SMOKE CONTROL STE PERMIT ROW PERMIT MECHANICAL ELECTRICAL PLUMBING

AS SUBJECT TO REVIEW AND APPROVAL OF THE BUILDING OFFICIAL. 2

AMELIA MULTIFAMILY

2929 S 200TH ST MULTIFAMILY

2929 S 200TH ST
SEATAC, WA 98198

PROJECT TEAM

OWNER/CLIENT:
SEATAC STAR DEVELOPMENT LLC
C/O TRENT DEVELOPMENT INC.
1420 FIFTH AVENUE, SUITE 220
SEATTLE, WA 98101
PH- (206) 234-6543
CONTACT: TRENT MUMMERY
EMAIL: TRENT@ONETRENT.COM

STRUCTURAL ENGINEER:
DCI ENGINEERS
818 STEWART ST #1000
SEATTLE, WA 98101
PH- (206) 787-8916
CONTACT: DANIELLE JACOBS
EMAIL: DJACOBS@DCI-ENGINEERS.COM

TRAFFIC CONSULTANT:
GIBSON TRAFFIC CONSULTANTS, INC.
2813 ROCKEFELLER AVENUE, SUITE B
EVERETT, WA 98201
PH- (425) 339-8266
FX- (425) 258-2922
CONTACT: EDWARD KOLTONOWSKI
EMAIL: EDWARDK@GIBSONTRAFFIC.COM

MECHANICAL CONSULTANT:
EMERALD AIRE
5108 D STREET NW
AUBURN, WA 98001
PH- (253) 872-5665
CONTACT: DREW RIDGE
EMAIL: DREWR@EMERALDAIRE.COM

ADA CONSULTANT:
STUDIO PACIFICA
2144 WESTLAKE AVE N, SUITE F
SEATTLE, WA 98109
PH- (206) 292-9799
CONTACT: KAREN BRAITMAYER
EMAIL:
KARENB@STUDIOPACIFICASEATTLE.COM

ARCHITECT:
CLARK | BARNES
1401 WEST GARFIELD STREET
SEATTLE, WA 98119
PH- (206) 782-8208
FX- (206) 782-7818
CONTACT: LAUREN GARKEL
EMAIL: LGARKEL@CLARKBARNES.COM

LANDSCAPE ARCHITECT:
WEISMAN DESIGN GROUP INC, PS
2329 E MADISON ST
SEATTLE, WA 98112
PH- (206) 322-1732
CONTACT: ANDY RASMUSSEN
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VICINITY MAP

ABBREVIATIONS

ABV- ABOVE
ACOUS- ACOUSTICAL
ACT- ACCOUSTICAL CEILING TILE
ADJ- ADJACENT, ADJUSTABLE
AFF- ABOVE FINISH FLOOR
ALT- ALTERNATE
ALUM- ALUMINUM
ANOD- ANODIZED
ARCH- ARCHITECTURAL
ASPH- ASPHALT
B.O.- BOTTOM OF
BLDG- BUILDING
BLKG- BLOCKING
BLW- BELOW
BM- BEAM
BOT- BOTTOM
BRG- BEARING
CAB- CABINET
CB- CATCH BASIN
CIP- CAST-IN-PLACE
CJ- CONTROL JOINT
CL- CENTERLINE
CLG- CEILING
CLR- CLEAR
CMU- CONCRETE MASONRY UNIT
COL- COLUMN
CONC- CONCRETE
CONST- CONSTRUCTION
CONT- CONTINUOUS
CPT- CARPET
CT- CERAMIC TILE
CTR- CENTER
DET, DTL- DETAIL
DF- DRINKING FOUNTAIN
DIA- DIAMETER
DIM- DIMENSION
DN- DOWN
DS- DOWNSPOUT
DW- DISHWASHER
DWG- DRAWING
E, (E)- EXISTING
EA- EACH
EF- EXHAUST FAN
EJ, EXP JT- EXPANSION JOINT
ELEC- ELECTRIC(AL)
ELEV- ELEVATION OR ELEVATOR
EQ- EQUAL
EXP- EXPANSION, EXPOSED
EXT- EXTERIOR
F.O- FACE OF
F.O.S.-FACE OF STUD
F.O.W.- FACE OF WALL
F.T.- FIRE TREATED
FA- FIRE ALARM
FD- FLOOR DRAIN
FDC- FIRE DEPARTMENT CONNECTION
FE- FIRE EXTINGUISHER
FEC- FIRE EXTINGUISHER CABINET
FFE- FINISH FLOOR ELEVATION
FH- FIRE HYDRANT
FIN- FINISH
FLASH- FLASHING
FLR- FLOOR
FND- FOUNDATION
FR- FIRE RESISTIVE, FIRE RATED
FT- FOOT, FEET
FTG- FOOTING
FURR- FURRING
GA- GAGE
GALV- GALVANIZED
GC- GENERAL CONTRACTOR
GLS- GLASS
GRD- GRADE, GROUND
GV- GAS VALVE
GWB- GYPSUM WALLBOARD
GYP- GYPSUM
H.D.- HOT DIPPED
HB- HOSE BIB
HC- HANDICAP
HDWR- HARDWARE
HGT- HEIGHT
HM- HOLLOW METAL
HORIZ- HORIZONTAL
HPC- HIGH PERFORMANCE COATING
HR- HOUR
ID- INSIDE DIAMETER
INST- INSTALL, INSTALLER
INSUL- INSULATION
INT- INTERIOR
JAN- JANITOR
JT- JOINT
LAM- LAMINATED
LAV- LAVATORTY
LB- POUND
LG- LARGE
LOC- LOCATION
LP- LIGHT POLE
M.O.- MASONRY OPENING
MACH- MACHINE
MATL- MATERIAL
MAX- MAXIMUM
MDF- MEDIUM DENSITY FIBERBOARD
MDO- MEDIUM DENSITY OVERLAY
MECH- MECHANICAL
MED- MEDIUM
MFR- MANUFACTURER
MIN- MINIMUM
MIR- MIRROR
MISC- MISCELLANEOUS
MTD- MOUNTED
MTL- METAL
N.A.- NOT APPLICABLE
NIC- NOT IN CONTRACT
NO.- NUMBER
NOM- NOMINAL
NTS- NOT TO SCALE
O.C.- ON CENTER
O.D.- OUTSIDE DIAMETER
O.H.- OPPOSITE HAND
O/- OVER
OD- OVERFLOW DRAIN
OPN'G- OPENING
OPP- OPPOSITE
P.T.- POST TENSIONED
PERP- PERPENDICULAR
PL- PLATE
PLAM- PLASTIC LAMINATE
PLT- PLATFORM
PNT- PAINT
PP- POWER POLE
PSF- POUNDS PER SQUARE FOOT
PSI- POUNDS PER SQUARE INCH
PT- PRESSURE TREATED
PTD- PAINTED
PV- PLUMBING VENT
PWD/PLYWD
RAD- RADIUS
RB- RUBBER BASE
RCP- REFLECTED CEILING PLAN
RD- ROOF DRAIN
REC- RECOMMENDED
REF- REFERENCE, REFER
REF- REFRIGERATOR
REINF- REINFORCED
REQ, REQ'D- REQUIRED
RM- ROOM
RO- ROUGH OPENING
S.S- STAINLESS STEEL
SBC- SEATTLE BUILDING CODE
SC- SOLID CORE
SCHED- SCHEDULE, SCHEDULED
SDMH- STORM DRAIN MANHOLE
SECT- SECTION
SF- SQUARE FEET
SHT- SHEET
SIM- SIMILAR
SL- STREET LIGHT
SM- SMALL
SPEC- SPECIFICATION
SQ- SQUARE
SS- SANITARY SEWER
STD- STANDARD
STL- STEEL
STRL/STRUC- STRUCTURAL
SYM- SYMMETRICAL
T.B.D.- TO BE DETERMINED
T.O.- TOP OF
TEL- TELEPHONE
TG- TEMPERED GLASS
TS- TUBE STEEL
TSP- TELEPHONE SERVICE POLE
TYP- TYPICAL
UL- UNDERWRITER'S LABORATORY
UON- UNLESS OTHERWISE NOTED
V.I.F.- VERIFY IN FIELD
VB- VINYL BASE
VCT- VINYL COMPOSITION TILE
VER- VERIFY
VERT- VERTICAL
W.R.- WEATHER RESISTANT
W/- WITH
WD- WOOD
WIN, WDW- WINDOW
WP- WATERPROOF
WT- WEIGHT

SYMBOLS

X / AX.X — ELEVATION INDICATOR
X / AX.X — INTERIOR ELEVATION INDICATOR
FC# — FLOOR/CEILING TYPE TAG
X / AX.X — BUILDING SECTION INDICATOR
X — PLAN KEYNOTE
101 / Name — ROOM NUMBER
X / AX.X — WALL SECTION INDICATOR
1t — DOOR TAG
W# — WALL TYPE TAG
X / AX.X — DETAIL OR ENLARGED PLAN INDICATOR
1t — UNIT DOOR TAG
DATUM / ELEVATION
FE — FIRE EXTINGUISHER IN CABINET
1i — WINDOW TAG
ACCESSIBLE PARKING STALL
EXIT — WALL OR CLG. MOUNTED EXIT SIGN
CEILING HEIGHT INDICATOR
NO PARKING ZONE
EXIT — CLG. MTD. DIRECTIONAL EXIT SIGN, VISIBLE FROM BOTH SIDES, AS REQ'D.

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AMELIA MULTI-FAMILY
2929 S 200TH ST
SEATAC, WA 98198

6611 REGISTERED ARCHITECT
W. SCOTT CLARK
STATE OF WASHINGTON

DATE: 01/21/21
JOB NO. 19-36
PERMIT NO.

REVISIONS:

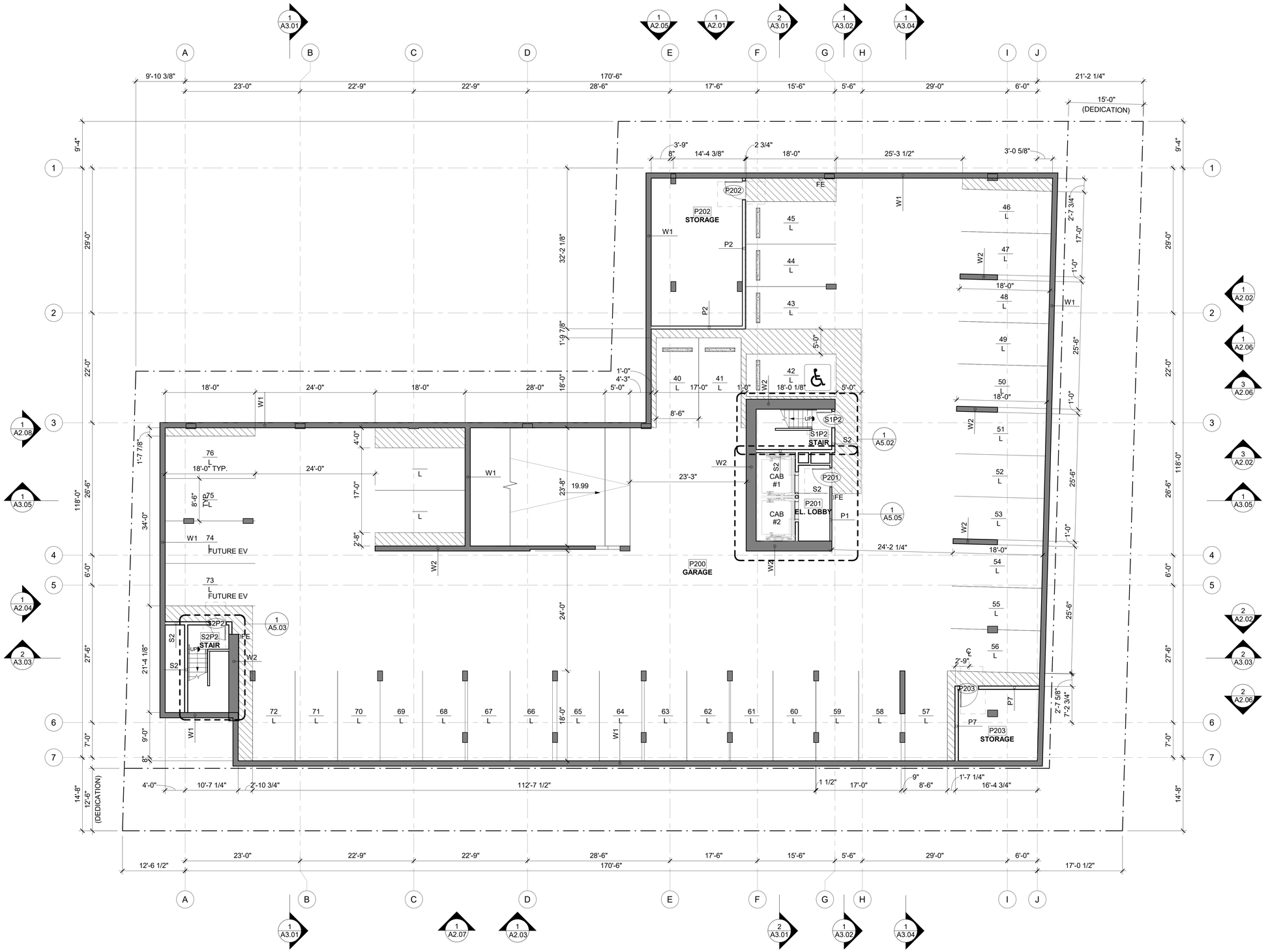
NO.	DATE	DESCRIPTION
1	5/28/21	BP Rev 1
2	8/13/21	BP Rev 2

ISSUE:
PERMIT SUB 01/21/21

PROJECT INFORMATION

SHEET NO:

CS1



PARKING LEVEL 2

SCALE: 1/8" = 1'-0"

N

FLOOR PLAN LEGEND

W#	WALL TYPE TAG	101 Name	ROOM NUMBER
	NO PARKING ZONE		DATUM / ELEVATION
	ACCESSIBLE PARKING STALL OR EGRESS DOOR	101	DOOR TAG
FE	FIRE EXTINGUISHER IN CABINET	1i	WINDOW TAG

FLOOR PLAN NOTES

1. FIRE RATED WALLS SHALL BE PERMANENTLY IDENTIFIED WITH STENCILING IN THE FIELD.
2. G.C. TO VERIFY REQUIREMENTS OF ALL OWNER FURNISHED ITEMS WITH OWNER BEFORE PROCEEDING TO WORK.
3. CONTRACTOR TO FIELD VERIFY ALL DIMENSIONS OF PLUMBING FIXTURES VS PARTITION TYPES (WALL THICKNESS VARY WITH SHEAR WALLS) BEFORE COMMENCING.
4. CONTRACTOR TO VERIFY ALL DIMENSIONS W/ MANUFACTURER ON FIXTURES AND EQUIPMENT SUPPLIED PRIOR TO CONSTRUCTION.
5. CONTRACTOR TO VERIFY EXISTING GRADES AND COORDINATE WITH T.O. SHORING WALL LOCATIONS.
6. REFERENCE SHEETS AX.0X - AX.0X FOR ENLARGED UNIT PLANS.
7. REFERENCE SHEETS AX.0X - AX.0X FOR ENLARGED LOBBY AND AMENITY PLANS.
8. REFERENCE SHEET CSXX AND CSXX FOR ACCESSIBLE MOUNTING HEIGHTS AND DETAILS.
9. DIMENSIONS TO CENTERLINE OF WINDOW U.N.O.
10. DIMENSIONS TO FACE OF STUD U.N.O.

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AMELIA MULTI-FAMILY

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W. SCOTT CLARK
STATE OF WASHINGTON

DATE: 01/21/21
JOB NO. 19-36
PERMIT NO.

REVISIONS:

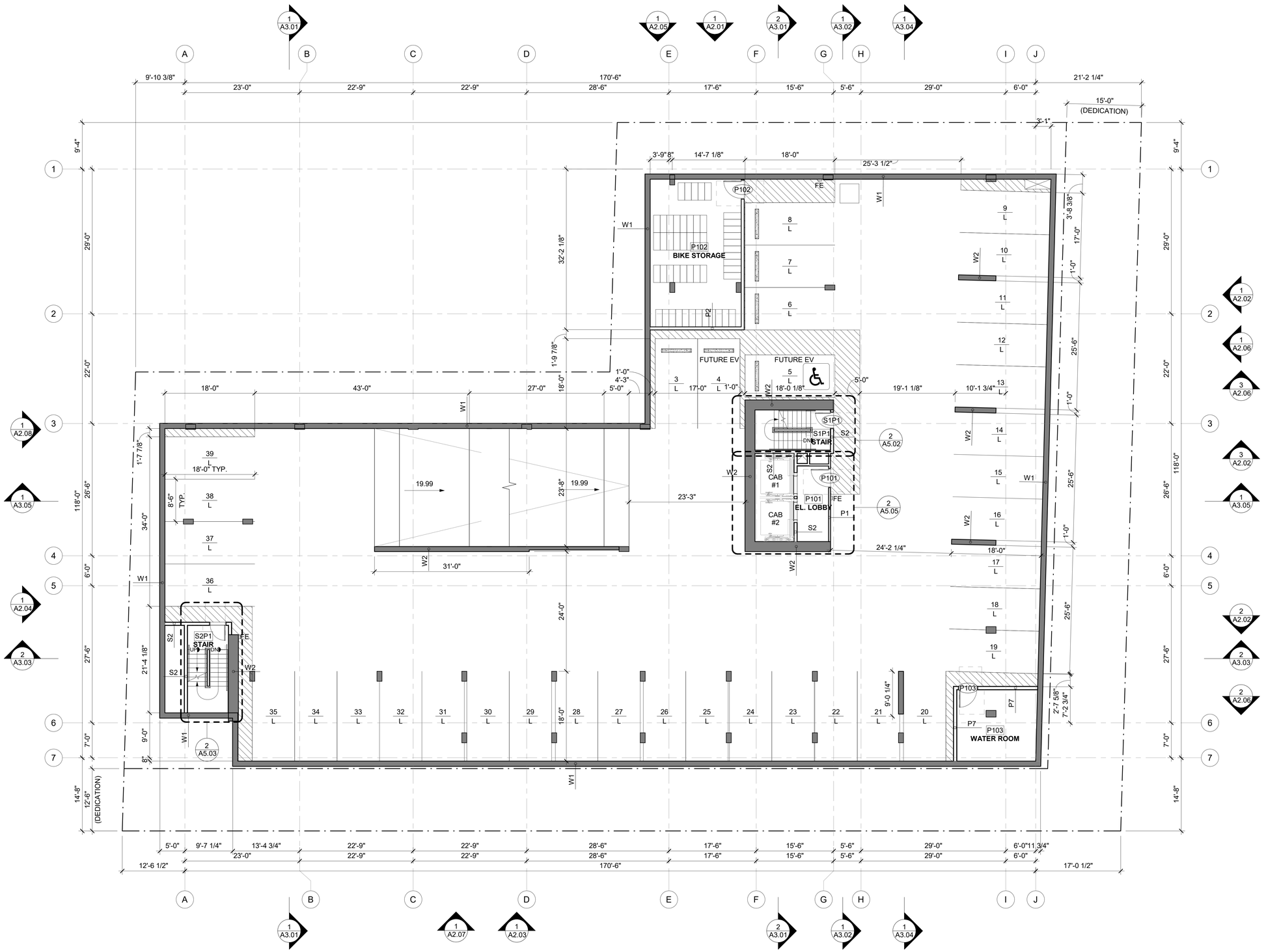
NO.	DATE	DESCRIPTION

ISSUE:
PERMIT SUB 01/21/21

LEVEL P2
FLOOR PLAN

SHEET NO:

A1.01



PARKING LEVEL 1

1 A1.02

SCALE: 1/8" = 1'-0"

FLOOR PLAN LEGEND

W#	WALL TYPE TAG	101 Name	ROOM NUMBER
	NO PARKING ZONE		DATUM / ELEVATION
	ACCESSIBLE PARKING STALL OR EGRESS DOOR	101	DOOR TAG
FE	FIRE EXTINGUISHER IN CABINET	1i	WINDOW TAG

FLOOR PLAN NOTES

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10. DIMENSIONS TO FACE OF STUD U.N.O.

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DATE: 01/21/21
JOB NO. 19-36
PERMIT NO.

REVISIONS:

NO.	DATE	DESCRIPTION

ISSUE:
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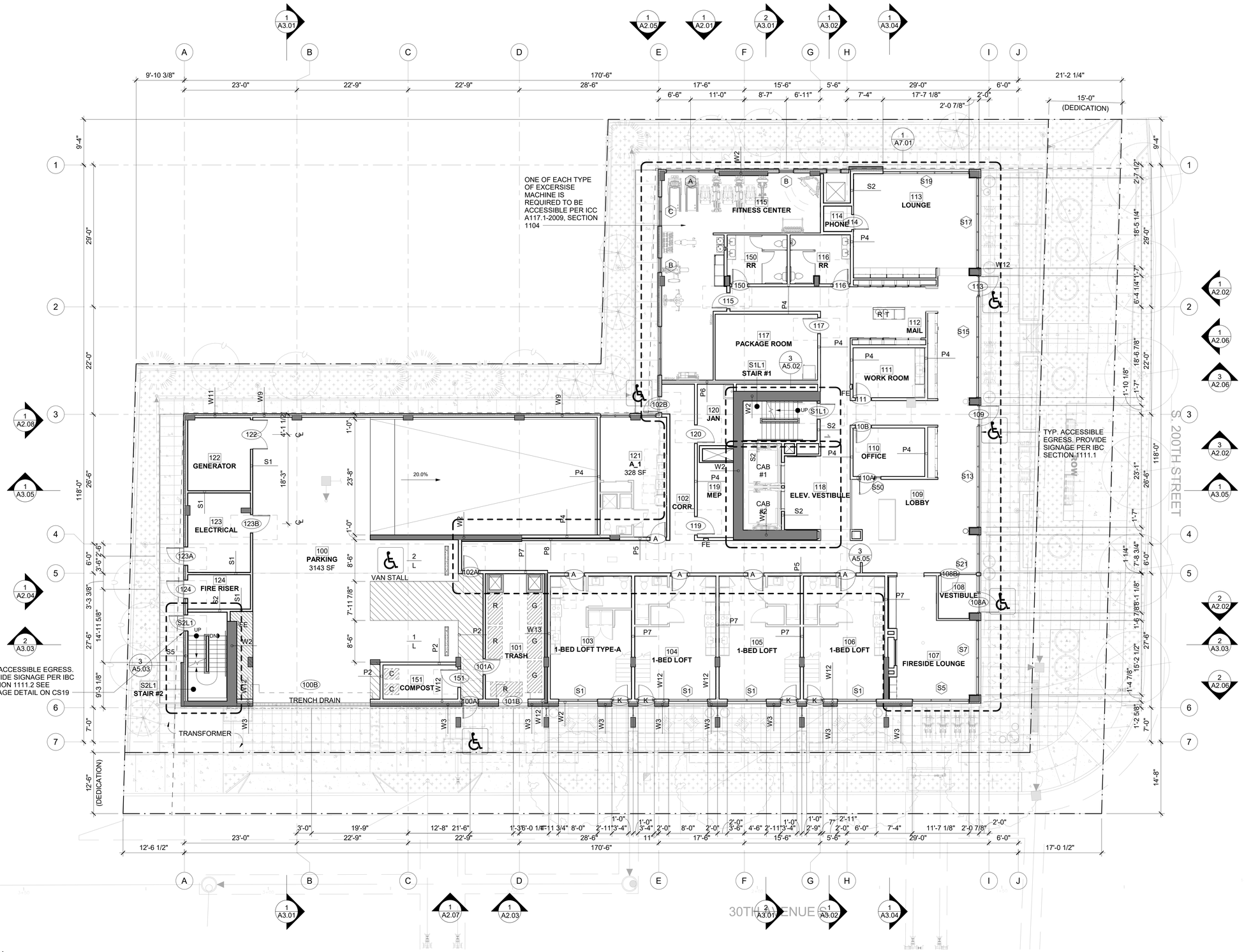
LEVEL P1
FLOOR PLAN

SHEET NO:

A1.02



LEVEL 1

SCALE: 1/8" = 1'-0"

N

FLOOR PLAN LEGEND

- W# — WALL TYPE TAG
- NO PARKING ZONE
- ACCESSIBLE PARKING STALL OR EGRESS DOOR
- FE — FIRE EXTINGUISHER IN CABINET
- 101 Name — ROOM NUMBER
- DATUM / ELEVATION
- 101 — DOOR TAG
- 1i — WINDOW TAG

FLOOR PLAN NOTES

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JOB NO. 19-36
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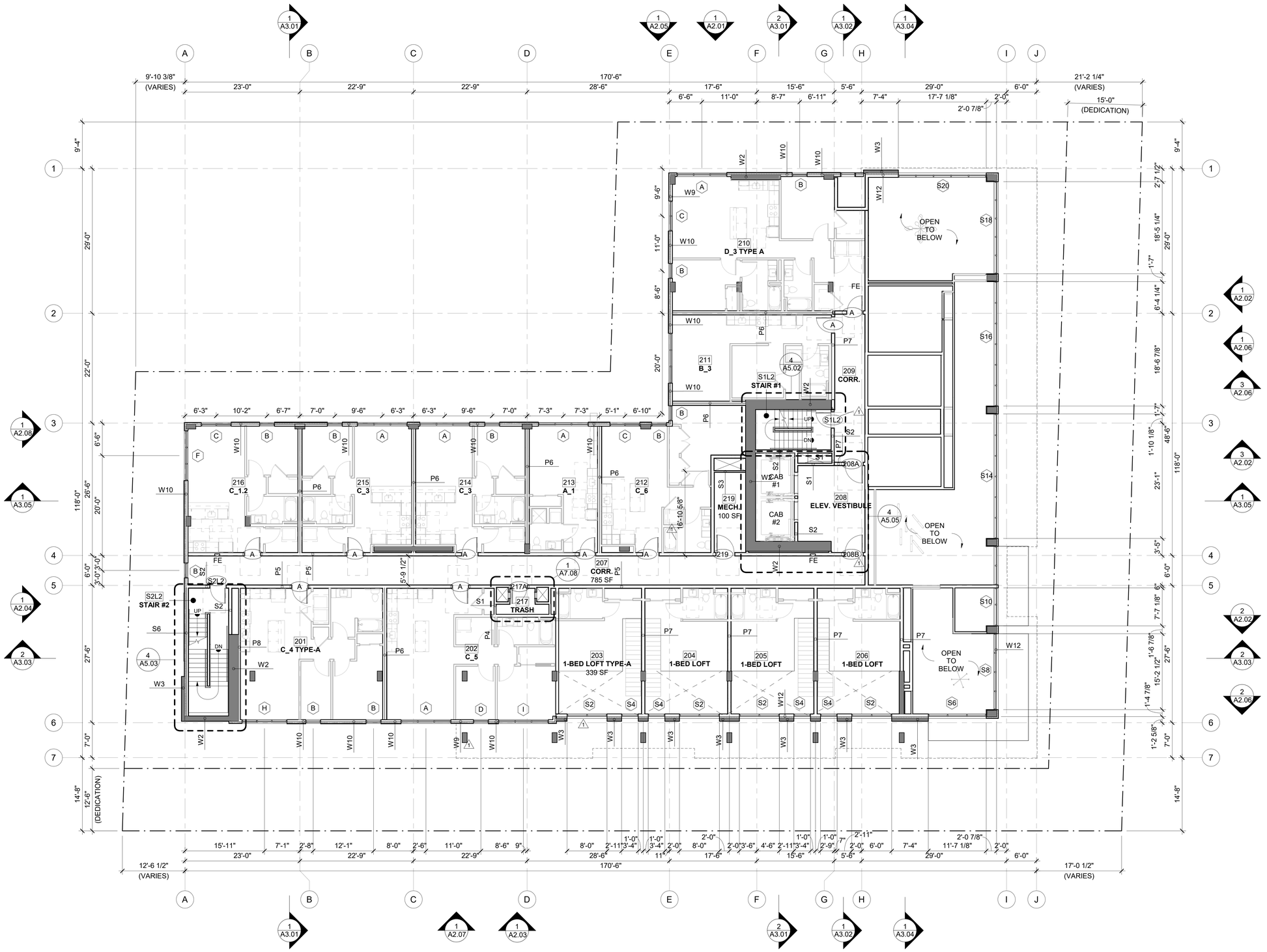
NO.	DATE	DESCRIPTION
1	5/28/21	BP Rev 1

ISSUE:
PERMIT SUB 01/21/21

LEVEL 1
FLOOR PLAN

SHEET NO:

A1.03



1 A1.04 LEVEL 2

SCALE: 1/8" = 1'-0"

N

FLOOR PLAN LEGEND

W#	WALL TYPE TAG	101 Name	ROOM NUMBER
	NO PARKING ZONE		DATUM / ELEVATION
	ACCESSIBLE PARKING STALL OR EGRESS DOOR	101	DOOR TAG
FE	FIRE EXTINGUISHER IN CABINET	1i	WINDOW TAG

FLOOR PLAN NOTES

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10. DIMENSIONS TO FACE OF STUD U.N.O.

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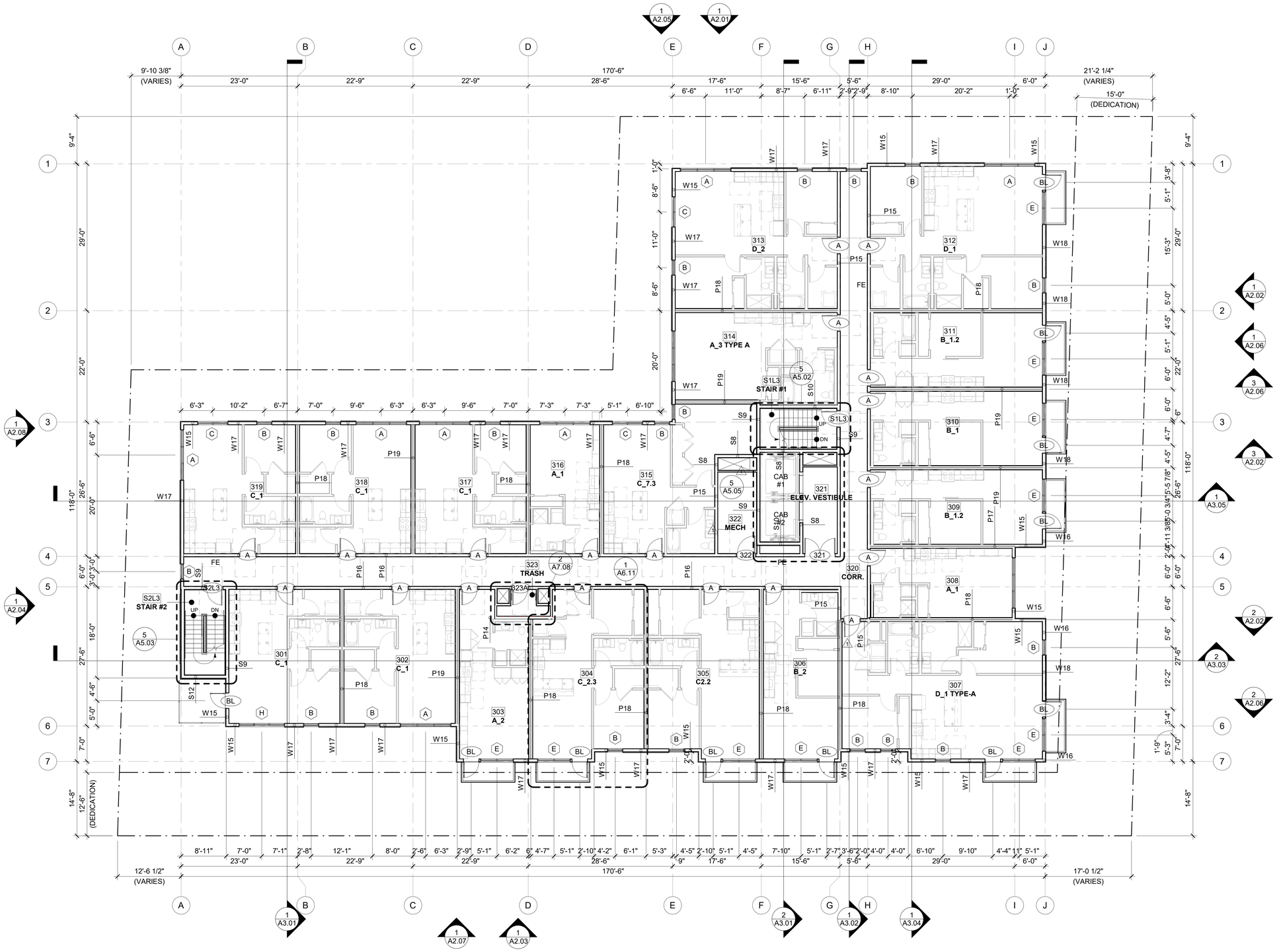
LEVEL 2
FLOOR PLAN

SHEET NO:

A1.04



1 A1.05 LEVEL 3

SCALE: 1/8" = 1'-0"

N

FLOOR PLAN LEGEND

W#	WALL TYPE TAG	101 Name	ROOM NUMBER
	NO PARKING ZONE		DATUM / ELEVATION
	ACCESSIBLE PARKING STALL OR EGRESS DOOR	101	DOOR TAG
FE	FIRE EXTINGUISHER IN CABINET	1i	WINDOW TAG

FLOOR PLAN NOTES

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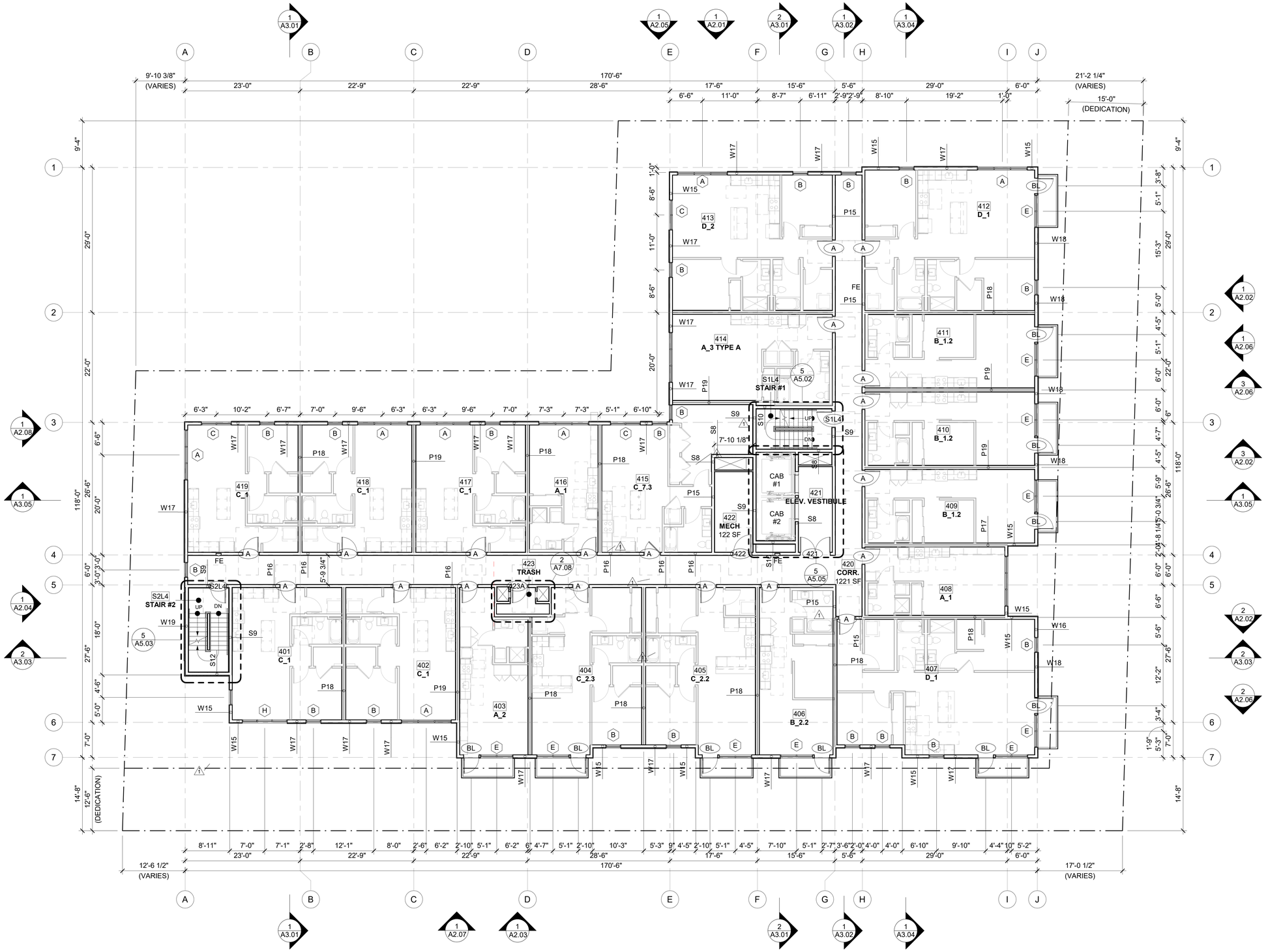
LEVEL 3
FLOOR PLAN

SHEET NO:

A1.05



LEVEL 4

1/A1.06 SCALE: 1/8" = 1'-0"

N

FLOOR PLAN LEGEND

W#	WALL TYPE TAG	101 Name	ROOM NUMBER
	NO PARKING ZONE		DATUM / ELEVATION
	ACCESSIBLE PARKING STALL OR EGRESS DOOR	101	DOOR TAG
FE	FIRE EXTINGUISHER IN CABINET	1i	WINDOW TAG

FLOOR PLAN NOTES

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AMELIA MULTI-FAMILY

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6611 REGISTERED ARCHITECT
W SCOTT CLARK
STATE OF WASHINGTON

DATE: 01/21/21
JOB NO. 19-36
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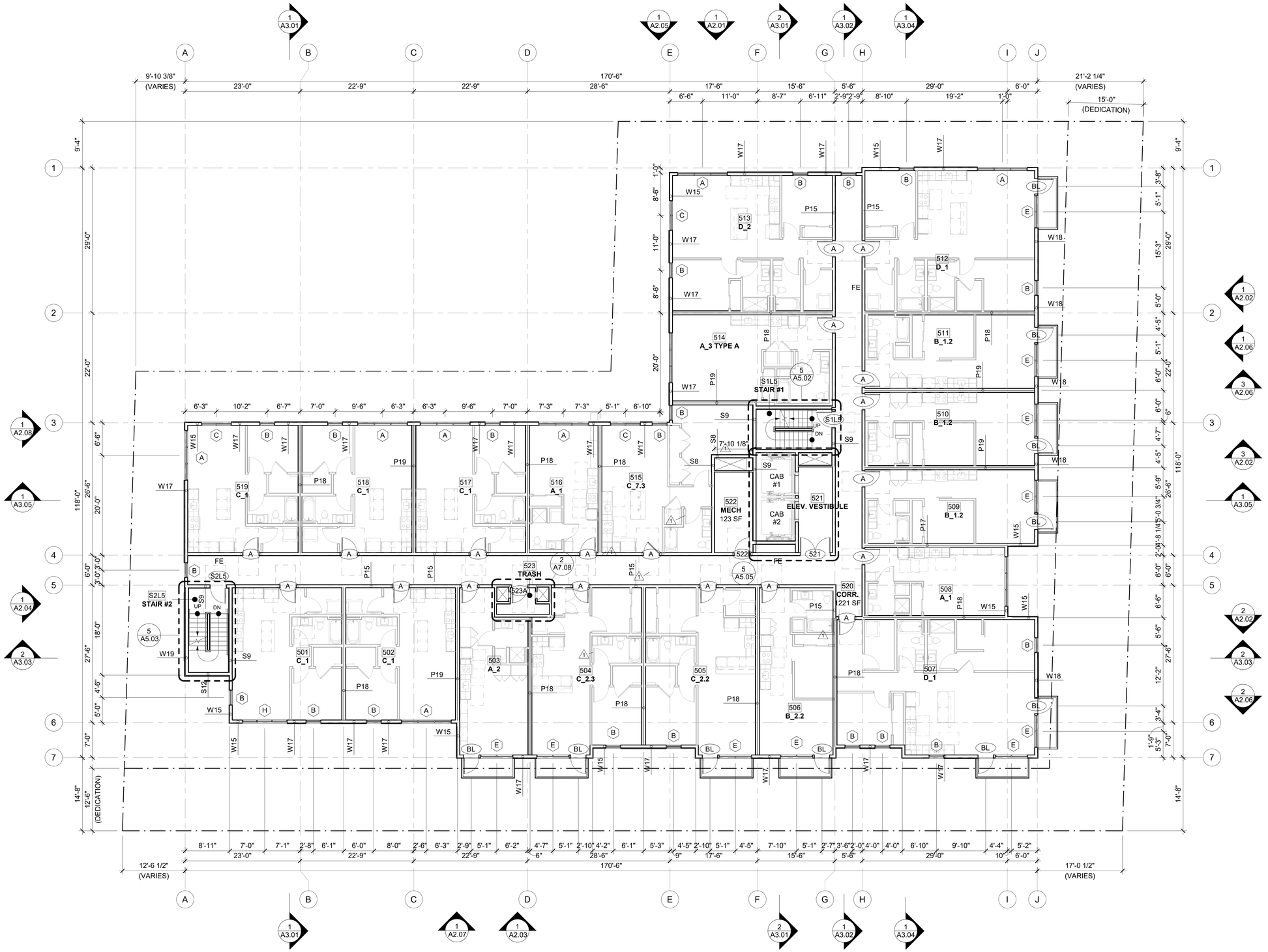
NO.	DATE	DESCRIPTION
1	5/28/21	BP Rev 1

ISSUE:
PERMIT SUB 01/21/21

LEVEL 4
FLOOR PLAN

SHEET NO:

A1.06



1 A1.07 LEVEL 5

SCALE: 1/8" = 1'-0"

N

FLOOR PLAN LEGEND

W#	WALL TYPE TAG	101 Name	ROOM NUMBER
	NO PARKING ZONE		DATUM / ELEVATION
	ACCESSIBLE PARKING STALL OR EGRESS DOOR	101	DOOR TAG
FE	FIRE EXTINGUISHER IN CABINET	1i	WINDOW TAG

FLOOR PLAN NOTES

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Exhibit D-30

AMELIA MULTI-FAMILY

2929 S 200TH ST
SEATAC, WA 98198

6611 REGISTERED ARCHITECT
W. SCOTT CLARK
STATE OF WASHINGTON

DATE: 01/21/21
JOB NO. 19-36
PERMIT NO.

REVISIONS:

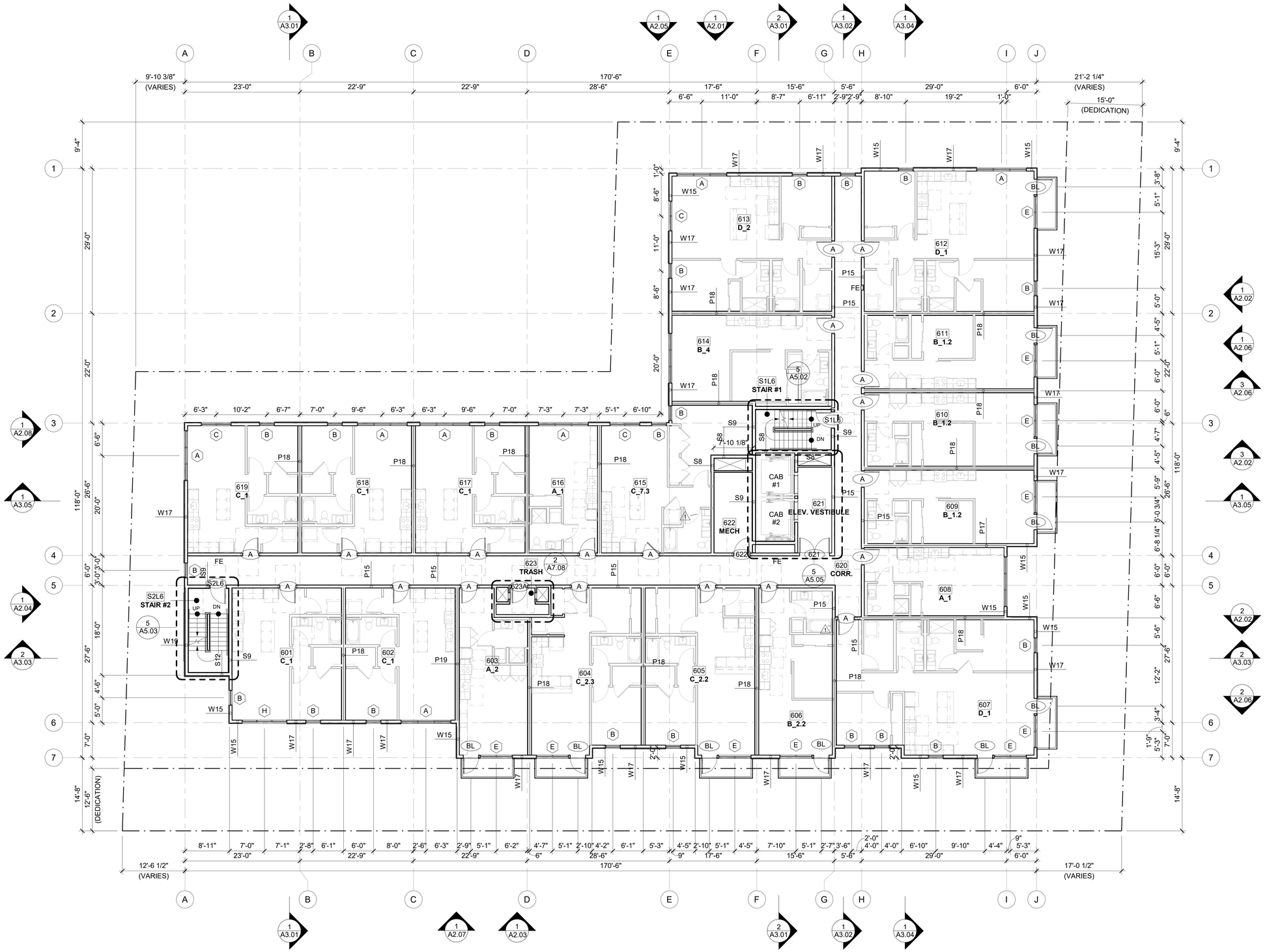
NO.	DATE	DESCRIPTION
1	5/28/21	BP Rev 1

ISSUE:
PERMIT SUB 01/21/21

LEVEL 5
FLOOR PLAN

SHEET NO:

A1.07



LEVEL 6

1 A1.08 SCALE: 1/8" = 1'-0"

N

FLOOR PLAN LEGEND

- W# — WALL TYPE TAG
- NO PARKING ZONE
- ACCESSIBLE PARKING STALL OR EGRESS DOOR
- FE — FIRE EXTINGUISHER IN CABINET
- 101 Name — ROOM NUMBER
- DATUM / ELEVATION
- 101 — DOOR TAG
- 1i — WINDOW TAG

FLOOR PLAN NOTES

1. FIRE RATED WALLS SHALL BE PERMANENTLY IDENTIFIED WITH STENCILING IN THE FIELD.
2. G.C. TO VERIFY REQUIREMENTS OF ALL OWNER FURNISHED ITEMS WITH OWNER BEFORE PROCEEDING TO WORK.
3. CONTRACTOR TO FIELD VERIFY ALL DIMENSIONS OF PLUMBING FIXTURES VS PARTITION TYPES (WALL THICKNESS VARY WITH SHEAR WALLS) BEFORE COMMENCING.
4. CONTRACTOR TO VERIFY ALL DIMENSIONS W/ MANUFACTURER ON FIXTURES AND EQUIPMENT SUPPLIED PRIOR TO CONSTRUCTION.
5. CONTRACTOR TO VERIFY EXISTING GRADES AND COORDINATE WITH T.O. SHORING WALL LOCATIONS.
6. REFERENCE SHEETS AX.0X - AX.0X FOR ENLARGED UNIT PLANS.
7. REFERENCE SHEETS AX.0X - AX.0X FOR ENLARGED LOBBY AND AMENITY PLANS.
8. REFERENCE SHEET CSXX AND CSXX FOR ACCESSIBLE MOUNTING HEIGHTS AND DETAILS.
9. DIMENSIONS TO CENTERLINE OF WINDOW U.N.O.
10. DIMENSIONS TO FACE OF STUD U.N.O.

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AMELIA MULTI-FAMILY

2929 S 200TH ST
SEATAC, WA 98198

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W. SCOTT CLARK
STATE OF WASHINGTON

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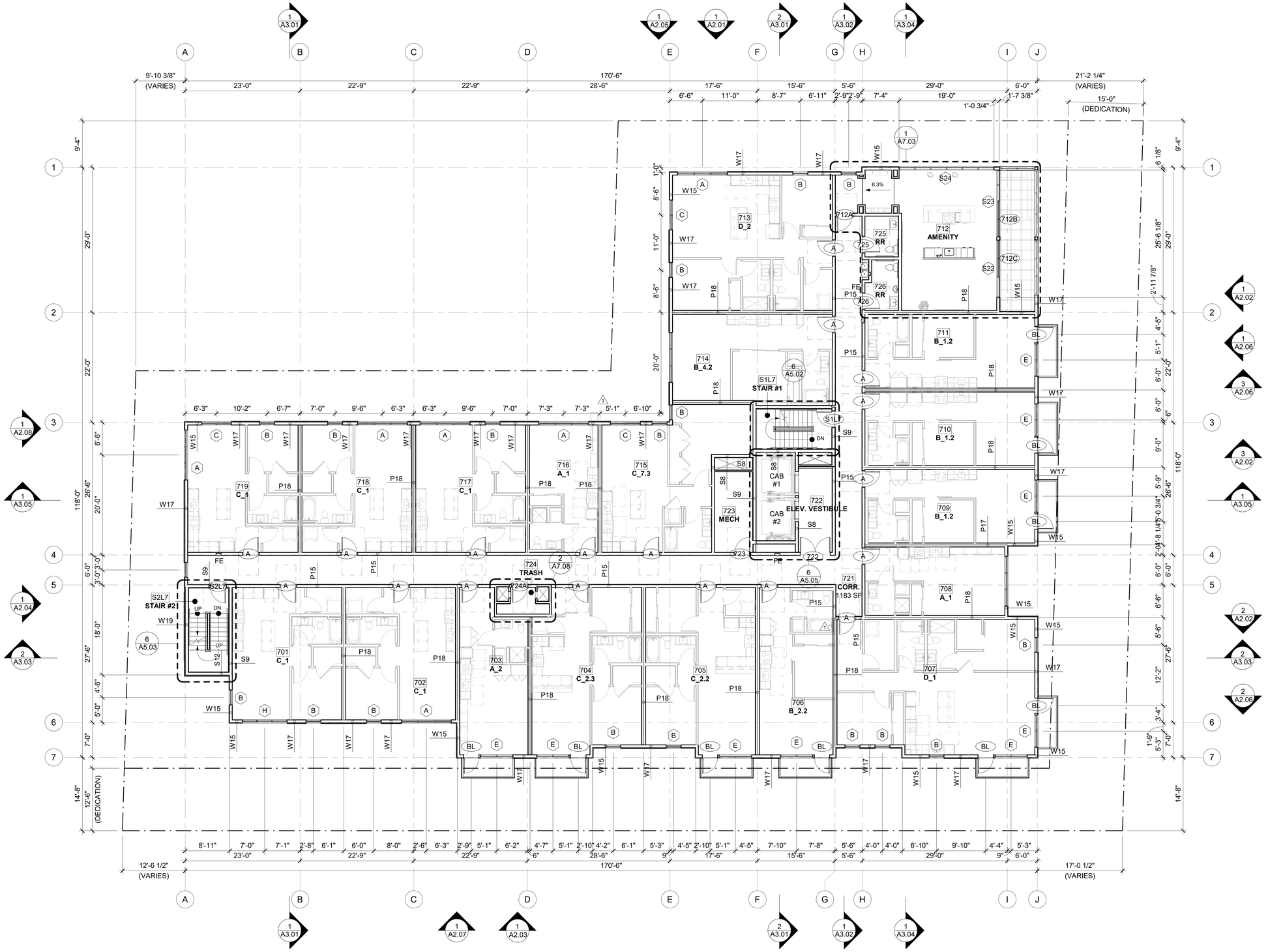
LEVEL 6
FLOOR PLAN

SHEET NO:

A1.08



1 A1.09 LEVEL 7

SCALE: 1/8" = 1'-0"

N

FLOOR PLAN LEGEND

W#	WALL TYPE TAG	101 Name	ROOM NUMBER
	NO PARKING ZONE		DATUM / ELEVATION
	ACCESSIBLE PARKING STALL OR EGRESS DOOR	101	DOOR TAG
FE	FIRE EXTINGUISHER IN CABINET	1i	WINDOW TAG

FLOOR PLAN NOTES

1. FIRE RATED WALLS SHALL BE PERMANENTLY IDENTIFIED WITH STENCILING IN THE FIELD.
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STATE OF WASHINGTON

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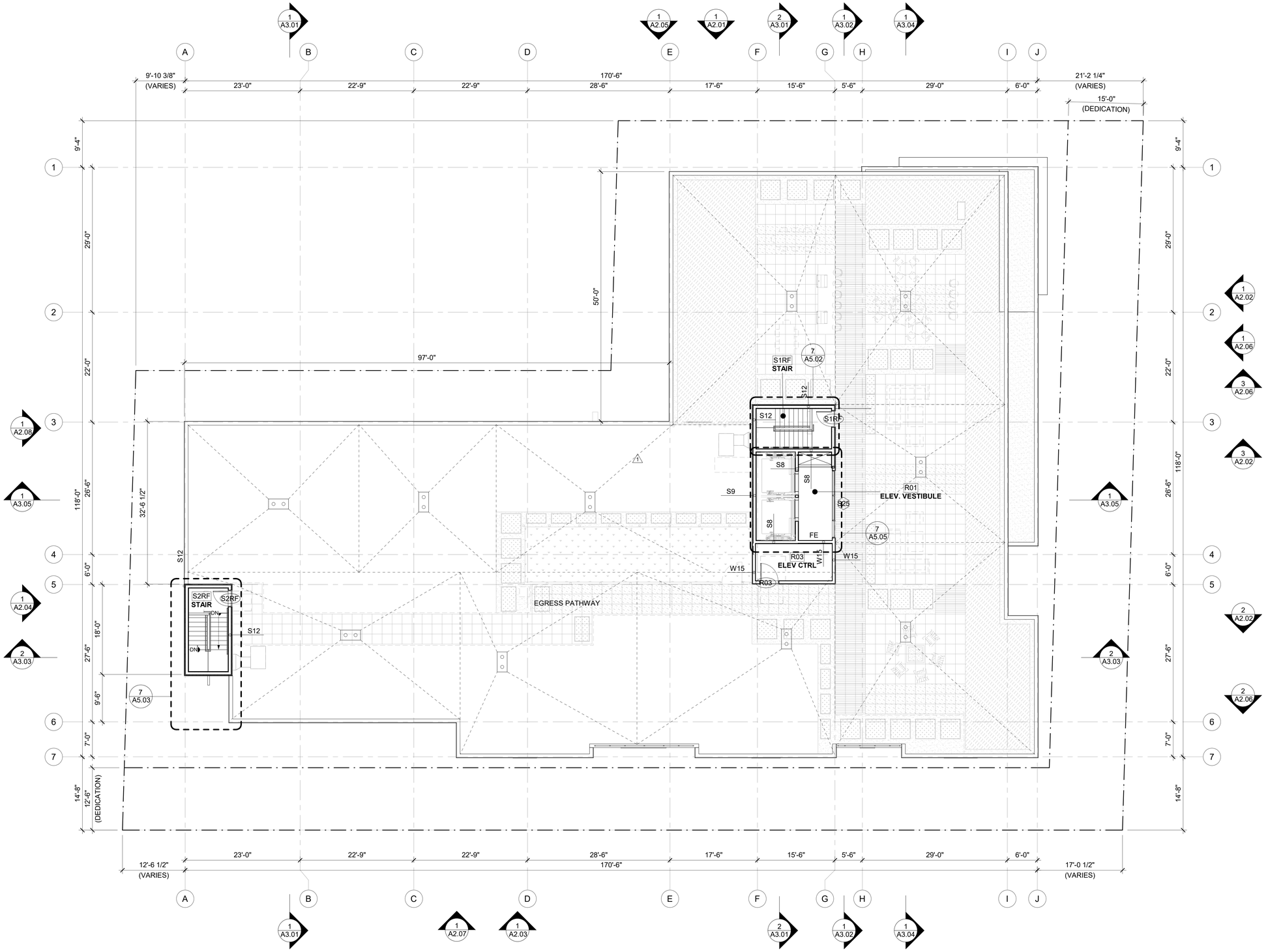
LEVEL 7
FLOOR PLAN

SHEET NO:

A1.09



1 A1.10 ROOF PLAN

SCALE: 1/8" = 1'-0"

N

FLOOR PLAN LEGEND

W#	WALL TYPE TAG	101 Name	ROOM NUMBER
	NO PARKING ZONE		DATUM / ELEVATION
	ACCESSIBLE PARKING STALL OR EGRESS DOOR	101	DOOR TAG
FE	FIRE EXTINGUISHER IN CABINET	1i	WINDOW TAG

FLOOR PLAN NOTES

1. FIRE RATED WALLS SHALL BE PERMANENTLY IDENTIFIED WITH STENCILING IN THE FIELD.
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10. DIMENSIONS TO FACE OF STUD U.N.O.

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AMELIA MULTI-FAMILY

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ROOF PLAN

SHEET NO:

A1.10

MATERIAL LEGEND

BOARD FORMED CONCRETE	METAL PANEL AEP SPAN FLEX SERIES (1.2X40-12) COLOR: VINTAGE HERITAGE, LEGACY	FIBER CEMENT HARDIE PANEL COLOR: TRICORN BLACK (SW6258)
FIBER CEMENT HARDIE LAP COLOR: COOL GRAY 4 C	METAL PANEL AEP SPAN FLEX SERIES (1.2X40-12) COLOR: LIGHT GREY	FIBER CEMENT HARDIE PANEL COLOR: COOL GRAY 4 C

1 A2.05 WEST ELEVATION

SCALE: 1/8" = 1'-0"

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AMELIA MULTI-FAMILY

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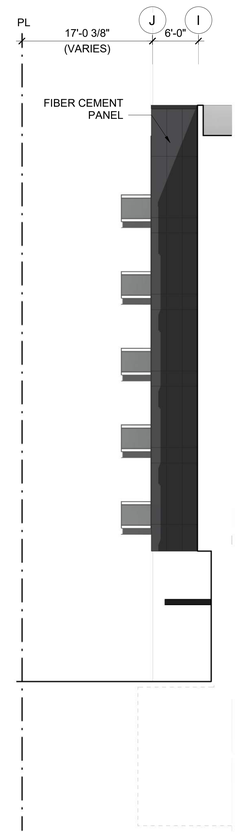
SHEET NO:

A2.05

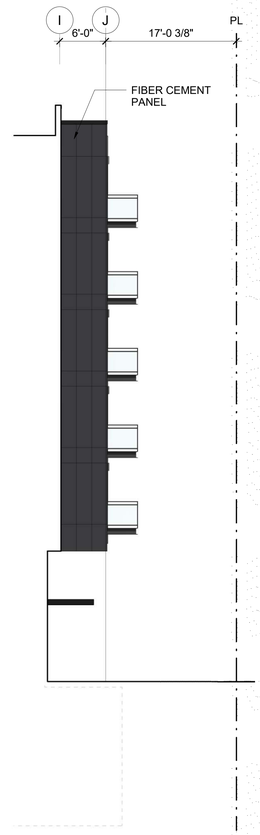
MATERIAL LEGEND

- BOARD FORMED CONCRETE
- METAL PANEL — AEP SPAN FLEX SERIES (1.2X40-12) — COLOR: VINTAGE HERITAGE, LEGACY
- FIBER CEMENT — HARDIE PANEL — COLOR: TRICORN BLACK (SW6258)
- FIBER CEMENT — HARDIE LAP — COLOR: COOL GRAY 4 C
- METAL PANEL — AEP SPAN FLEX SERIES (1.2X40-12) — COLOR: LIGHT GREY
- FIBER CEMENT — HARDIE PANEL — COLOR: COOL GRAY 4 C

1 A2.06 NORTH ELEVATION - COLOR
SCALE: 1/8" = 1'-0"



2 A2.06 ELEVATION
SCALE: 1/8" = 1'-0"



3 A2.06 ELEVATION
SCALE: 1/8" = 1'-0"

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AMELIA MULTI-FAMILY
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MATERIAL LEGEND

- BOARD FORMED CONCRETE
- METAL PANEL
  AEP SPAN FLEX SERIES (1.2X40-12)
  COLOR: VINTAGE HERITAGE, LEGACY
- FIBER CEMENT
  HARDIE PANEL
  COLOR: TRICORN BLACK (SW6258)
- FIBER CEMENT
  HARDIE LAP
  COLOR: COOL GRAY 4 C
- METAL PANEL
  AEP SPAN FLEX SERIES (1.2X40-12)
  COLOR: LIGHT GREY
- FIBER CEMENT
  HARDIE PANEL
  COLOR: COOL GRAY 4 C

1 A2.07 EAST ELEVATION - COLOR

SCALE: 1/8" = 1'-0"

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SHEET NO:

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MATERIAL LEGEND

- BOARD FORMED CONCRETE
- METAL PANEL
  AEP SPAN FLEX SERIES (1.2X40-12)
  COLOR: VINTAGE HERITAGE, LEGACY
- FIBER CEMENT
  HARDIE PANEL
  COLOR: TRICORN BLACK (SW6258)
- FIBER CEMENT
  HARDIE LAP
  COLOR: COOL GRAY 4 C
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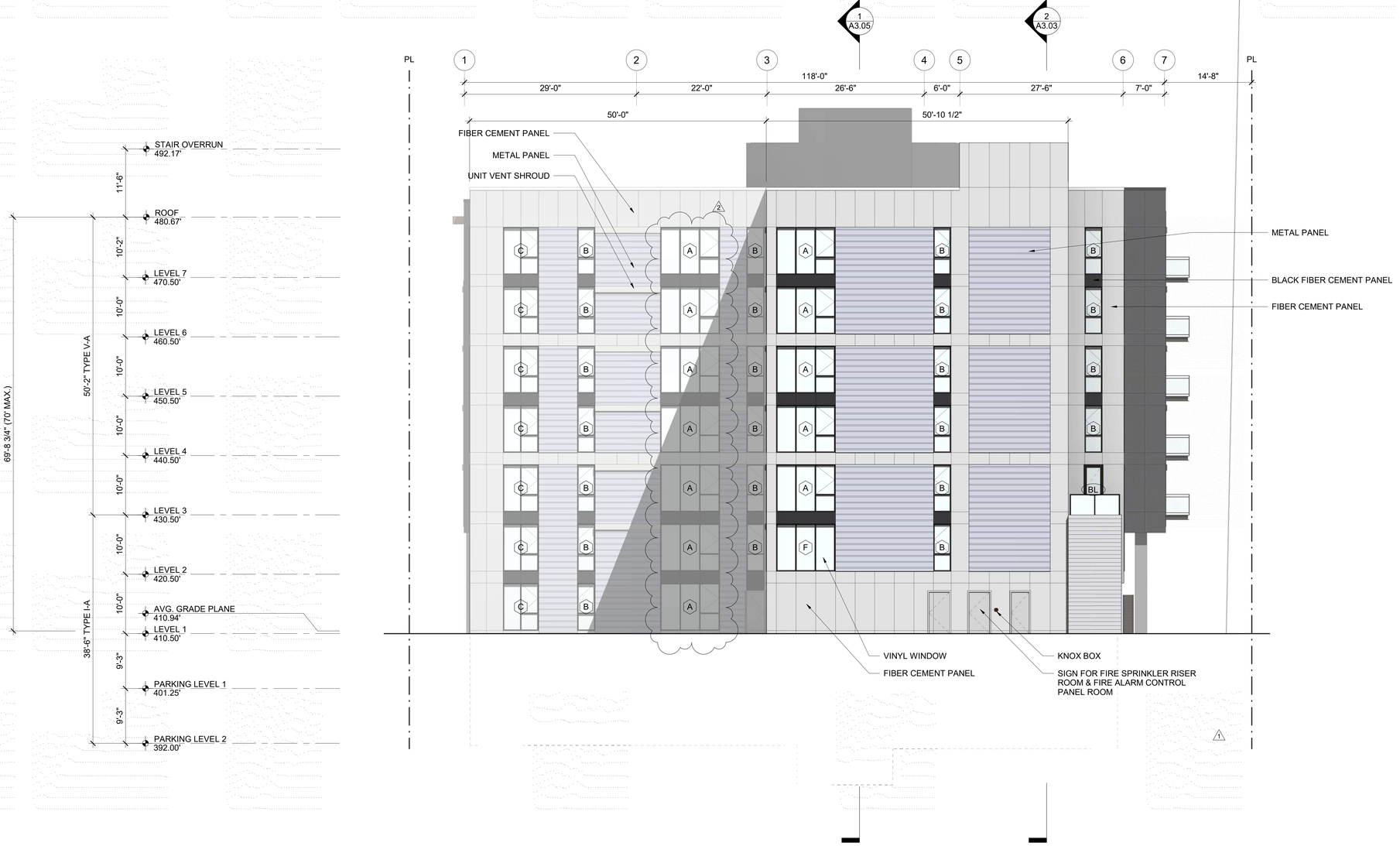
  AEP SPAN FLEX SERIES (1.2X40-12)
  COLOR: LIGHT GREY
- FIBER CEMENT
  HARDIE PANEL
  COLOR: COOL GRAY 4 C



1 / A2.08 SOUTH ELEVATION - COLOR

SCALE: 1/8" = 1'-0"

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AMELIA MULTI-FAMILY

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W. SCOTT CLARK
STATE OF WASHINGTON

DATE: 01/21/21
JOB NO. 19-36
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RENDERED ELEVATIONS

SHEET NO:

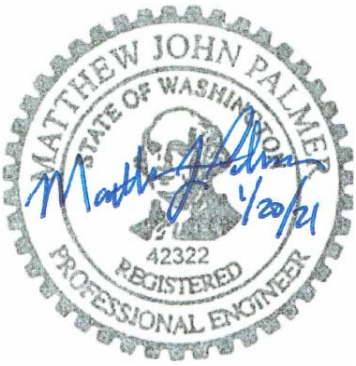
A2.08

Gibson Traffic Consultants, Inc.
2813 Rockefeller Avenue
Suite B
Everett, WA 98201
425.339.8266

2929 S 200th St Multifamily Traffic Impact Analysis

Jurisdiction: City of SeaTac

January 2021



GTC #20-274

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Trip Generation Calculations ..... B
Counts and Turning Movement Calculations C
Level of Service Calculations ..... D
Right Size Parking Calculation ..... E
Site Plan ..... F

1. EXECUTIVE SUMMARY

The 108 multifamily mid-rise units are expected to generate 48 net new PM peak-hour trips. With the addition of development traffic, the off-site study intersections will continue to operate at acceptable LOS E or better during the PM peak-hour and the site accesses will operate at acceptable LOS A. The site is proposing 78 parking spaces which will meet the anticipated parking demand. The City of SeaTac has a mitigation fee of $3,508 per new PM peak-hour trip. With credit for the previous fire stations 8 PM peak-hour trips, the City of SeaTac transportation impact fee is anticipated to be $140,320.00.

2. INTRODUCTION

Gibson Traffic Consultants, Inc. (GTC) has been retained to provide a traffic impact study for the proposed 2929 S 200th St Multifamily development comprised of one building which will include 108 apartment units. There was previously a fire station on the site that was removed a few years ago. Based on the foundation and pictures of the building it was estimated that the fire station was approximately 17,600 SF. Credit for the fire station was only applied to the mitigation fees but not the trip generation or level of service as the counts did not include those trips. The development site is located south of S 200th Street, west of 30th Avenue S on the southwest corner. The site is proposing one access onto 30th Avenue S approximately 160 feet south of S 200th Street. The proposed future build-out is anticipated to be completed and occupied by 2023; therefore, 2023 was used for future analysis to satisfy SEPA requirements. A site vicinity map is included in Figure 1.

Matthew Palmer, responsible for the traffic analysis and report, is a licensed professional engineer (Civil) in the State of Washington and a current member of the Washington State section of ITE.

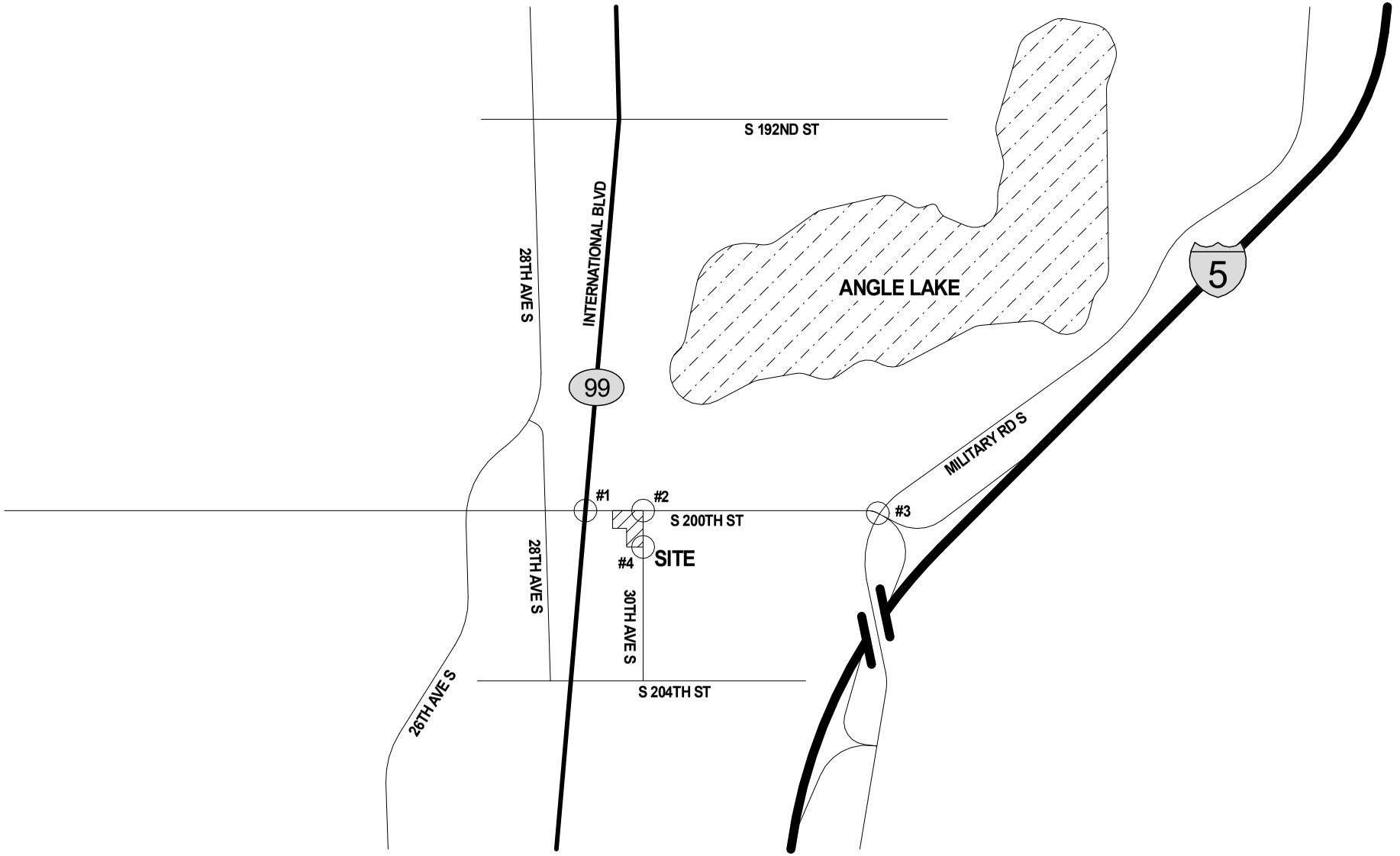
3. METHODOLOGY & ANALYSIS SCOPING

The trip generation calculations for the site are based on the latest edition of the Institute of Transportation Engineers' (ITE) *Trip Generation, 10th Edition* (201\). ITE Land Use Code 221, Multifamily (Mid-Rise) and ITE LUC 820, Shopping Center, were used for the trip generation calculations for the proposed uses and ITE LUC 151, Mini-Storage, was used for the existing use. The trip distribution is based on peak-hour turning movement counts and local draw areas.

Based on discussions with City Staff, GTC utilized a 2.0-percent annual compounding growth rate to account for background traffic growth in the site vicinity. The following intersections were analyzed as a part of this report as well as they type of control at the intersection:

1. International Boulevard at S 200th Street – Signalized
2. 30th Avenue S at S 200th Street – Two-Way Stop-Controlled
3. Military Road S at S 200th Street – Signalized
4. 30th Avenue S at Site Access – Two-Way Stop-Controlled

The site access has been analyzed during the 2023 future with development conditions.



GIBSON TRAFFIC CONSULTANTS

TRAFFIC IMPACT STUDY
GTC #20-274

2929 S 200 ST MULTIFAMILY
108 MID-RISE APARTMENTS

CITY OF SEATAC

LEGEND

DEVELOPMENT SITE

STUDY INTERSECTION

FIGURE 1
SITE VICINITY MAP

SPR21-0001
Exhibit E-4

Traffic congestion is generally measured in terms of level-of-service (LOS). Peak-hour level-of-service was conducted and was determined using the methodology described in the Highway Capacity Manual (HCM), 6th Edition. In accordance with the Manual, road facilities or intersections are rated between LOS A and F, with LOS A being free flow and LOS F being forced flow or over-capacity conditions. A summary of the level-of-service criteria has been included in Table 1. The level-of-service at intersections is measured in terms of average delay per vehicle in seconds. For unsignalized intersections, the level-of-service is determined by the worst case of all the calculated lane groups at the intersection. For signalized intersections, the level-of-service is determined as an average delay for all the entering vehicles. The latest version of *Synchro* software is used to analyze the study intersections.

Table 1: Level of Service Criteria for Intersections

Level of Service[1]	Expected Delay	Intersection Control Delay (Seconds per Vehicle)	
		Unsignalized Intersections	**Signalized** Intersections
A	Little/No Delay	≤10	≤10
B	Short Delays	>10 and ≤15	>10 and ≤20
C	Average Delays	>15 and ≤25	>20 and ≤35
D	Long Delays	>25 and ≤35	>35 and ≤55
E	Very Long Delays	>35 and ≤50	>55 and ≤80
F	Extreme Delays[2]	>50	>80

The acceptable level of service at principal and minor arterial intersections within the City of SeaTac is level of service E, LOS D for all other roads.

[1] **Source:** *Highway Capacity Manual* 6th Edition.

LOS A: Free-flow traffic conditions, with minimal delay to stopped vehicles (no vehicle is delayed longer than one cycle at signalized intersection).
LOS B: Generally stable traffic flow conditions.
LOS C: Occasional back-ups may develop, but delay to vehicles is short term and still tolerable.
LOS D: During short periods of the peak hour, delays to approaching vehicles may be substantial but are tolerable during times of less demand (i.e. vehicles delayed one cycle or less at signal).
LOS E: Intersections operate at or near capacity, with long queues developing on all approaches and long delays.
LOS F: Jammed conditions on all approaches with excessively long delays and vehicles unable to move at times.

[2] When demand volume exceeds the capacity of the lane, extreme delays will be encountered with queuing which may cause severe congestion affecting other traffic movements in the intersection.

4. EXISTING CONDITIONS

4.1 Existing Volumes and Level of Service

Existing turning movement counts at all the study intersections were obtained by the independent count firms, Idax and Traffic Data Gathering in February 2020 and December 2020. The December 2020 counts were normalized to account for the ongoing reduction of traffic caused by the Covid-19 Pandemic. GTC looked at the February 2020 count of International Boulevard at S 200th Street and adjusted December 2020 volumes between International Boulevard and 30th Avenue S, which required an 18% increase to balance the total approach volume. This 18% was applied to the Military Road intersection as well. The normalized existing peak-hour turning movement volumes are shown at the study intersections during the PM peak-hour in Figure 2. Based on the existing counts, channelization, and intersection control; all the study intersections will operate at acceptable LOS D or better during the PM peak-hour. The existing level of service for the PM peak-hour is summarized in Table 2. The existing level of service calculations are included in the attachments.

Table 2: Existing Level of Service Summary – PM Peak-Hour

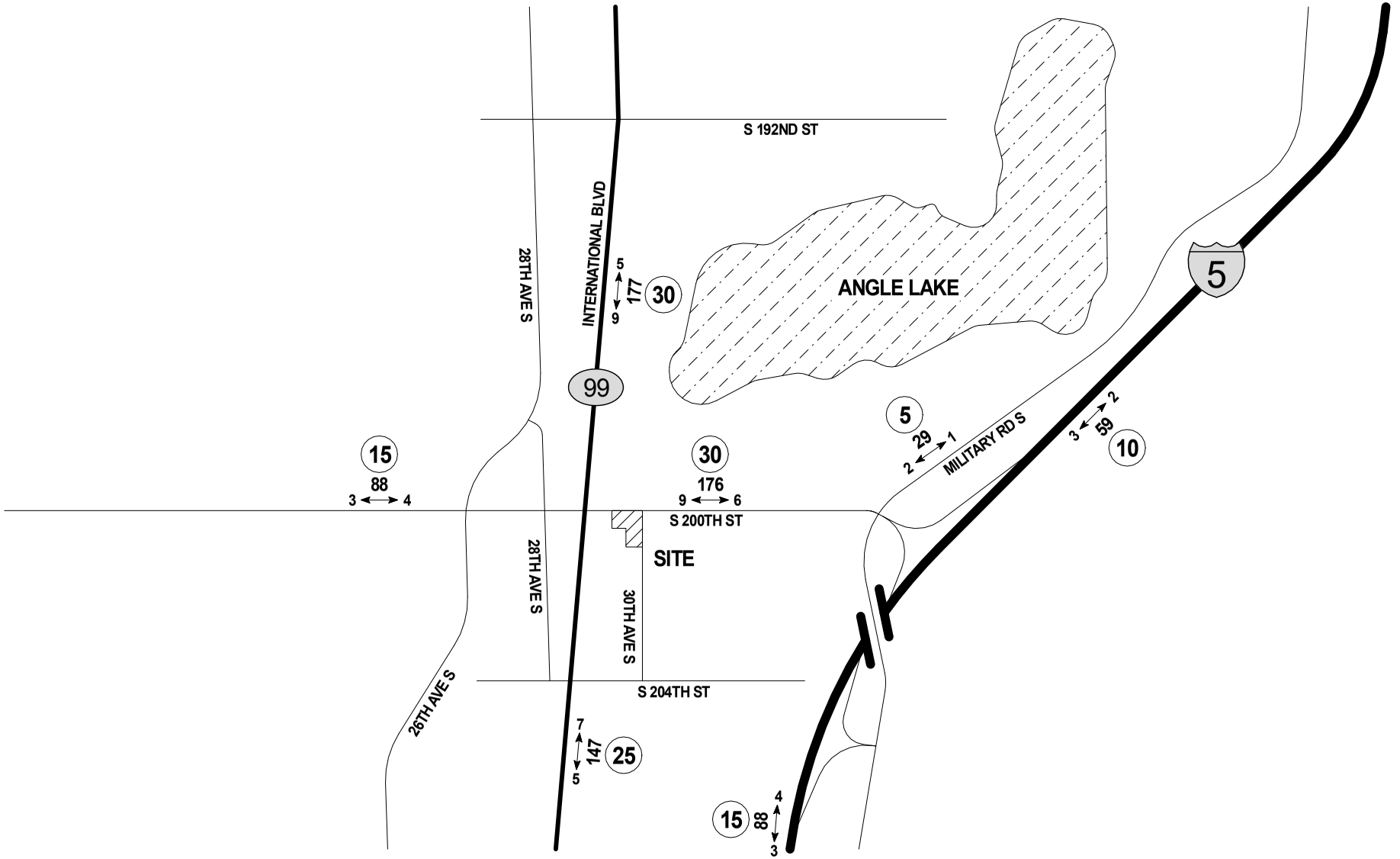
Intersections	Existing Conditions	
	LOS	Delay
1. International Boulevard at S 200th Street	D	47.5 sec
2. 30th Avenue S at S 200th Street	B	14.2 sec
3. Military Road S at S 200th Street	D	48.8 sec

4.2 Collision Data

The latest 5 1/2-year collision history from January 1, 2015 through June 2020 (latest available) data was obtained from WSDOT. The data is summarized in Table 3 below.

Table 3: 5 1/2-Year Collision Frequency – January 1, 2015 to Available 2020

Intersection	Collision Type							Total	Frequency
	Rear-End	At Angle	Opp. Dir.	Sideswipe	Same Dir.	Ped/ Cyclist	Fixed Object/ Other		
International Blvd at S 200th St	30	9	3	9	2	6	0	59	10.73
30th Avenue S at S 200th St	0	0	1	0	1	0	0	2	0.36
Military Road S at S 200th St	33	10	1	7	3	1	3	58	10.55



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TRAFFIC IMPACT STUDY
GTC #20-274

2929 S 200 ST MULTIFAMILY
108 MID-RISE APARTMENTS

CITY OF SEATAC

LEGEND
AWDT
PM ◄► PEAK
(X X)

NEW SITE TRAFFIC
(DAILY/PEAK HOUR)

TRIP DISTRIBUTION %

FIGURE 2
DEVELOPMENT TRIP DISTRIBUTION PM PEAK-HOUR

SPR21-0001
Exhibit E-7

The 5 1/2-year collision rate has been calculated using PM peak-hour volumes and a K-factor of 10 for conversion to average daily traffic. The 5 1/2-year collision rates for the intersections are summarized in Table 4.

Table 4: 5 1/2-Year Collision Rate Calculation

Intersection	PM Peak-Hour Intersection Vol.	K-Factor	Total Collisions	Collision Rate[3]
International Blvd at S 200th St	3,227	10	59	0.91
30th Avenue S at S 200th St	1,332	10	2	0.08
Military Road S at S 200th St	1,968	10	58	1.47

The intersection of Military Road S at S 200th Street had the highest collision rate of the study area and had rear-end collisions as the most common. The average collision rate for State Routes in the Northwest Region is over 2 collisions per Million Vehicle Miles (equivalent to Million Entering Vehicles at an intersection) for principal arterials. All the intersections have collision rates per million entering vehicles below 1.47, which is below the average rate for the area. There were no collision involving fatalities, however, there were a total of 7 pedestrian collisions.

5. FUTURE CONDITIONS

5.1 Trip Generation

Trip generation calculations for the 2929 S 200th St Multifamily development are based on national statistics contained in ITE's *Trip Generation, 10th Edition* (2017). The average trip generation rates for ITE Land Use Code 221, Multifamily (Mid-Rise) were used for the trip generation calculations for the proposed uses. The 2929 S 200th St Multifamily development will generate 588 Average Daily Trips (ADT) and 48 PM peak-hour trips (29 inbound/19 outbound). These trips are personal vehicle-based trips. A Trip Generation summary has been included in Table 5.

[3] The collision rate is based on Million Entering Vehicles.

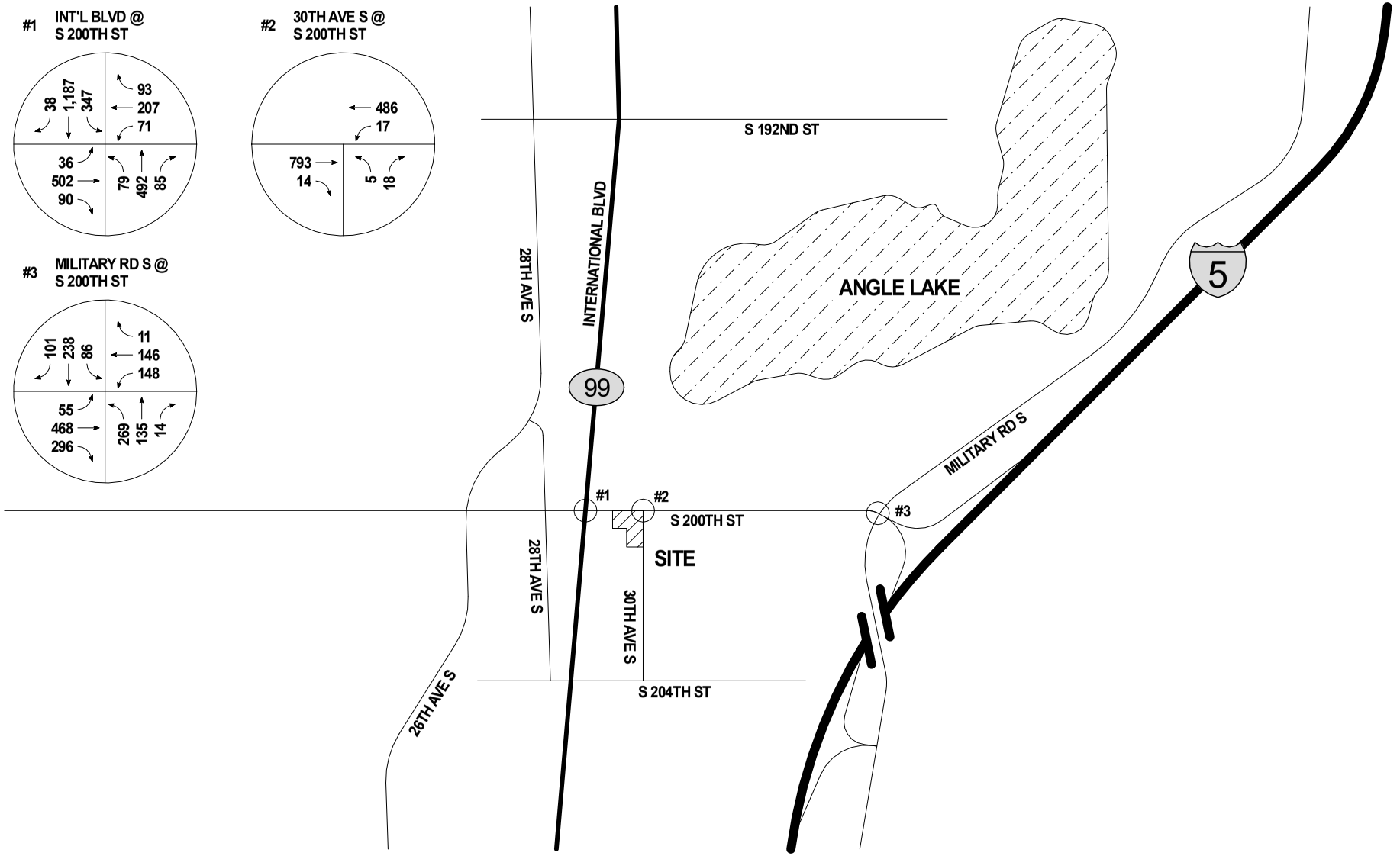
Table 5: Trip Generation Summary

2929 S 200th St Multifamily		Average Daily Trips			PM Peak-Hour Trips		
		Inbound	Outbound	Total	Inbound	Outbound	Total
LUC 221, Multifamily (Mid-Rise), 108 Units	Generation Rate	5.44 trips per Unit			0.44 trips per Unit		
	Splits	50%	50%	100%	61%	39%	100%
	Trips	294	294	588	29	19	48

The trip generation calculations have been included in the attachments.

5.2 Trip Distribution

The development's trip distribution is based on counts performed in the site vicinity and local residential and commercial draw areas. It is anticipated that 30% of the site traffic will travel to and from the north along International Boulevard and another 25% will travel to and from the south on International Boulevard. Another 15% will travel to/from the west along S 200th Street. The remaining 30% will travel to and from the east along S 200th Street. The thirty percent traveling to and from the east will split at Military Road S with five percent heading to/from the north on Military Road S, ten percent heading to/from the north on I-5 and fifteen percent heading to/from the south on I-5. The PM peak-hour trip distribution is included in Figure 3.



GIBSON TRAFFIC CONSULTANTS

TRAFFIC IMPACT STUDY
GTC #20-274

2929 S 200 ST MULTIFAMILY
108 MID-RISE APARTMENTS

CITY OF SEATAC

LEGEND

XXX → PM PEAK HOUR TURNING MOVEMENT VOLUMES

FIGURE 3
EXISTING
TURNING MOVEMENTS
PM PEAK-HOUR

SPR21-0001
Exhibit E-10

5.3 2023 Baseline Volumes and Level of Service

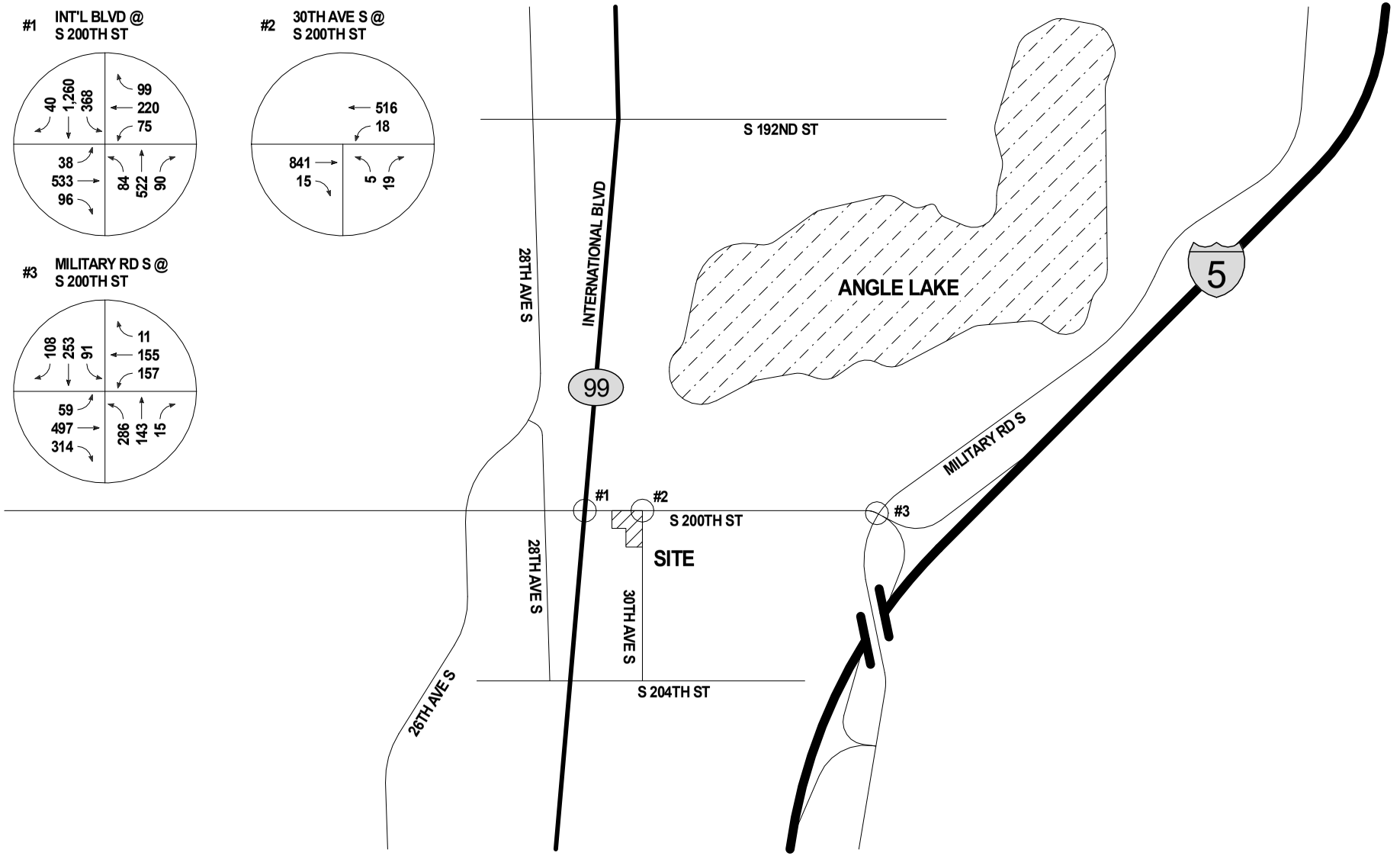
The 2023 baseline (future without development) turning movement volumes are estimated by applying a 2.0% annual compounding growth rate to the existing turning movement volumes. With the addition of baseline growth, all the study intersections will continue to operate at acceptable LOS E or better during the PM peak-hour. The 2023 baseline turning movement volumes are shown in Figure 4. The 2023 baseline level of service results for the PM peak-hour are summarized in Table 6.

5.4 2023 Future with Project Volumes and Level of Service

The 2023 future with development turning movement volumes are calculated by adding all the development traffic based on the trip distribution to the 2023 baseline turning movement volumes. The 2023 future with project turning movement volumes for the PM peak-hour are shown in Figure 5. With the addition of development traffic, all the off-site study intersections will continue to operate at acceptable LOS E or better during the PM peak-hour. The 2023 future with development level of service results for the PM peak-hour are summarized in Table 6. The 2023 future with project level of service calculations are included in the attachments.

Table 6: 2023 Future Level of Service Summary

Intersections		Existing Conditions		2023 Future Conditions			
				Without Development		With Development	
		LOS	Delay	LOS	Delay	LOS	Delay
1.	International Boulevard at S 200th Street	D	47.5 sec	E	59.4 sec	E	60.0 sec
2.	30th Avenue S at S 200th Street	B	14.2 sec	B	14.8 sec	C	19.4 sec
3.	Military Road S at S 200th Street	D	48.8 sec	D	52.8 sec	D	53.4 sec
4.	30th Avenue S at Site Access	---	---	---	---	A	9.0 sec



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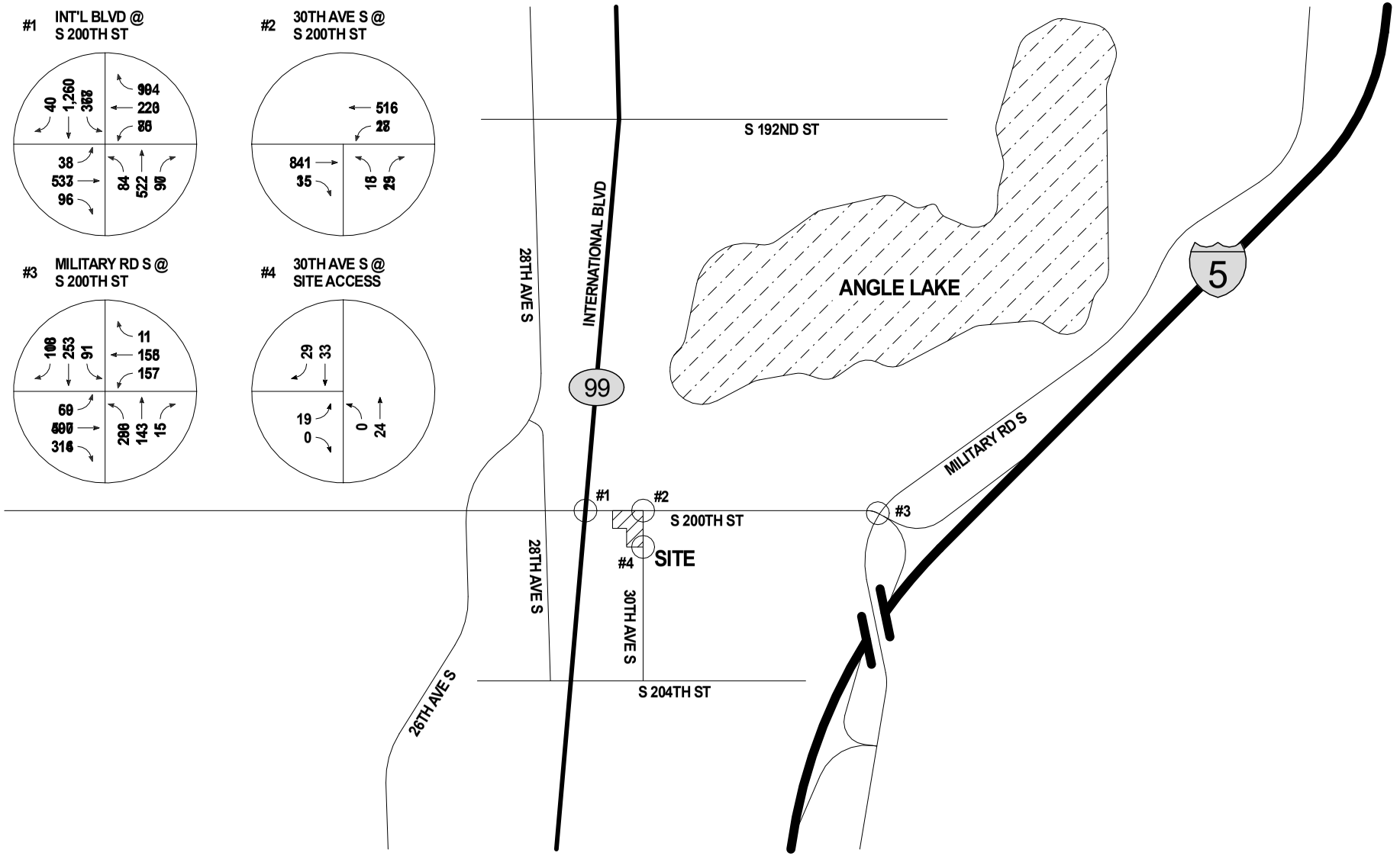
XXX → PM PEAK HOUR TURNING MOVEMENT VOLUMES

FIGURE 4
BASELINE 2023
TURNING MOVEMENTS
PM PEAK-HOUR

SPR21-0001
Exhibit E-12



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2929 S 200 ST MULTIFAMILY
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LEGEND

XXX → PM PEAK HOUR TURNING MOVEMENT VOLUMES

FIGURE 5
2023 FUTURE WITH DEVELOPMENT TURNING MOVEMENTS PM PEAK-HOUR

SPR21-0001
Exhibit E-13

6. PARKING DEMAND

The development is proposing to construct 42 studio/open one-bedroom units, 49 one-bedroom/townhouse units and 17 two-bedroom units for a total of 108 multifamily units with 78 parking spaces. Per King County's Right Size Parking calculator, based on the square footages provided, the site would have a parking demand of 0.64 parking spaces per unit. This would equate to a parking demand of 69 parking spaces assuming the price to rent a parking space is $100/month.

Per SeaTac Municipal Code (SMC), multifamily units require 1 parking space per studio, 1.5 per one-bedroom unit and 2 parking spaces per two-bedroom unit. This would equate to a SeaTac Municipal Code parking requirement of 149.5 parking spaces for the residential use. Additionally, per SMC 15.310.410.A, a maximum reduction of up to 35% can be taken for residential uses based on the frequency of transit for the site. Due to the development being located within 0.2 miles of the Angle Lake Light Rail station and per One-Bus Away's bus schedule data, the full 35% for residential should be applied. This would therefore reduce the residential parking requirement down to 97.18 parking spaces.

It should be noted that King County Right Size Parking calculator considers transit in addition to the size/pricing of units and the anticipated number of parking spaces to determine the appropriate parking for the site. If the parking demand based on Right Size Parking is utilized (69 parking spaces) but the minimum number of parking spaces is provided by code (97 parking spaces) there will be a surplus of 28 spaces on-site which will entice more vehicle use. ITE *Parking Generation Manual, 5th Edition,* also supports a lower parking demand when you look at the Multifamily (Mid-Rise) rate of 0.61 per bedroom for General Urban/Suburban within ½ mile of rail transit the demand is 76 parking spaces for the 125 bedrooms. The rate goes down further still to 0.50 per bedroom (parking demand 63 spaces) if the location is classified as a Dense Multi-Use Urban setting. The site is proposing 78 residential parking spaces which will meet the anticipated parking demand without providing an oversupply of parking.

7. ACCESS ANALYSIS

30th Avenue S has a posted speed limit of 25 mph. The City of SeaTac utilizes the King County Road standards to evaluate sight distance. King County Road standards have a stopping sight distance of 155 feet and entering sight distance of 280 feet for a 25-mph design speed.

The access onto 30th Avenue S is approximately 162 feet south of the S 200th Street as far south as possible. The access will have over 300 feet of stopping and entering sight distance to the south of the access. There is clear sight distance to the intersection of 30th Avenue S at S 200th Street. Therefore, the development's access should both meet sight distance requirements.

8. MITIGATION FEES

The City of SeaTac bases their mitigation fees on the number of new PM peak-hour trips generated. The development is expected to generate 48 new PM peak-hour trips per Table 5 in this report. There was an old fire station on the site that encompassed approximately 17,600 SF based on the remaining foundation and it being a 2-story building. Credit for this building would be applied at the ITE PM peak-hour rate of 0.48 per 1,000 SF. This would give a credit of 8 PM trips; therefore, the development would generate 40 new PM peak-hour trips. The City of SeaTac has a mitigation fee of $3,508 per new PM peak-hour trip. This equates to a City of SeaTac transportation impact fee of $140,320.00.

Collision Data

PRIMARY TRAFFICWAY	INTERSECTING TRAFFICWAY/ REFERENCE POINT NAME	DIST FROM REF POINT	MI or FT	COMP DIR FROM REF POINT	REFERENCE POINT NAME	MILEPOST	REPORT NUMBER	DATE	TIME	MOST SEVERE INJURY TYPE	# INJ	# FAT	# VEH	# PEDS	# BIKES	VEHICLE 1 TYPE	VEHICLE 2 TYPE	JUNCTION RELATIONSHIP
099		0				17.52	E603569	2016-11-02	07:30	No Apparent Injury	0	0	2	0	0	Passenger Car	Passenger Car	At Intersection and Related
099		0				17.52	E632144	2017-01-13	04:24	No Apparent Injury	0	0	2	0	0	Pickup,Panel Truck or Vanette under 10,000 lb	Passenger Car	At Intersection and Related
099		0				17.52	E750693	2017-12-23	05:52	Suspected Minor Injury	3	0	2	0	0	Passenger Car	Passenger Car	At Intersection and Related
99		0				17.52	E866815	2018-11-30	17:08	No Apparent Injury	0	0	3	0	0	Passenger Car	Pickup,Panel Truck or Vanette under 10,000 lb	At Intersection and Related
99		0				17.52	E923008	2019-05-21	9:00	No Apparent Injury	0	0	2	0	0	Passenger Car	Pickup,Panel Truck or Vanette under 10,000 lb	At Intersection and Related
99		0				17.52	E896079	2019-02-22	23:54	No Apparent Injury	0	0	2	0	0	Pickup,Panel Truck or Vanette under 10,000 lb	Passenger Car	At Intersection and Related
099		0				17.52	EA09046	2020-01-28	12:53	No Apparent Injury	0	0	2	0	0	Passenger Car	Truck (Flatbad,Van,etc)	At Intersection and Related
099		0				17.52	EA21823	2020-03-08	01:50	No Apparent Injury	0	0	2	0	0	Passenger Car	Passenger Car	At Intersection and Related
099		0				17.52	EA64903	2020-09-20	15:40	No Apparent Injury	0	0	2	0	0	Passenger Car	Pickup,Panel Truck or Vanette under 10,000 lb	At Intersection and Related
099		0				17.52	E744796	2017-12-04	14:08	No Apparent Injury	0	0	2	0	0	Pickup,Panel Truck or Vanette under 10,000 lb	Passenger Car	At Intersection and Related
099		0				17.52	E693440	2017-07-20	11:19	No Apparent Injury	0	0	2	0	0	Passenger Car	Passenger Car	At Intersection and Related
099		0				17.52	E428098	2015-05-13	17:59	No Apparent Injury	0	0	2	0	0	Passenger Car	Passenger Car	At Intersection and Related
99		0				17.52	E787832	2018-04-05	5:14	No Apparent Injury	0	0	2	0	0	Pickup,Panel Truck or Vanette under 10,000 lb	Passenger Car	At Intersection and Related
099		0				17.52	E393302	2015-01-15	10:49	No Apparent Injury	0	0	2	0	0	Pickup,Panel Truck or Vanette under 10,000 lb	Pickup,Panel Truck or Vanette under 10,000 lb	At Intersection and Related
099		0				17.52	E439867	2015-06-09	18:42	No Apparent Injury	0	0	2	0	0	Passenger Car	Passenger Car	At Intersection and Related
099		0				17.52	3685537	2015-01-29	17:54	No Apparent Injury	0	0	2	0	0	Passenger Car	Passenger Car	At Intersection and Related
099		0				17.52	E404140	2015-02-28	12:27	Possible Injury	5	0	3	0	0	Passenger Car	Passenger Car	At Intersection and Related
099		0				17.52	E609741	2016-11-17	21:57	Possible Injury	2	0	2	0	0	Passenger Car	Pickup,Panel Truck or Vanette under 10,000 lb	At Intersection and Related
099		0				17.52	E675114	2017-05-25	14:18	Possible Injury	2	0	2	0	0	Passenger Car	Passenger Car	At Intersection and Related
99		0				17.52	E813072	2018-06-22	9:56	No Apparent Injury	0	0	2	0	0	Passenger Car	Passenger Car	At Intersection and Related
099		0				17.52	E468963	2015-10-07	19:38	No Apparent Injury	0	0	2	0	0	Passenger Car	Passenger Car	At Intersection and Related
099		0				17.52	E550623	2016-06-03	08:37	No Apparent Injury	0	0	2	0	0	Passenger Car	Passenger Car	At Intersection and Related
099		0				17.52	E648049	2017-03-03	20:35	No Apparent Injury	0	0	2	0	0	Passenger Car	Passenger Car	At Intersection and Related
99		0				17.52	E889928	2019-02-02	18:00	No Apparent Injury	0	0	2	0	0	Passenger Car	Pickup,Panel Truck or Vanette under 10,000 lb	At Intersection and Related
99		0				17.52	E981894	2019-11-12	16:37	No Apparent Injury	0	0	2	0	0	Passenger Car	Passenger Car	At Intersection and Related
099		0				17.52	E477106	2015-10-31	16:10	No Apparent Injury	0	0	2	0	0	Pickup,Panel Truck or Vanette under 10,000 lb	Pickup,Panel Truck or Vanette under 10,000 lb	At Intersection and Related
099		0				17.52	E422030	2015-04-24	15:00	No Apparent Injury	0	0	2	0	0	Passenger Car	Pickup,Panel Truck or Vanette under 10,000 lb	At Intersection and Related
099		0				17.52	E447292	2015-07-28	08:25	Possible Injury	1	0	2	0	0	Motorcycle	Truck (Flatbad,Van,etc)	At Intersection and Related
099		0				17.52	E509720	2016-01-26	08:15	Possible Injury	1	0	3	0	0	Passenger Car	Pickup,Panel Truck or Vanette under 10,000 lb	At Intersection and Related
099		0				17.52	E615226	2016-12-02	19:14	No Apparent Injury	0	0	2	0	0	Passenger Car	Passenger Car	At Intersection and Related
099		0				17.52	E517816	2016-02-21	18:00	Possible Injury	1	0	2	0	0	Pickup,Panel Truck or Vanette under 10,000 lb	Pickup,Panel Truck or Vanette under 10,000 lb	At Intersection and Related
099		0				17.52	E596805	2016-10-16	13:00	Possible Injury	1	0	2	0	0	Passenger Car	Passenger Car	At Intersection and Related
099		0				17.52	E568499	2016-07-31	12:08	No Apparent Injury	0	0	2	0	0	Pickup,Panel Truck or Vanette under 10,000 lb	Truck Tractor & Semi-Trailer	At Intersection and Related
099		0				17.52	E686848	2017-04-18	10:42	Suspected Minor Injury	1	0	2	0	0	Pickup,Panel Truck or Vanette under 10,000 lb	Pickup,Panel Truck or Vanette under 10,000 lb	At Intersection and Related
099		0				17.52	E648688	2017-02-19	09:57	No Apparent Injury	0	0	2	0	0	Passenger Car	Passenger Car	At Intersection and Related
099		0				17.52	E686510	2017-06-29	14:10	No Apparent Injury	0	0	2	0	0	Pickup,Panel Truck or Vanette under 10,000 lb	Passenger Car	At Intersection and Related
099		0				17.52	E752651	2017-12-25	00:01	Suspected Minor Injury	1	0	2	0	0	Passenger Car	Passenger Car	At Intersection and Related
99		0				17.52	E843575	2018-09-04	22:18	Possible Injury	1	0	2	0	0	Passenger Car	Pickup,Panel Truck or Vanette under 10,000 lb	At Intersection and Related
99		0				17.53	E836907	2018-09-06	11:53	No Apparent Injury	0	0	2	0	0	Passenger Car	Pickup,Panel Truck or Vanette under 10,000 lb	At Intersection and Related
99		0				17.52	E772729	2018-02-21	4:50	No Apparent Injury	0	0	2	0	0	Pickup,Panel Truck or Vanette under 10,000 lb	Passenger Car	At Intersection and Related
099		0				17.52	E575953	2016-08-19	16:40	No Apparent Injury	0	0	2	0	0	Truck (Flatbad,Van,etc)	Pickup,Panel Truck or Vanette under 10,000 lb	At Intersection and Related
099		0				17.52	E604750	2016-11-05	05:52	Suspected Serious Injury	1	0	1	1	0	Passenger Car		At Intersection and Related
099		0				17.52	E540017	2016-04-25	23:21	Suspected Serious Injury	1	0	1	1	0	Pickup,Panel Truck or Vanette under 10,000 lb		At Intersection and Related
099		0				17.52	E642040	2017-02-13	21:34	Possible Injury	1	0	1	1	0	Pickup,Panel Truck or Vanette under 10,000 lb		At Intersection and Related
099		0				17.52	E670004	2017-05-11	08:35	Suspected Minor Injury	1	0	1	1	0	Pickup,Panel Truck or Vanette under 10,000 lb		At Intersection and Related
99		0				17.52	E772738	2018-02-23	4:45	Possible Injury	1	0	1	1	0	Passenger Car		At Intersection and Related
99		0				17.52	E780638	2018-03-20	8:18	Possible Injury	1	0	1	1	0	Passenger Car		At Intersection and Related
099		0				17.48	E718639	2017-09-30	18:55	Possible Injury	1	0	2	0	0	Bus or Motor Stage	Passenger Car	Intersection Related but Not at Intersection
099		0				17.56	E696208	2017-07-25	18:37	Possible Injury	1	0	4	0	0	Passenger Car	Passenger Car	Intersection Related but Not at Intersection
99		0				17.56	E853199	2018-10-24	16:45	Possible Injury	1	0	3	0	0	Passenger Car	Passenger Car	Intersection Related but Not at Intersection
99		0				17.54	E951069	2019-08-16	16:25	No Apparent Injury	0	0	2	0	0	Passenger Car	Pickup,Panel Truck or Vanette under 10,000 lb	Intersection Related but Not at Intersection
99		0				17.56	E863843	2018-11-21	15:11	Possible Injury	1	0	3	0	0	Passenger Car	Truck (Flatbad,Van,etc)	Intersection Related but Not at Intersection
99		0				17.48	E952199	2019-08-15	15:09	No Apparent Injury	0	0	2	0	0	Passenger Car	Pickup,Panel Truck or Vanette under 10,000 lb	Intersection Related but Not at Intersection
099		0				17.50	E678431	2017-06-06	11:14	No Apparent Injury	0	0	3	0	0	Pickup,Panel Truck or Vanette under 10,000 lb	Pickup,Panel Truck or Vanette under 10,000 lb	Intersection Related but Not at Intersection
99		0				17.53	E817474	2018-07-13	15:00	Possible Injury	1	0	2	0	0	Pickup,Panel Truck or Vanette under 10,000 lb	Pickup,Panel Truck or Vanette under 10,000 lb	Intersection Related but Not at Intersection
99		0				17.53	E950707	2019-08-15	21:36	Possible Injury	2	0	3	0	0	Pickup,Panel Truck or Vanette under 10,000 lb	Pickup,Panel Truck or Vanette under 10,000 lb	Intersection Related but Not at Intersection
99		0				17.53	E990319	2019-12-01	0:49	Possible Injury	1	0	3	0	0	Pickup,Panel Truck or Vanette under 10,000 lb	Pickup,Panel Truck or Vanette under 10,000 lb	Intersection Related but Not at Intersection
99		0				17.54	E996063	2019-12-19	5:48	No Apparent Injury	0	0	2	0	0	Pickup,Panel Truck or Vanette under 10,000 lb	Passenger Car	Intersection Related but Not at Intersection
005LX15118		0				0.00	E748177	2017-12-17	11:15	Possible Injury	1	0	2	0	0	Pickup,Panel Truck or Vanette under 10,000 lb	Passenger Car	At Intersection and Related
005LX15118		0				0.01	E676208	2017-05-29	20:10	Possible Injury	1	0	2	0	0	Pickup,Panel Truck or Vanette under 10,000 lb	Not Stated	At Intersection and Related
005LX15118		0				0	E875482	2018-12-16	14:51	Possible Injury	3	0	2	0	0	Passenger Car	Passenger Car	At Intersection and Related
005LX15118		0				0	E773373	2018-02-19	18:43	Possible Injury	1	0	2	0	0	Passenger Car	Pickup,Panel Truck or Vanette under 10,000 lb	At Intersection and Related
005LX15118		0				0.01	E794024	2018-04-29	12:24	No Apparent Injury	0	0	2	0	0	Passenger Car	Passenger Car	At Intersection and Related
005LX15118		0				0.01	E767910	2018-02-10	6:47	No Apparent Injury	0	0	2	0	0	Passenger Car	Pickup,Panel Truck or Vanette under 10,000 lb	At Intersection and Related
005LX15118		0				0	E908970	2019-04-07	22:48	No Apparent Injury	0	0	2	0	0	Passenger Car	Passenger Car	At Intersection and Related
005LX15118		0				0.01	E907957	2019-04-04	18:00	No Apparent Injury	0	0	2	0	0	Passenger Car	Passenger Car	At Intersection and Related
005LX15118		0				0.01	EA09045	2020-01-28	06:57	No Apparent Injury	0	0	2	0	0	Pickup,Panel Truck or Vanette under 10,000 lb	Pickup,Panel Truck or Vanette under 10,000 lb	At Intersection and Related
005LX15118		0				0.01	E523906	2016-03-11	19:46	No Apparent Injury	0	0	2	0	0	Pickup,Panel Truck or Vanette under 10,000 lb	Passenger Car	At Intersection and Related
005LX15118		0				0.01	E892481	2019-02-11	15:17	Possible Injury	1	0	2	0	0	Passenger Car	Pickup,Panel Truck or Vanette under 10,000 lb	At Intersection and Related
005LX15118		0				0.00	E449433	2015-08-03	17:47	Possible Injury	1	0	3	0	0	Passenger Car	Passenger Car	At Intersection and Related
005LX15118		0				0.00	E462345	2015-09-11	15:45	Possible Injury	1	0	2	0	0	Passenger Car	Pickup,Panel Truck or Vanette under 10,000 lb	At Intersection and Related

PRIMARY TRAFFICWAY	INTERSECTING TRAFFICWAY/ REFERENCE POINT NAME	DIST FROM REF POINT	MI or FT	COMP DIR FROM REF POINT	REFERENCE POINT NAME	MILEPOST	REPORT NUMBER	DATE	TIME	MOST SEVERE INJURY TYPE	# INJ	# FAT	# VEH	# PEDS	# BIKES	VEHICLE 1 TYPE	VEHICLE 2 TYPE	JUNCTION RELATIONSHIP
005LX15118		0				0.01	EA32003	2020-05-04	15:30	No Apparent Injury	0	0	2	0	0	Pickup,Panel Truck or Vanette under 10,000 lb	Pickup,Panel Truck or Vanette under 10,000 lb	At Intersection and Related
005LX15118		0				0.00	E403454	2015-02-25	07:30	No Apparent Injury	0	0	2	0	0	Passenger Car	Passenger Car	At Intersection and Related
005LX15118		0				0.00	E414124	2015-04-06	11:10	No Apparent Injury	0	0	2	0	0	Truck Tractor & Semi-Trailer	Truck Tractor & Semi-Trailer	At Intersection and Related
005LX15118		0				0.01	E656761	2017-03-28	18:17	No Apparent Injury	0	0	2	0	0	Passenger Car	Passenger Car	At Intersection and Related
005LX15118		0				0.01	E969270	2019-09-22	6:25	No Apparent Injury	0	0	2	0	0	Pickup,Panel Truck or Vanette under 10,000 lb	Pickup,Panel Truck or Vanette under 10,000 lb	At Intersection and Related
005LX15118		0				0.00	E431882	2015-06-07	20:10	No Apparent Injury	0	0	3	0	0	Pickup,Panel Truck or Vanette under 10,000 lb	Passenger Car	At Intersection and Related
005LX15118		0				0.00	E456246	2015-08-20	14:45	Possible Injury	1	0	2	0	0	Pickup,Panel Truck or Vanette under 10,000 lb	Passenger Car	At Intersection and Related
005LX15118		0				0.01	E402301	2015-02-19	13:34	No Apparent Injury	0	0	2	0	0	Pickup,Panel Truck or Vanette under 10,000 lb	Pickup,Panel Truck or Vanette under 10,000 lb	At Intersection and Related
005LX15118		0				0.00	E518218	2016-02-21	11:50	Possible Injury	1	0	2	0	0	Passenger Car	Pickup,Panel Truck or Vanette under 10,000 lb	At Intersection and Related
005LX15118		0				0.00	E519900	2016-02-28	00:00	Possible Injury	1	0	2	0	0	Passenger Car	Passenger Car	At Intersection and Related
005LX15118		0				0.00	E540117	2016-05-03	16:30	No Apparent Injury	0	0	3	0	0	Passenger Car	Passenger Car	At Intersection and Related
005LX15118		0				0.00	E610287	2016-11-12	09:05	Possible Injury	1	0	2	0	0	Passenger Car	Passenger Car	At Intersection and Related
005LX15118		0				0.00	E659637	2017-04-08	22:09	No Apparent Injury	0	0	2	0	0	Pickup,Panel Truck or Vanette under 10,000 lb	Pickup,Panel Truck or Vanette under 10,000 lb	At Intersection and Related
005LX15118		0				0.01	E728057	2017-10-28	04:45	No Apparent Injury	0	0	2	0	0	Passenger Car	Passenger Car	At Intersection and Related
005LX15118		0				0.01	E652575	2017-03-16	20:00	No Apparent Injury	0	0	3	0	0	Passenger Car	Passenger Car	At Intersection and Related
005LX15118		0				0.01	E821249	2018-07-23	5:32	No Apparent Injury	0	0	2	0	0	Passenger Car	Pickup,Panel Truck or Vanette under 10,000 lb	At Intersection and Related
005LX15118		0				0.01	E821250	2018-07-23	17:10	No Apparent Injury	0	0	2	0	0	Pickup,Panel Truck or Vanette under 10,000 lb	Pickup,Panel Truck or Vanette under 10,000 lb	At Intersection and Related
005LX15118		0				0.00	EA50290	2020-07-21	14:32	No Apparent Injury	0	0	2	0	0	Pickup,Panel Truck or Vanette under 10,000 lb	Passenger Car	At Intersection and Related
005LX15118		0				0.00	3168554	2015-12-10	09:22	No Apparent Injury	0	0	2	0	0	Not Stated	Passenger Car	At Intersection and Related
005LX15118		0				0.01	E772736	2018-02-22	5:30	No Apparent Injury	0	0	3	0	0	Passenger Car	Pickup,Panel Truck or Vanette under 10,000 lb	At Intersection and Related
005LX15118		0				0.00	E435437	2015-06-08	16:12	No Apparent Injury	0	0	2	0	0	Not Stated	Passenger Car	At Intersection and Related
005LX15118		0				0	E912013	2019-04-16	15:47	No Apparent Injury	0	0	1	0	0	Pickup,Panel Truck or Vanette under 10,000 lb		At Intersection and Related
005LX15118		0				0.00	E585851	2016-09-18	18:39	No Apparent Injury	0	0	2	0	0	Passenger Car	Passenger Car	At Intersection and Related
005LX15118		0				0.00	E407240	2015-01-23	10:47	Suspected Minor Injury	1	0	2	0	0	Passenger Car	Pickup,Panel Truck or Vanette under 10,000 lb	At Intersection and Related
005LX15118		0				0.01	E567092	2016-07-24	17:25	Possible Injury	1	0	2	0	0	Pickup,Panel Truck or Vanette under 10,000 lb	Passenger Car	At Intersection and Related
005LX15118		0				0.01	E483526	2015-11-12	04:10	Possible Injury	3	0	2	0	0	Passenger Car		At Intersection and Related
005LX15118		0				0.00	E699922	2017-08-05	19:44	Possible Injury	1	0	1	2	0	Pickup,Panel Truck or Vanette under 10,000 lb		At Intersection and Related
005LX15118		0				0.02	E869590	2018-11-28	18:06	No Apparent Injury	0	0	2	0	0	Pickup,Panel Truck or Vanette under 10,000 lb	Passenger Car	Intersection Related but Not at Intersection
005R115150		0				0.24	E424806	2015-04-17	11:46	No Apparent Injury	0	0	2	0	0	Passenger Car	Pickup,Panel Truck or Vanette under 10,000 lb	At Intersection and Related
005R115150		0				0.23	E979733	2019-11-01	18:50	No Apparent Injury	0	0	2	0	0	Passenger Car	Passenger Car	At Intersection and Related
005R115150		0				0.23	EA44360	2020-06-03	12:59	No Apparent Injury	0	0	2	0	0	Passenger Car	Passenger Car	At Intersection and Related
005R115150		0				0.24	E576847	2016-08-22	19:15	No Apparent Injury	0	0	1	0	0	Truck Tractor & Semi-Trailer		At Intersection and Related
005R115150		0				0.22	E790179	2018-04-07	13:10	No Apparent Injury	0	0	2	0	0	Pickup,Panel Truck or Vanette under 10,000 lb	Passenger Car	Intersection Related but Not at Intersection
005S515104		0				0	E817484	2018-07-11	17:31	No Apparent Injury	0	0	2	0	0	Pickup,Panel Truck or Vanette under 10,000 lb	Passenger Car	At Intersection and Related
MILITARY RD S		155	F	E	005LX15118		E763076	2018-01-22	13:20	Possible Injury	2	0	2	0	0	Pickup,Panel Truck or Vanette under 10,000 lb	Passenger Car	Intersection Related but Not at Intersection
MILITARY RD S		375	F	NE	S 200TH ST		E609404	2016-11-16	17:02	Possible Injury	1	0	2	0	0	Passenger Car	Pickup,Panel Truck or Vanette under 10,000 lb	Intersection Related but Not at Intersection
MILITARY RD S		210	F	E	S 200TH ST		E864854	2018-11-26	17:51	Possible Injury	1	0	3	0	0	Pickup,Panel Truck or Vanette under 10,000 lb	Passenger Car	Intersection Related but Not at Intersection
MILITARY RD S		214	F	E	S 200TH ST		E874155	2018-12-11	16:50	No Apparent Injury	0	0	2	0	0	Pickup,Panel Truck or Vanette under 10,000 lb	Pickup,Panel Truck or Vanette under 10,000 lb	Intersection Related but Not at Intersection
S 200TH ST		50	F	W	MILITARY RD S		E877381	2018-12-28	17:13	No Apparent Injury	0	0	2	0	0	Pickup,Panel Truck or Vanette under 10,000 lb	Passenger Car	Intersection Related but Not at Intersection
S 200TH ST		50	F	W	MILITARY RD S		E673506	2017-05-22	16:45	No Apparent Injury	0	0	2	0	0	Passenger Car	Passenger Car	Intersection Related but Not at Intersection
S 200TH ST		435	F	W	MILITARY RD S		E704975	2017-08-25	21:14	No Apparent Injury	0	0	2	0	0	Passenger Car	Passenger Car	Intersection Related but Not at Intersection
S 200TH ST		30	F	W	SR 99		E703890	2017-08-14	15:38	No Apparent Injury	0	0	2	0	0	Not Stated	Pickup,Panel Truck or Vanette under 10,000 lb	Intersection Related but Not at Intersection
S 200TH ST		60	F	E	MILITARY RD S		E772731	2018-02-22	7:53	No Apparent Injury	0	0	2	0	0	Pickup,Panel Truck or Vanette under 10,000 lb	Passenger Car	Intersection Related but Not at Intersection
S 200TH ST		36	F	E	MILITARY RD S		E792559	2018-04-19	17:00	No Apparent Injury	0	0	2	0	0	Pickup,Panel Truck or Vanette under 10,000 lb	Not Stated	Intersection Related but Not at Intersection
S 200TH ST		60	F	W	MILITARY RD S		E881202	2019-01-09	21:58	Possible Injury	2	0	4	0	0	Pickup,Panel Truck or Vanette under 10,000 lb	Pickup,Panel Truck or Vanette under 10,000 lb	Intersection Related but Not at Intersection
S 200TH ST		80	F	W	MILITARY RD S		EA15866	2020-02-14	13:33	No Apparent Injury	0	0	2	0	0	Pickup,Panel Truck or Vanette under 10,000 lb	Passenger Car	Intersection Related but Not at Intersection
S 200TH ST	30TH AVE S	0					E965659	2019-09-30	16:25	Suspected Serious Injury	2	0	2	0	0	Passenger Car	Motorcycle	At Intersection and Related
S 200TH ST	30TH AVE S	0					E471419	2015-10-07	11:49	No Apparent Injury	0	0	2	0	0	Truck - Double Trailer Combinations	Truck (Flatbad,Van,etc)	At Intersection and Related

SPR21-0001
Exhibit E-18

WEATHER	ROADWAY SURFACE CONDITION	LIGHTING CONDITION	FIRST COLLISION TYPE / OBJECT STRUCK	VEHICLE 1 ACTION	VEHICLE 2 ACTION	VEHICLE 1 COMPASS DIRECTION FROM	VEHICLE 1 COMPASS DIRECTION TO
Raining	Wet	Dark-Street Lights On	Entering at angle	Going Straight Ahead	Going Straight Ahead	East	West
Clear or Partly Cloudy	Dry	Dark-Street Lights On	Entering at angle	Going Straight Ahead	Going Straight Ahead	North	South
Clear or Partly Cloudy	Dry	Dark-Street Lights On	Entering at angle	Going Straight Ahead	Going Straight Ahead	North	South
Raining	Wet	Dark-Street Lights On	Entering at angle	Going Straight Ahead	Going Straight Ahead	South	North
Overcast	Dry	Daylight	Entering at angle	Making Right Turn	Going Straight Ahead	East	North
Clear or Partly Cloudy	Wet	Dark-Street Lights On	Entering at angle	Going Straight Ahead	Going Straight Ahead	South	North
Clear or Partly Cloudy	Wet	Daylight	Entering at angle	Going Straight Ahead	Going Straight Ahead	North	South
Clear or Partly Cloudy	Dry	Dark-Street Lights On	Entering at angle	Going Straight Ahead	Going Straight Ahead	North	South
Clear or Partly Cloudy	Dry	Daylight	Entering at angle	Going Straight Ahead	Going Straight Ahead	East	West
Clear or Partly Cloudy	Dry	Daylight	From opposite direction - both going straight - one stopped - sideswipe	Going Wrong Way on Divided Hw	Stopped at Signal or Stop Sign	North	South
Clear or Partly Cloudy	Dry	Daylight	From opposite direction - one left turn - one right turn	Making Left Turn	Making Right Turn	East	South
Raining	Wet	Daylight	From opposite direction - one left turn - one straight	Making Left Turn	Going Straight Ahead	South	West
Overcast	Dry	Dark-Street Lights On	From opposite direction - one left turn - one straight	Making Left Turn	Going Straight Ahead	South	West
Clear or Partly Cloudy	Dry	Daylight	From same direction - all others	Making U-Turn	Going Straight Ahead	West	West
Clear or Partly Cloudy	Dry	Daylight	From same direction - both going straight - both moving - rear-end	Going Straight Ahead	Slowing	North	South
Clear or Partly Cloudy	Dry	Dark-Street Lights On	From same direction - both going straight - both moving - rear-end	Going Straight Ahead	Slowing	North	South
Clear or Partly Cloudy	Dry	Daylight	From same direction - both going straight - both moving - rear-end	Going Straight Ahead	Going Straight Ahead	South	North
Clear or Partly Cloudy	Dry	Dark-Street Lights On	From same direction - both going straight - both moving - rear-end	Going Straight Ahead	Going Straight Ahead	East	West
Clear or Partly Cloudy	Dry	Daylight	From same direction - both going straight - both moving - rear-end	Going Straight Ahead	Slowing	South	North
Clear or Partly Cloudy	Dry	Daylight	From same direction - both going straight - both moving - rear-end	Going Straight Ahead	Going Straight Ahead	South	North
Overcast	Wet	Dark-Street Lights On	From same direction - both going straight - both moving - sideswipe	Changing Lanes	Going Straight Ahead	North	South
Clear or Partly Cloudy	Dry	Daylight	From same direction - both going straight - both moving - sideswipe	Changing Lanes	Going Straight Ahead	East	West
Raining	Wet	Dark-Street Lights On	From same direction - both going straight - both moving - sideswipe	Changing Lanes	Going Straight Ahead	North	South
Clear or Partly Cloudy	Dry	Dark-Street Lights On	From same direction - both going straight - both moving - sideswipe	Changing Lanes	Going Straight Ahead	North	South
Clear or Partly Cloudy	Dry	Daylight	From same direction - both going straight - both moving - sideswipe	Changing Lanes	Going Straight Ahead	North	South
Overcast	Wet	Dusk	From same direction - both going straight - one stopped - rear-end	Starting in Traffic Lane	Stopped at Signal or Stop Sign	East	West
Clear or Partly Cloudy	Dry	Daylight	From same direction - both going straight - one stopped - rear-end	Going Straight Ahead	Going Straight Ahead	West	East
Clear or Partly Cloudy	Dry	Daylight	From same direction - both going straight - one stopped - rear-end	Stopped at Signal or Stop Sign	Stopped at Signal or Stop Sign	East	Vehicle Stopped
Raining	Wet	Daylight	From same direction - both going straight - one stopped - rear-end	Going Straight Ahead	Stopped at Signal or Stop Sign	South	North
Clear or Partly Cloudy	Wet	Dark-Street Lights On	From same direction - both going straight - one stopped - rear-end	Stopped at Signal or Stop Sign	Going Straight Ahead	Vehicle Stopped	Vehicle Stopped
Clear or Partly Cloudy	Wet	Dark-Street Lights Off	From same direction - both going straight - one stopped - rear-end	Going Straight Ahead	Stopped at Signal or Stop Sign	South	North
Overcast	Dry	Daylight	From same direction - both going straight - one stopped - rear-end	Going Straight Ahead	Stopped for Traffic	North	South
Clear or Partly Cloudy	Dry	Daylight	From same direction - both going straight - one stopped - rear-end	Slowing	Stopped at Signal or Stop Sign	South	North
Clear or Partly Cloudy	Dry	Daylight	From same direction - both going straight - one stopped - rear-end	Going Straight Ahead	Stopped at Signal or Stop Sign	East	West
Clear or Partly Cloudy	Wet	Daylight	From same direction - both going straight - one stopped - rear-end	Starting in Traffic Lane	Stopped at Signal or Stop Sign	South	North
Clear or Partly Cloudy	Dry	Daylight	From same direction - both going straight - one stopped - rear-end	Going Straight Ahead	Stopped at Signal or Stop Sign	East	West
Snowing	Snow/Slush	Dark-Street Lights On	From same direction - both going straight - one stopped - rear-end	Going Straight Ahead	Stopped at Signal or Stop Sign	North	South
Clear or Partly Cloudy	Dry	Dark-Street Lights On	From same direction - both going straight - one stopped - rear-end	Going Straight Ahead	Stopped at Signal or Stop Sign	West	Vehicle Stopped
Clear or Partly Cloudy	Dry	Daylight	From same direction - both going straight - one stopped - rear-end	Going Straight Ahead	Stopped at Signal or Stop Sign	North	South
Clear or Partly Cloudy	Dry	Dark-Street Lights On	From same direction - one right turn - one straight	Making Right Turn	Going Straight Ahead	North	West
Clear or Partly Cloudy	Dry	Daylight	Same direction -- both turning left -- both moving -- sideswipe	Making Left Turn	Making Left Turn	West	North
Raining	Wet	Dark-Street Lights On	Vehicle going straight hits pedestrian	Going Straight Ahead		South	North
Clear or Partly Cloudy	Dry	Dark-Street Lights On	Vehicle going straight hits pedestrian	Going Straight Ahead		South	North
Clear or Partly Cloudy	Dry	Dark-Street Lights On	Vehicle turning right hits pedestrian	Making Right Turn		East	North
Overcast	Wet	Daylight	Vehicle turning right hits pedestrian	Making Right Turn		South	East
Clear or Partly Cloudy	Dry	Dark-Street Lights On	Vehicle turning right hits pedestrian	Making Right Turn		South	East
Clear or Partly Cloudy	Dry	Daylight	Vehicle turning right hits pedestrian	Making Right Turn		East	North
Clear or Partly Cloudy	Dry	Dark-Street Lights On	From same direction - both going straight - both moving - rear-end	Going Straight Ahead	Starting in Traffic Lane	South	North
Clear or Partly Cloudy	Dry	Daylight	From same direction - both going straight - both moving - rear-end	Going Straight Ahead	Changing Lanes	North	South
Clear or Partly Cloudy	Dry	Daylight	From same direction - both going straight - both moving - rear-end	Going Straight Ahead	Slowing	North	South
Clear or Partly Cloudy	Dry	Daylight	From same direction - both going straight - both moving - rear-end	Going Straight Ahead	Slowing	North	South
Raining	Wet	Daylight	From same direction - both going straight - both moving - sideswipe	Changing Lanes	Going Straight Ahead	North	South
Clear or Partly Cloudy	Dry	Daylight	From same direction - both going straight - both moving - sideswipe	Changing Lanes	Going Straight Ahead	South	North
Clear or Partly Cloudy	Dry	Daylight	From same direction - both going straight - one stopped - rear-end	Going Straight Ahead	Stopped at Signal or Stop Sign	South	North
Clear or Partly Cloudy	Dry	Daylight	From same direction - both going straight - one stopped - rear-end	Going Straight Ahead	Stopped for Traffic	North	South
Clear or Partly Cloudy	Dry	Dark-Street Lights On	From same direction - both going straight - one stopped - rear-end	Going Straight Ahead	Stopped at Signal or Stop Sign	North	South
Clear or Partly Cloudy	Dry	Dark-Street Lights On	From same direction - both going straight - one stopped - rear-end	Going Straight Ahead	Stopped for Traffic	North	South
Clear or Partly Cloudy	Wet	Dark-Street Lights On	From same direction - both going straight - one stopped - rear-end	Going Straight Ahead	Stopped for Traffic	North	South
Overcast	Wet	Daylight	Entering at angle	Making Left Turn	Stopped at Signal or Stop Sign	East	South
Clear or Partly Cloudy	Dry	Daylight	Entering at angle	Going Straight Ahead	Going Straight Ahead	South	North
Raining	Wet	Daylight	Entering at angle	Going Straight Ahead	Going Straight Ahead	West	East
Clear or Partly Cloudy	Dry	Dark-Street Lights On	Entering at angle	Going Straight Ahead	Going Straight Ahead	East	West
Clear or Partly Cloudy	Dry	Daylight	Entering at angle	Going Straight Ahead	Going Straight Ahead	West	East
Clear or Partly Cloudy	Dry	Daylight	Entering at angle	Going Straight Ahead	Going Straight Ahead	South	North
Clear or Partly Cloudy	Dry	Dark-Street Lights On	Entering at angle	Making Left Turn	Going Straight Ahead	West	East
Clear or Partly Cloudy	Dry	Dusk	Entering at angle	Going Straight Ahead	Going Straight Ahead	West	East
Raining	Wet	Dark-Street Lights On	Entering at angle	Going Straight Ahead	Going Straight Ahead	South	North
Raining	Wet	Dark-Street Lights On	From opposite direction - one left turn - one straight	Making Left Turn	Going Straight Ahead	North	East
Snowing	Snow/Slush	Daylight	From same direction - all others	Slowing	Stopped at Signal or Stop Sign	South	North
Clear or Partly Cloudy	Dry	Daylight	From same direction - both going straight - both moving - rear-end	Going Straight Ahead	Going Straight Ahead	West	East
Clear or Partly Cloudy	Dry	Daylight	From same direction - both going straight - both moving - rear-end	Going Straight Ahead	Going Straight Ahead	North	South

WEATHER	ROADWAY SURFACE CONDITION	LIGHTING CONDITION	FIRST COLLISION TYPE / OBJECT STRUCK	VEHICLE 1 ACTION	VEHICLE 2 ACTION	VEHICLE 1 COMPASS DIRECTION FROM	VEHICLE 1 COMPASS DIRECTION TO
Overcast	Dry	Daylight	From same direction - both going straight - both moving - rear-end	Going Straight Ahead	Slowing	West	East
Clear or Partly Cloudy	Dry	Daylight	From same direction - both going straight - both moving - sideswipe	Changing Lanes	Going Straight Ahead	East	Northeast
Raining	Wet	Daylight	From same direction - both going straight - both moving - sideswipe	Changing Lanes	Going Straight Ahead	West	East
Raining	Wet	Daylight	From same direction - both going straight - both moving - sideswipe	Going Straight Ahead	Going Straight Ahead	West	East
Raining	Wet	Daylight	From same direction - both going straight - both moving - sideswipe	Changing Lanes	Going Straight Ahead	West	South
Clear or Partly Cloudy	Dry	Daylight	From same direction - both going straight - one stopped - rear-end	Going Straight Ahead	Stopped for Traffic	South	North
Clear or Partly Cloudy	Dry	Daylight	From same direction - both going straight - one stopped - rear-end	Going Straight Ahead	Stopped at Signal or Stop Sign	South	North
Raining	Wet	Daylight	From same direction - both going straight - one stopped - rear-end	Going Straight Ahead	Stopped at Signal or Stop Sign	South	North
Raining	Wet	Daylight	From same direction - both going straight - one stopped - rear-end	Starting From Parked Position	Stopped at Signal or Stop Sign	Vehicle Stopped	North
Raining	Wet	Dark-Street Lights On	From same direction - both going straight - one stopped - rear-end	Making Left Turn	Stopped at Signal or Stop Sign	West	North
Overcast	Dry	Daylight	From same direction - both going straight - one stopped - rear-end	Going Straight Ahead	Stopped for Traffic	South	North
Overcast	Wet	Daylight	From same direction - both going straight - one stopped - rear-end	Going Straight Ahead	Stopped at Signal or Stop Sign	North	South
Clear or Partly Cloudy	Dry	Dark-No Street Lights	From same direction - both going straight - one stopped - rear-end	Going Straight Ahead	Stopped at Signal or Stop Sign	North	South
Fog or Smog or Smoke	Dry	Dark-Street Lights On	From same direction - both going straight - one stopped - rear-end	Going Straight Ahead	Stopped at Signal or Stop Sign	West	East
Clear or Partly Cloudy	Dry	Dark-Street Lights On	From same direction - both going straight - one stopped - rear-end	Going Straight Ahead	Stopped at Signal or Stop Sign	West	East
Clear or Partly Cloudy	Dry	Dawn	From same direction - both going straight - one stopped - rear-end	Stopped in Roadway	Stopped at Signal or Stop Sign	Vehicle Stopped	Vehicle Stopped
Clear or Partly Cloudy	Dry	Daylight	From same direction - both going straight - one stopped - rear-end	Going Straight Ahead	Stopped at Signal or Stop Sign	South	West
Clear or Partly Cloudy	Dry	Daylight	From same direction - both going straight - one stopped - rear-end	Going Straight Ahead	Stopped at Signal or Stop Sign	North	South
Raining	Wet	Daylight	From same direction - both going straight - one stopped - sideswipe	Making Left Turn	Stopped at Signal or Stop Sign	South	West
Snowing	Ice	Dark-Street Lights On	From same direction - both going straight - one stopped - sideswipe	Going Straight Ahead	Stopped at Signal or Stop Sign	West	East
Clear or Partly Cloudy	Dry	Daylight	From same direction - one right turn - one straight	Going Straight Ahead	Making Right Turn		
Clear or Partly Cloudy	Dry	Daylight	Metal Sign Post	Going Straight Ahead		South	North
Clear or Partly Cloudy	Dry	Dusk	Same direction -- both turning left -- one stopped -- rear end	Making Left Turn	Stopped in Roadway	East	South
Raining	Wet	Daylight	Same direction -- both turning right -- both moving -- rear end	Making Right Turn	Making Right Turn	West	South
Clear or Partly Cloudy	Dry	Daylight	Same direction -- both turning right -- one stopped -- rear end	Making Right Turn	Stopped at Signal or Stop Sign	West	South
Overcast	Dry	Dark-Street Lights On	Traffic Island	Going Straight Ahead		South	North
Clear or Partly Cloudy	Dry	Daylight	Vehicle turning right hits pedestrian	Making Right Turn		West	South
Raining	Wet	Dark-Street Lights On	Entering at angle	Making Right Turn	Going Straight Ahead	West	South
Overcast	Dry	Daylight	From same direction - both going straight - one stopped - rear-end	Overtaking and Passing	Stopped at Signal or Stop Sign	North	West
Clear or Partly Cloudy	Dry	Dark-Street Lights On	From same direction - both going straight - one stopped - rear-end	Starting in Traffic Lane	Stopped at Signal or Stop Sign	South	Vehicle Stopped
Clear or Partly Cloudy	Dry	Daylight	From same direction - both going straight - one stopped - rear-end	Going Straight Ahead	Stopped at Signal or Stop Sign	North	South
Clear or Partly Cloudy	Dry	Daylight	Signal Pole	Making Right Turn		East	North
Raining	Wet	Daylight	From same direction - both going straight - one stopped - rear-end	Going Straight Ahead	Stopped at Signal or Stop Sign	North	West
Clear or Partly Cloudy	Dry	Daylight	From same direction - both going straight - one stopped - rear-end	Going Straight Ahead	Stopped at Signal or Stop Sign	West	East
Clear or Partly Cloudy	Dry	Daylight	From same direction - all others	Backing	Stopped at Signal or Stop Sign	North	Vehicle Backing
Raining	Wet	Dark-Street Lights On	From same direction - both going straight - one stopped - rear-end	Going Straight Ahead	Stopped at Signal or Stop Sign	North	South
Raining	Wet	Dark-Street Lights On	From same direction - both going straight - one stopped - rear-end	Going Straight Ahead	Stopped at Signal or Stop Sign	North	South
Raining	Wet	Dark-Street Lights On	From same direction - both going straight - one stopped - rear-end	Going Straight Ahead	Stopped for Traffic	South	North
Raining	Wet	Dark-Street Lights On	From same direction - both going straight - both moving - rear-end	Going Straight Ahead	Slowing	West	East
Clear or Partly Cloudy	Dry	Daylight	From same direction - both going straight - both moving - sideswipe	Changing Lanes	Going Straight Ahead	West	East
Clear or Partly Cloudy	Dry	Dark-Street Lights On	From same direction - both going straight - one stopped - rear-end	Going Straight Ahead	Stopped for Traffic	West	East
Clear or Partly Cloudy	Dry	Daylight	From same direction - both going straight - one stopped - rear-end	Going Straight Ahead	Stopped at Signal or Stop Sign	West	East
Clear or Partly Cloudy	Ice	Daylight	From same direction - both going straight - one stopped - rear-end	Going Straight Ahead	Stopped at Signal or Stop Sign	West	East
Clear or Partly Cloudy	Dry	Daylight	From same direction - both going straight - one stopped - rear-end	Stopped at Signal or Stop Sign	Going Straight Ahead	West	Vehicle Stopped
Raining	Wet	Dark-Street Lights On	From same direction - both going straight - one stopped - rear-end	Going Straight Ahead	Stopped for Traffic	West	East
Clear or Partly Cloudy	Dry	Daylight	From same direction - both going straight - one stopped - rear-end	Going Straight Ahead	Stopped for Traffic	West	East
Clear or Partly Cloudy	Dry	Daylight	From opposite direction - one left turn - one straight	Making Left Turn	Going Straight Ahead	East	South
Raining	Wet	Daylight	From same direction - one right turn - one straight	Making Right Turn	Going Straight Ahead	West	South

VEHICLE 2 COMPASS DIRECTION FROM	VEHICLE 2 COMPASS DIRECTION TO	MV DRIVER CONTRIBUTING CIRCUMSTANCE 1 (UNIT 1)	MV DRIVER CONTRIBUTING CIRCUMSTANCE 2 (UNIT 1)	MV DRIVER CONTRIBUTING CIRCUMSTANCE 1 (UNIT 2)	FIRST IMPACT LOCATION (City, County & Misc Trafficways - 2010 forward)	WA STATE PLANE SOUTH - X 2010 - FORWARD	WA STATE PLANE SOUTH - Y 2010 - FORWARD
North	South	Disregard Stop and Go Light		None	Lane 1 Decreasing Milepost	1195742.48	767010.45
East	West	Inattention		None	Lane 3 Decreasing Milepost	1195734.33	767022.23
East	West	Disregard Stop and Go Light		None	Lane 1 Decreasing Milepost	1195736.47	767040.59
East	West	Inattention		None	Lane 2 Increasing Milepost	1195778.99	767026.12
South	North	Improper Turn/Merge		None	Lane 1 Increasing Milepost	1195778.99	767026.12
West	East	Inattention		None	Lane 1 Increasing Milepost	1195776.9	767010.69
East	West	Did Not Grant RW to Vehicle		None	Lane 1 Decreasing Milepost	1195740.51	767042.63
East	West	Other Contributing Circ Not Listed		None	Lane 2 Decreasing Milepost	1195742.46	767010.45
Vehicle Stopped	Vehicle Stopped	Unknown Distraction		Other Contributing Circ Not Listed	Lane 2 Increasing Milepost	1195776.27	767014.44
South	Vehicle Stopped	Apparently Asleep	On Wrong Side Of Road	None	Left Turn Lane Increasing Milepost	1195777.05	767017.53
West	South	None		Other	Lane 1 Decreasing Milepost	1195725.15	767012.27
North	South	Improper Turn	Did Not Grant RW to Vehicle	None	Lane 1 Decreasing Milepost	1195742.48	767010.45
North	South	Inattention		Inattention	Lane 3 Decreasing Milepost	1195734.93	767014.14
West	East	Improper U-Turn		None	Lane 2 Increasing Milepost	1195776.62	767032.46
North	South	Inattention		None	Lane 2 Decreasing Milepost	1195742.48	767010.45
North	South	Inattention		None	Lane 1 Decreasing Milepost	1195719.75	767034.85
South	North	Inattention	Follow Too Closely	None	Lane 2 Increasing Milepost	1195742.47	767010.45
East	West	Follow Too Closely		None	Lane 2 Increasing Milepost	1195791.43	767015.4
South	North	Follow Too Closely		None	Lane 3 Increasing Milepost	1195780.48	767027.22
South	North	Unknown Driver Distraction		Driver Not Distracted	Lane 1 Increasing Milepost	1195780.01	767013.51
North	South	Unknown Driver Distraction		None	Lane 3 Decreasing Milepost	1195742.48	767010.45
East	West	Other		None	Intersecting Road Increasing Milepost	1195781.26	767036.38
North	East	Did Not Grant RW to Vehicle		None	Left Turn Lane Decreasing Milepost	1195742.46	767010.44
North	South	Did Not Grant RW to Vehicle		None	Lane 3 Decreasing Milepost	1195742.46	767010.44
North	South	Did Not Grant RW to Vehicle		None	Lane 2 Decreasing Milepost	1195735.42	767038.46
East	West	Inattention	Follow Too Closely	None	Intersecting Road Increasing Milepost	1195736.67	767009.41
West	East	Inattention		None	Intersecting Road Decreasing Milepost	1195742.48	767010.45
South	Vehicle Stopped	Other		Other	Left Turn Lane Increasing Milepost	1195719.37	767032.88
South	Vehicle Stopped	Apparently Asleep		None	Lane 2 Increasing Milepost	1195742.48	767010.45
South	North	None		Follow Too Closely	Lane 3 Increasing Milepost	1195775.27	767013.19
South	Vehicle Stopped	Other		None	Lane 2 Increasing Milepost	1195777.76	767008.74
North	Vehicle Stopped	Driver Adjusting Audio or Entertainment		None	Lane 2 Decreasing Milepost	1195736.69	767030.19
Vehicle Stopped	Vehicle Stopped	Follow Too Closely		None	Lane 3 Increasing Milepost	1195778.99	767026.12
East	Vehicle Stopped	Follow Too Closely		None	Intersecting Road Increasing Milepost	1195778.99	767026.12
South	Vehicle Stopped	Inattention		None	Lane 2 Increasing Milepost	1195777.09	767008.41
East	Vehicle Stopped	Other		None	Intersecting Road Increasing Milepost	1195723.76	767012.56
North	Vehicle Stopped	Inattention		None	Left Turn Lane Decreasing Milepost	1195734.76	767022.18
West	Vehicle Stopped	Inattention		None	Intersecting Road Decreasing Milepost	1195732.8	767011.7
Vehicle Stopped	Vehicle Stopped	Inattention		None	Lane 2 Decreasing Milepost	1195745.19	767098.22
North	South	Inattention	Did Not Grant RW to Vehicle	None	Lane 2 Decreasing Milepost	1195739.72	767020.05
West	North	Other		Driver Not Distracted	Left Turn Lane Decreasing Milepost	1195742.48	767010.45
		None			Lane 2 Increasing Milepost	1195742.48	767010.45
		None			Lane 2 Increasing Milepost	1195779.42	767040.81
		Fail to Yield Row to Pedestrian			Lane 1 Increasing Milepost	1195778.99	767026.12
		Fail to Yield Row to Pedestrian			Lane 1 Increasing Milepost	1195777.03	767008.68
		Fail to Yield Row to Pedestrian			Intersecting Road Increasing Milepost	1195778.99	767026.12
		Inattention			Lane 1 Increasing Milepost	1195781.3	767037.62
South	North	Inattention		None	Lane 1 Increasing Milepost	1195754.34	766815.95
North	South	None		Did Not Grant RW to Vehicle	Lane 2 Decreasing Milepost	1195760.05	767234.43
North	South	None		None	Left Turn Lane Decreasing Milepost	1195757.51	767241.89
North	South	Inattention		None	Lane 3 Decreasing Milepost	1195743.41	767105.89
North	South	Did Not Grant RW to Vehicle		None	Left Turn Lane Decreasing Milepost	1195759.55	767246.72
South	North	Other Contributing Circ Not Listed		None	Left Turn Lane Increasing Milepost	1195755.08	766827.01
South	Vehicle Stopped	Operating Defective Equipment		None	Lane 3 Increasing Milepost	1195766.68	766934.18
Vehicle Stopped	Vehicle Stopped	Follow Too Closely		None	Lane 3 Decreasing Milepost	1195739.52	767070.6
Vehicle Stopped	Vehicle Stopped	Under Influence of Alcohol		None	Lane 3 Decreasing Milepost	1195737.94	767055.86
Vehicle Stopped	Vehicle Stopped	Inattention		None	Left Turn Lane Decreasing Milepost	1195737.41	767050.96
North	Vehicle Stopped	Other Contributing Circ Not Listed		None	Left Turn Lane Decreasing Milepost	1195744.7	767114.28
South	Vehicle Stopped	Exceeding Reas. Safe Speed		None	Left Turn Lane LX Decreasing Milepost	1198026.51	766955.79
West	East	None		Other	Lane 1 LX Decreasing Milepost	1198008.23	766927.85
South	North	Disregard Stop and Go Light		None	Lane 1 LX Decreasing Milepost	1198026.51	766955.79
South	North	None		None	Lane 1 LX Decreasing Milepost	1198026.67	766954.34
South	North	Disregard Stop and Go Light		None	Lane 1 LX Decreasing Milepost	1198007.92	766932.21
West	East	None		Inattention	Lane 1 LX Decreasing Milepost	1198010.04	766934.09
South	North	Inattention		None	Lane 1 LX Decreasing Milepost	1198026.51	766955.79
South	North	Disregard Stop and Go Light		None	Lane 1 LX Decreasing Milepost	1198010.56	766930.7
West	East	Other Contributing Circ Not Listed		Other Contributing Circ Not Listed	Lane 1 LX Decreasing Milepost	1198010.9	766934.22
South	North	Did Not Grant RW to Vehicle		None	Lane 1 LX Decreasing Milepost	1198009.31	766928.28
Vehicle Stopped	Vehicle Stopped	Exceeding Reas. Safe Speed		None	Left Turn Lane LX Decreasing Milepost	1198010.13	766934.03
West	East	Inattention		None	Intersecting Road Decreasing Milepost	1198020.25	766948.75
North	South	Follow Too Closely		None	Intersecting Road Increasing Milepost	1198014.32	766950.64

VEHICLE 2 COMPASS DIRECTION FROM	VEHICLE 2 COMPASS DIRECTION TO	MV DRIVER CONTRIBUTING CIRCUMSTANCE 1 (UNIT 1)	MV DRIVER CONTRIBUTING CIRCUMSTANCE 2 (UNIT 1)	MV DRIVER CONTRIBUTING CIRCUMSTANCE 1 (UNIT 2)	FIRST IMPACT LOCATION (City, County & Misc Trafficways - 2010 forward)	WA STATE PLANE SOUTH - X 2010 - FORWARD	WA STATE PLANE SOUTH - Y 2010 - FORWARD
West	East	Follow Too Closely		None	Intersecting Road Increasing Milepost	1198011.66	766933.53
East	East	Did Not Grant RW to Vehicle		None	Intersecting Road Increasing Milepost	1198012.81	766952.96
West	West	Other		None	Intersecting Road Increasing Milepost	1198018.8	766949.58
West	East	Unknown Driver Distraction		Unknown Driver Distraction	Lane 1 LX Increasing Milepost (Prior to 2002 Impact L	1198011.74	766931.46
West	South	Inattention	Did Not Grant RW to Vehicle	None	Lane 1 LX Decreasing Milepost	1198009.2	766931.49
Vehicle Stopped	Vehicle Stopped	Inattention		None	Lane 2 LX Decreasing Milepost	1198018.8	766949.58
Vehicle Stopped	Vehicle Stopped	Other		None	Left Turn Lane LX Decreasing Milepost	1198015.29	766942.54
South	Vehicle Stopped	Operating Defective Equipment	Exceeding Reas. Safe Speed	None	Lane 1 LX Decreasing Milepost	1198010.04	766934.09
Vehicle Stopped	Vehicle Stopped	Inattention		Other Driver Distractions Inside Vehicle	Lane 2 LX Decreasing Milepost	1198019.7	766949.06
Vehicle Stopped	Vehicle Stopped	Under Influence of Alcohol		None	Lane 1 LX Increasing Milepost (Prior to 2002 Impact L	1198017.7	766947.98
Vehicle Stopped	Vehicle Stopped	Exceeding Reas. Safe Speed		None	Lane 1 LX Increasing Milepost (Prior to 2002 Impact L	1198020.05	766948.87
North	Vehicle Stopped	Other		None	Lane 1 LX Increasing Milepost (Prior to 2002 Impact L	1198020.75	766948.47
North	Vehicle Stopped	Follow Too Closely		None	Lane 1 LX Increasing Milepost (Prior to 2002 Impact L	1198031.81	766966.68
Vehicle Stopped	Vehicle Stopped	Under Influence of Alcohol		None	Lane 1 LX Increasing Milepost (Prior to 2002 Impact L	1198009.27	766930.86
Vehicle Stopped	Vehicle Stopped	Inattention	Follow Too Closely	None	Intersecting Road Increasing Milepost	1198009.93	766934.16
Vehicle Stopped	Vehicle Stopped	None		Unknown Driver Distraction	Left Turn Lane LX Decreasing Milepost	1198007.84	766932.29
Vehicle Stopped	Vehicle Stopped	Follow Too Closely		None	Lane 1 LX Decreasing Milepost	1198010.04	766934.09
North	Vehicle Stopped	Follow Too Closely		None	Lane 1 LX Increasing Milepost (Prior to 2002 Impact L	1198034.84	766949.47
Vehicle Backing	Vehicle Stopped	Over Center Line	Inattention	None	Left Turn Lane LX Decreasing Milepost	1198014.89	766951.78
Vehicle Stopped	Vehicle Stopped	Follow Too Closely		None	Intersecting Road Increasing Milepost	1198010	766934.12
West	South	Other		None	Lane 1 LX Increasing Milepost (Prior to 2002 Impact L	1198018.8	766949.58
		Exceeding Reas. Safe Speed			Past Right Shoulder LX Increasing Milepost (Prior to 2	1198026.82	766955.56
Vehicle Stopped	Vehicle Stopped	Follow Too Closely		None	Lane 1 LX Increasing Milepost (Prior to 2002 Impact L	1198018.8	766949.58
West	South	Inattention	Follow Too Closely	None	Intersecting Road Increasing Milepost	1198018.8	766949.58
Vehicle Stopped	Vehicle Stopped	Inattention	Follow Too Closely	None	Intersecting Road Increasing Milepost	1198010.04	766934.09
		Under Influence of Alcohol			Decreasing Other Location	1198010.04	766934.09
		Inattention			Lane 1 LX Increasing Milepost (Prior to 2002 Impact L	1198027.59	766954.97
South	North	Exceeding Reas. Safe Speed		None	Left Turn Lane LX Decreasing Milepost	1197977.04	766876.39
Vehicle Stopped	Vehicle Stopped	Did Not Grant RW to Vehicle	Improper Passing	None	Lane 1 Off Ramp Decreasing Milepost Side of Mainline	1198032.95	766963.51
South	Vehicle Stopped	Other Contributing Circ Not Listed		None	Lane 1 On Ramp Decreasing Milepost Side of Mainline	1198090.61	766913.05
Vehicle Stopped	Vehicle Stopped	Follow Too Closely		None	Left Turn Lane Off Ramp Decreasing Milepost Side of	1198074.13	766918.09
		None			Past Right Shoulder Off Ramp Decreasing Milepost Si	1198018.26	766948.75
North	Vehicle Stopped	Inattention		None	Lane 1 Off Ramp Decreasing Milepost Side of Mainline	1198110.57	766891.42
West	Vehicle Stopped	Inattention		None	Lane 1 On Ramp Decreasing Milepost Side of Mainline	1198010.04	766934.09
North	Vehicle Stopped	Inattention		None	Lane of Primary Trafficway	1198054.68	766987.64
Vehicle Stopped	Vehicle Stopped	Operating Defective Equipment	Follow Too Closely	None	Lane of Primary Trafficway	1198239.76	767151.23
Vehicle Stopped	Vehicle Stopped	Other		None	Lane of Primary Trafficway	1198103.98	767040.43
South	North	Inattention		None	Lane of Primary Trafficway	1198107.35	767043.24
West	East	Follow Too Closely		None	Lane of Primary Trafficway	1197849.66	766992.04
West	East	Did Not Grant RW to Vehicle		None	Lane of Primary Trafficway	1197899.47	766992.2
Vehicle Stopped	Vehicle Stopped	Inattention		None	Lane of Primary Trafficway	1197585.62	766993.65
Vehicle Stopped	Vehicle Stopped	Inattention	Follow Too Closely	None	Lane of Primary Trafficway	1195693.29	767014.92
West	Vehicle Stopped	None		None	Lane of Primary Trafficway	1197958.18	766979.06
West	East	None		Other	Lane of Primary Trafficway	1197934.91	766988.12
Vehicle Stopped	Vehicle Stopped	Under Influence of Alcohol		None	Lane of Primary Trafficway	1197839.67	766992.33
West	Vehicle Stopped	Follow Too Closely		None	Lane of Primary Trafficway	1197933.54	766988.61
West	East	Improper Turn/Merge		None	Lane of Primary Trafficway	1196153.18	767015.53
West	East	Did Not Grant RW to Vehicle		None	Lane of Primary Trafficway	1196153.17	767015.52

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Exhibit E-22

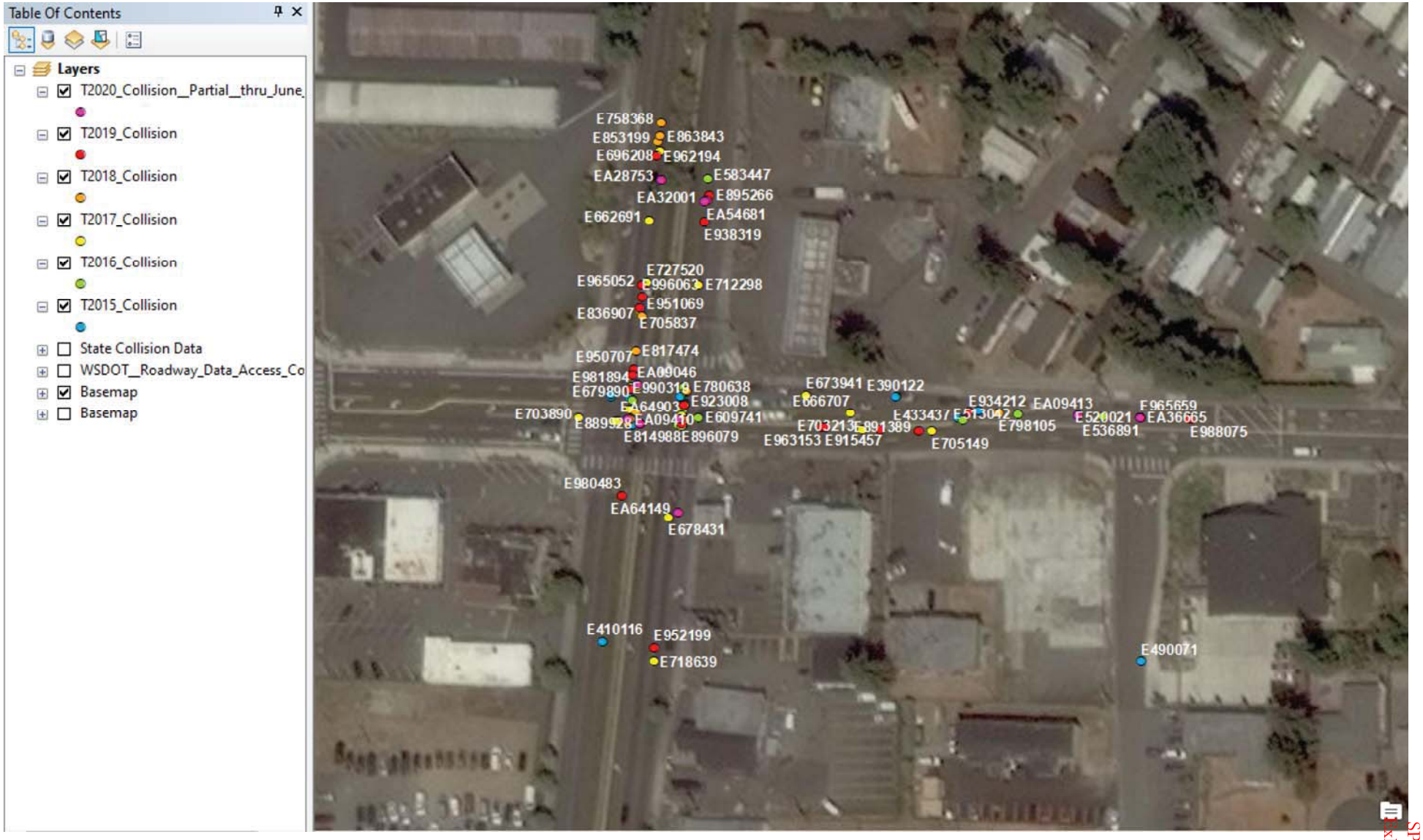

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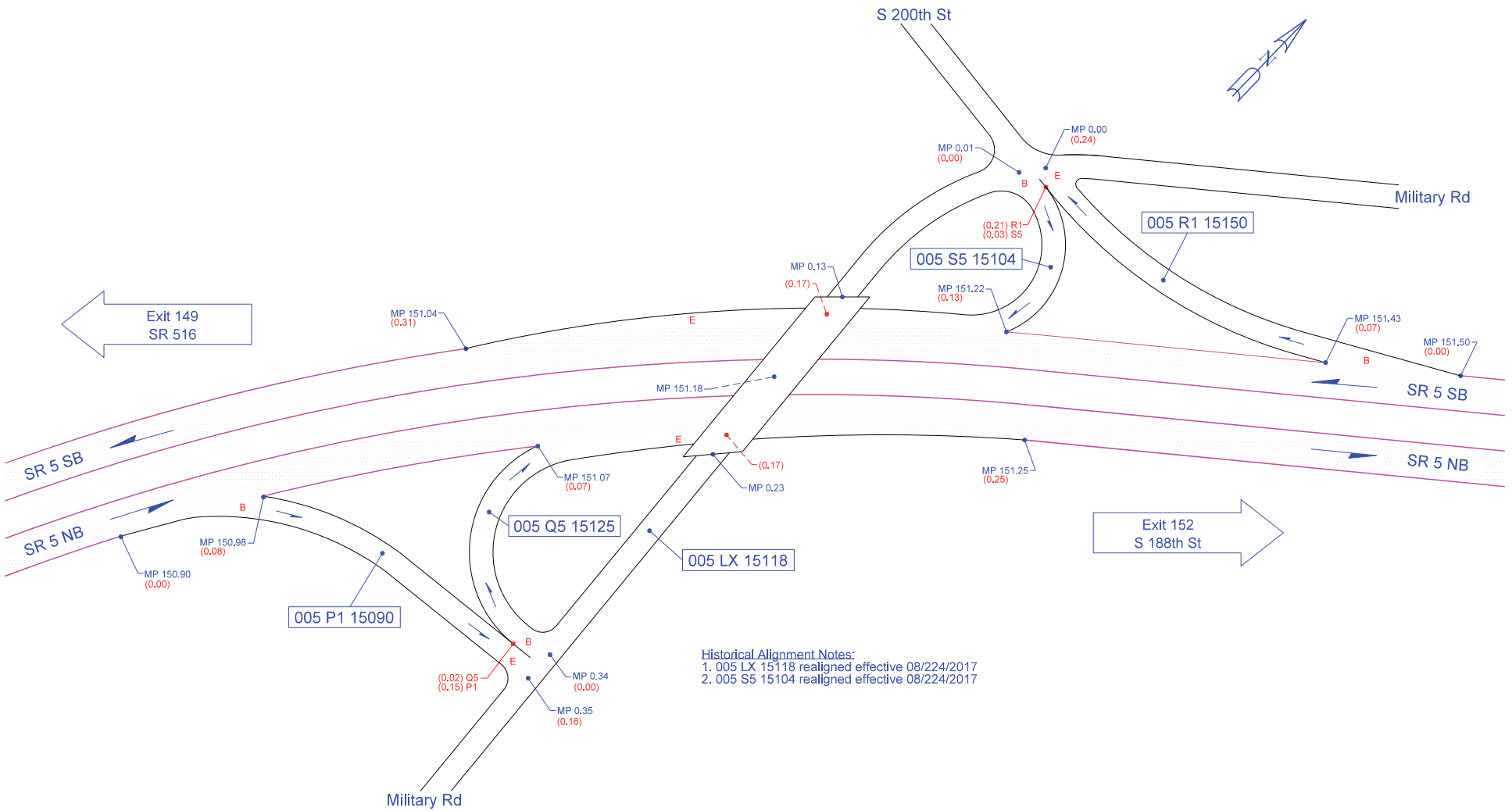
Exhibit E-23

SPR21-0001
Exhibit E-24



Historical Alignment Notes:
1. 005 LX 15118 realigned effective 08/224/2017
2. 005 S5 15104 realigned effective 08/224/2017

Not To Scale

02/22/2018	KLK	WSDOT NORTHWEST REGION	SEA TAC, KING COUNTY	JUNCTION MILITARY RD	SR 5 - EXIT 151

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Exhibit E-25

Trip Generation Calculations

2929 S 200th St MultiFamily
GTC #20-274

Trip Generation for: **Weekday**
(a.k.a.): **Average Weekday Daily Trips (AWDT)**

									NET EXTERNAL TRIPS BY TYPE											
									IN BOTH DIRECTIONS						DIRECTIONAL ASSIGNMENTS					
			Gross Trips				Internal Crossover		TOTAL	PASS-BY		DIVERTED LINK		NEW	PASS-BY		DIVERTED LINK		NEW	
LAND USES	VARIABLE	ITE LU code	Trip Rate	% IN	% OUT	In+Out (Total)	% of Gross Trips	Trips In+Out (Total)	In+Out (Total)	% of Ext. Trips	In+Out (Total)	% of Ext. Trips	In+Out (Total)	In+Out (Total)	In	Out	In	Out	In	Out
Multifamily (Mid-Rise)	108 units	221	5.44	50%	50%	588	0%	0	588	0%	0	0%	0	588	0	0	0	0	294	294
Total						588		0	588		0		0	588	0	0	0	0	294	294

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Exhibit E-27

2929 S 200th St MultiFamily
GTC #20-274

Trip Generation for: **Weekday, Peak Hour of Adjacent Street Traffic, One Hour between 7 and 9 AM**
(a.k.a.): **Weekday AM Peak Hour**

									NET EXTERNAL TRIPS BY TYPE											
									IN BOTH DIRECTIONS						DIRECTIONAL ASSIGNMENTS					
			Gross Trips				Internal Crossover		TOTAL	PASS-BY		DIVERTED LINK		NEW	PASS-BY		DIVERTED LINK		NEW	
LAND USES	VARIABLE	ITE LU code	Trip Rate	% IN	% OUT	In+Out (Total)	% of Gross Trips	Trips In+Out (Total)	In+Out (Total)	% of Ext. Trips	In+Out (Total)	% of Ext. Trips	In+Out (Total)	In+Out (Total)	In	Out	In	Out	In	Out
Multifamily (Mid-Rise)	108 units	221	0.36	26%	74%	39	0%	0	39	0%	0	0%	0	39	0	0	0	0	10	29
Total						39		0	39		0		0	39	0	0	0	0	10	29

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Exhibit E-28

2929 S 200th St MultiFamily
GTC #20-274

Trip Generation for: **Weekday, Peak Hour of Adjacent Street Traffic, One Hour between 4 and 6 PM**
(a.k.a.): **Weekday PM Peak Hour**

									NET EXTERNAL TRIPS BY TYPE											
									IN BOTH DIRECTIONS						DIRECTIONAL ASSIGNMENTS					
			Gross Trips				Internal Crossover		TOTAL	PASS-BY		DIVERTED LINK		NEW	PASS-BY		DIVERTED LINK		NEW	
LAND USES	VARIABLE	ITE LU code	Trip Rate	% IN	% OUT	In+Out (Total)	% of Gross Trips	Trips In+Out (Total)	In+Out (Total)	% of Ext. Trips	In+Out (Total)	% of Ext. Trips	In+Out (Total)	In+Out (Total)	In	Out	In	Out	In	Out
Multifamily (Mid-Rise)	108 units	221	0.44	61%	39%	48	0%	0	48	0%	0	0%	0	48	0	0	0	0	29	19
Total						48		0	48		0		0	48	0	0	0	0	29	19

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Exhibit E-29

SPR21-0001
Exhibit E-30

2929 S 200th St MultiFamily
GTC #20-274

AM Peak-Hour

%	New ADT	New AM Peak Hour Trips		
		In	Out	Total
100%	588	10	29	39.00
1%	5.88	0.10	0.29	0.39
2%	11.76	0.20	0.58	0.78
3%	17.64	0.30	0.87	1.17
4%	23.52	0.40	1.16	1.56
5%	**29.40**	**0.50**	**1.45**	**1.95**
6%	35.28	0.60	1.74	2.34
7%	41.16	0.70	2.03	2.73
8%	47.04	0.80	2.32	3.12
9%	52.92	0.90	2.61	3.51
10%	**58.80**	**1.00**	**2.90**	**3.90**
11%	64.68	1.10	3.19	4.29
12%	70.56	1.20	3.48	4.68
13%	76.44	1.30	3.77	5.07
14%	82.32	1.40	4.06	5.46
15%	**88.20**	**1.50**	**4.35**	**5.85**
16%	94.08	1.60	4.64	6.24
17%	99.96	1.70	4.93	6.63
18%	105.84	1.80	5.22	7.02
19%	111.72	1.90	5.51	7.41
20%	**117.60**	**2.00**	**5.80**	**7.80**
21%	123.48	2.10	6.09	8.19
22%	129.36	2.20	6.38	8.58
23%	135.24	2.30	6.67	8.97
24%	141.12	2.40	6.96	9.36
25%	**147.00**	**2.50**	**7.25**	**9.75**
26%	152.88	2.60	7.54	10.14
27%	158.76	2.70	7.83	10.53
28%	164.64	2.80	8.12	10.92
29%	170.52	2.90	8.41	11.31
30%	**176.40**	**3.00**	**8.70**	**11.70**
31%	182.28	3.10	8.99	12.09
32%	188.16	3.20	9.28	12.48
33%	194.04	3.30	9.57	12.87
34%	199.92	3.40	9.86	13.26
35%	**205.80**	**3.50**	**10.15**	**13.65**
36%	211.68	3.60	10.44	14.04
37%	217.56	3.70	10.73	14.43
38%	223.44	3.80	11.02	14.82
39%	229.32	3.90	11.31	15.21
40%	**235.20**	**4.00**	**11.60**	**15.60**
41%	241.08	4.10	11.89	15.99
42%	246.96	4.20	12.18	16.38
43%	252.84	4.30	12.47	16.77
44%	258.72	4.40	12.76	17.16
45%	**264.60**	**4.50**	**13.05**	**17.55**
46%	270.48	4.60	13.34	17.94
47%	276.36	4.70	13.63	18.33
48%	282.24	4.80	13.92	18.72
49%	288.12	4.90	14.21	19.11
50%	**294.00**	**5.00**	**14.50**	**19.50**

%	New ADT	New AM Peak Hour Trips		
		In	Out	Total
100%	588	10	29	39
51%	299.88	5.10	14.79	19.89
52%	305.76	5.20	15.08	20.28
53%	311.64	5.30	15.37	20.67
54%	317.52	5.40	15.66	21.06
55%	**323.40**	**5.50**	**15.95**	**21.45**
56%	329.28	5.60	16.24	21.84
57%	335.16	5.70	16.53	22.23
58%	341.04	5.80	16.82	22.62
59%	346.92	5.90	17.11	23.01
60%	**352.80**	**6.00**	**17.40**	**23.40**
61%	358.68	6.10	17.69	23.79
62%	364.56	6.20	17.98	24.18
63%	370.44	6.30	18.27	24.57
64%	376.32	6.40	18.56	24.96
65%	**382.20**	**6.50**	**18.85**	**25.35**
66%	388.08	6.60	19.14	25.74
67%	393.96	6.70	19.43	26.13
68%	399.84	6.80	19.72	26.52
69%	405.72	6.90	20.01	26.91
70%	**411.60**	**7.00**	**20.30**	**27.30**
71%	417.48	7.10	20.59	27.69
72%	423.36	7.20	20.88	28.08
73%	429.24	7.30	21.17	28.47
74%	435.12	7.40	21.46	28.86
75%	**441.00**	**7.50**	**21.75**	**29.25**
76%	446.88	7.60	22.04	29.64
77%	452.76	7.70	22.33	30.03
78%	458.64	7.80	22.62	30.42
79%	464.52	7.90	22.91	30.81
80%	**470.40**	**8.00**	**23.20**	**31.20**
81%	476.28	8.10	23.49	31.59
82%	482.16	8.20	23.78	31.98
83%	488.04	8.30	24.07	32.37
84%	493.92	8.40	24.36	32.76
85%	**499.80**	**8.50**	**24.65**	**33.15**
86%	505.68	8.60	24.94	33.54
87%	511.56	8.70	25.23	33.93
88%	517.44	8.80	25.52	34.32
89%	523.32	8.90	25.81	34.71
90%	**529.20**	**9.00**	**26.10**	**35.10**
91%	535.08	9.10	26.39	35.49
92%	540.96	9.20	26.68	35.88
93%	546.84	9.30	26.97	36.27
94%	552.72	9.40	27.26	36.66
95%	**558.60**	**9.50**	**27.55**	**37.05**
96%	564.48	9.60	27.84	37.44
97%	570.36	9.70	28.13	37.83
98%	576.24	9.80	28.42	38.22
99%	582.12	9.90	28.71	38.61
100%	**588.00**	**10.00**	**29.00**	**39.00**

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Exhibit E-31

2929 S 200th St MultiFamily
GTC #20-274

PM Peak-Hour

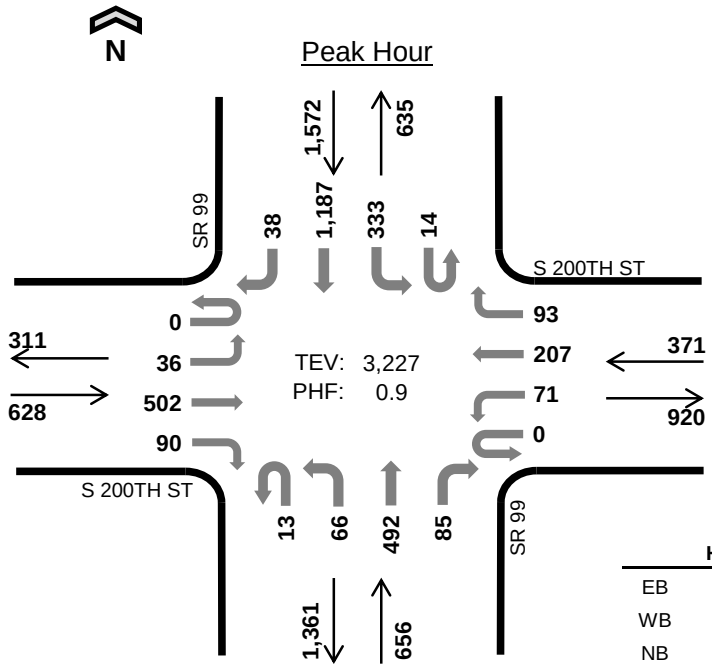
%	New ADT	New PM Peak Hour Trips		
		In	Out	Total
100%	588	29	19	48.00
1%	5.88	0.29	0.19	0.48
2%	11.76	0.58	0.38	0.96
3%	17.64	0.87	0.57	1.44
4%	23.52	1.16	0.76	1.92
5%	**29.40**	**1.45**	**0.95**	**2.40**
6%	35.28	1.74	1.14	2.88
7%	41.16	2.03	1.33	3.36
8%	47.04	2.32	1.52	3.84
9%	52.92	2.61	1.71	4.32
10%	**58.80**	**2.90**	**1.90**	**4.80**
11%	64.68	3.19	2.09	5.28
12%	70.56	3.48	2.28	5.76
13%	76.44	3.77	2.47	6.24
14%	82.32	4.06	2.66	6.72
15%	**88.20**	**4.35**	**2.85**	**7.20**
16%	94.08	4.64	3.04	7.68
17%	99.96	4.93	3.23	8.16
18%	105.84	5.22	3.42	8.64
19%	111.72	5.51	3.61	9.12
20%	**117.60**	**5.80**	**3.80**	**9.60**
21%	123.48	6.09	3.99	10.08
22%	129.36	6.38	4.18	10.56
23%	135.24	6.67	4.37	11.04
24%	141.12	6.96	4.56	11.52
25%	**147.00**	**7.25**	**4.75**	**12.00**
26%	152.88	7.54	4.94	12.48
27%	158.76	7.83	5.13	12.96
28%	164.64	8.12	5.32	13.44
29%	170.52	8.41	5.51	13.92
30%	**176.40**	**8.70**	**5.70**	**14.40**
31%	182.28	8.99	5.89	14.88
32%	188.16	9.28	6.08	15.36
33%	194.04	9.57	6.27	15.84
34%	199.92	9.86	6.46	16.32
35%	**205.80**	**10.15**	**6.65**	**16.80**
36%	211.68	10.44	6.84	17.28
37%	217.56	10.73	7.03	17.76
38%	223.44	11.02	7.22	18.24
39%	229.32	11.31	7.41	18.72
40%	**235.20**	**11.60**	**7.60**	**19.20**
41%	241.08	11.89	7.79	19.68
42%	246.96	12.18	7.98	20.16
43%	252.84	12.47	8.17	20.64
44%	258.72	12.76	8.36	21.12
45%	**264.60**	**13.05**	**8.55**	**21.60**
46%	270.48	13.34	8.74	22.08
47%	276.36	13.63	8.93	22.56
48%	282.24	13.92	9.12	23.04
49%	288.12	14.21	9.31	23.52
50%	**294.00**	**14.50**	**9.50**	**24.00**

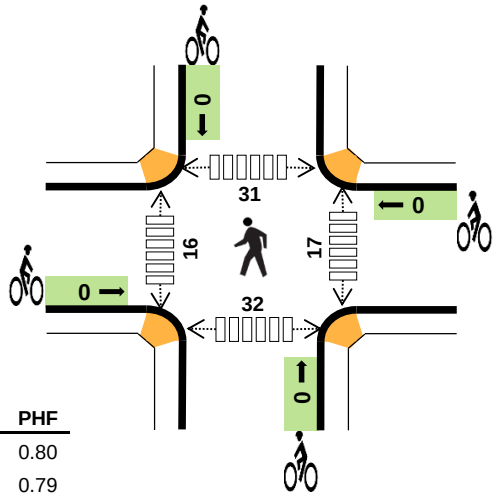
%	New ADT	New PM Peak Hour Trips		
		In	Out	Total
100%	588	29	19	48
51%	299.88	14.79	9.69	24.48
52%	305.76	15.08	9.88	24.96
53%	311.64	15.37	10.07	25.44
54%	317.52	15.66	10.26	25.92
55%	**323.40**	**15.95**	**10.45**	**26.40**
56%	329.28	16.24	10.64	26.88
57%	335.16	16.53	10.83	27.36
58%	341.04	16.82	11.02	27.84
59%	346.92	17.11	11.21	28.32
60%	**352.80**	**17.40**	**11.40**	**28.80**
61%	358.68	17.69	11.59	29.28
62%	364.56	17.98	11.78	29.76
63%	370.44	18.27	11.97	30.24
64%	376.32	18.56	12.16	30.72
65%	**382.20**	**18.85**	**12.35**	**31.20**
66%	388.08	19.14	12.54	31.68
67%	393.96	19.43	12.73	32.16
68%	399.84	19.72	12.92	32.64
69%	405.72	20.01	13.11	33.12
70%	**411.60**	**20.30**	**13.30**	**33.60**
71%	417.48	20.59	13.49	34.08
72%	423.36	20.88	13.68	34.56
73%	429.24	21.17	13.87	35.04
74%	435.12	21.46	14.06	35.52
75%	**441.00**	**21.75**	**14.25**	**36.00**
76%	446.88	22.04	14.44	36.48
77%	452.76	22.33	14.63	36.96
78%	458.64	22.62	14.82	37.44
79%	464.52	22.91	15.01	37.92
80%	**470.40**	**23.20**	**15.20**	**38.40**
81%	476.28	23.49	15.39	38.88
82%	482.16	23.78	15.58	39.36
83%	488.04	24.07	15.77	39.84
84%	493.92	24.36	15.96	40.32
85%	**499.80**	**24.65**	**16.15**	**40.80**
86%	505.68	24.94	16.34	41.28
87%	511.56	25.23	16.53	41.76
88%	517.44	25.52	16.72	42.24
89%	523.32	25.81	16.91	42.72
90%	**529.20**	**26.10**	**17.10**	**43.20**
91%	535.08	26.39	17.29	43.68
92%	540.96	26.68	17.48	44.16
93%	546.84	26.97	17.67	44.64
94%	552.72	27.26	17.86	45.12
95%	**558.60**	**27.55**	**18.05**	**45.60**
96%	564.48	27.84	18.24	46.08
97%	570.36	28.13	18.43	46.56
98%	576.24	28.42	18.62	47.04
99%	582.12	28.71	18.81	47.52
100%	**588.00**	**29.00**	**19.00**	**48.00**

Counts and Turning Movement Calculations

SPR21-0001
Exhibit E-33

SR 99
S 200TH ST





Date: Thu, Feb 06, 2020
Count Period: 4:00 PM to 6:00 PM
Peak Hour: 4:00 PM to 5:00 PM

	HV %:	PHF
EB	2.2%	0.80
WB	2.7%	0.79
NB	3.4%	0.90
SB	2.2%	0.89
TOTAL	2.5%	0.90

Two-Hour Count Summaries

Interval Start	S 200TH ST Eastbound				S 200TH ST Westbound				SR 99 Northbound				SR 99 Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	**0**	**11**	**159**	**27**	**0**	**23**	**45**	**11**	**4**	**15**	**136**	**20**	**1**	**105**	**324**	**11**	**892**	0
4:15 PM	**0**	**11**	**106**	**26**	**0**	**12**	**45**	**30**	**3**	**19**	**137**	**23**	**6**	**85**	**305**	**11**	**819**	0
4:30 PM	**0**	**11**	**121**	**20**	**0**	**23**	**64**	**30**	**2**	**15**	**103**	**20**	**3**	**59**	**276**	**8**	**755**	0
4:45 PM	**0**	**3**	**116**	**17**	**0**	**13**	**53**	**22**	**4**	**17**	**116**	**22**	**4**	**84**	**282**	**8**	**761**	**3,227**
5:00 PM	0	7	135	27	0	23	48	22	2	11	98	19	7	85	285	16	785	3,120
5:15 PM	0	8	146	23	0	15	56	24	0	10	107	17	6	85	314	15	826	3,127
5:30 PM	0	8	116	23	0	15	56	25	1	12	122	27	4	65	261	12	747	3,119
5:45 PM	1	8	89	26	0	12	46	27	3	18	121	15	5	77	219	7	674	3,032
Count Total	1	67	988	189	0	136	413	191	19	117	940	163	36	645	2,266	88	6,259	0
Peak Hour	**0**	**36**	**502**	**90**	**0**	**71**	**207**	**93**	**13**	**66**	**492**	**85**	**14**	**333**	**1,187**	**38**	**3,227**	**0**

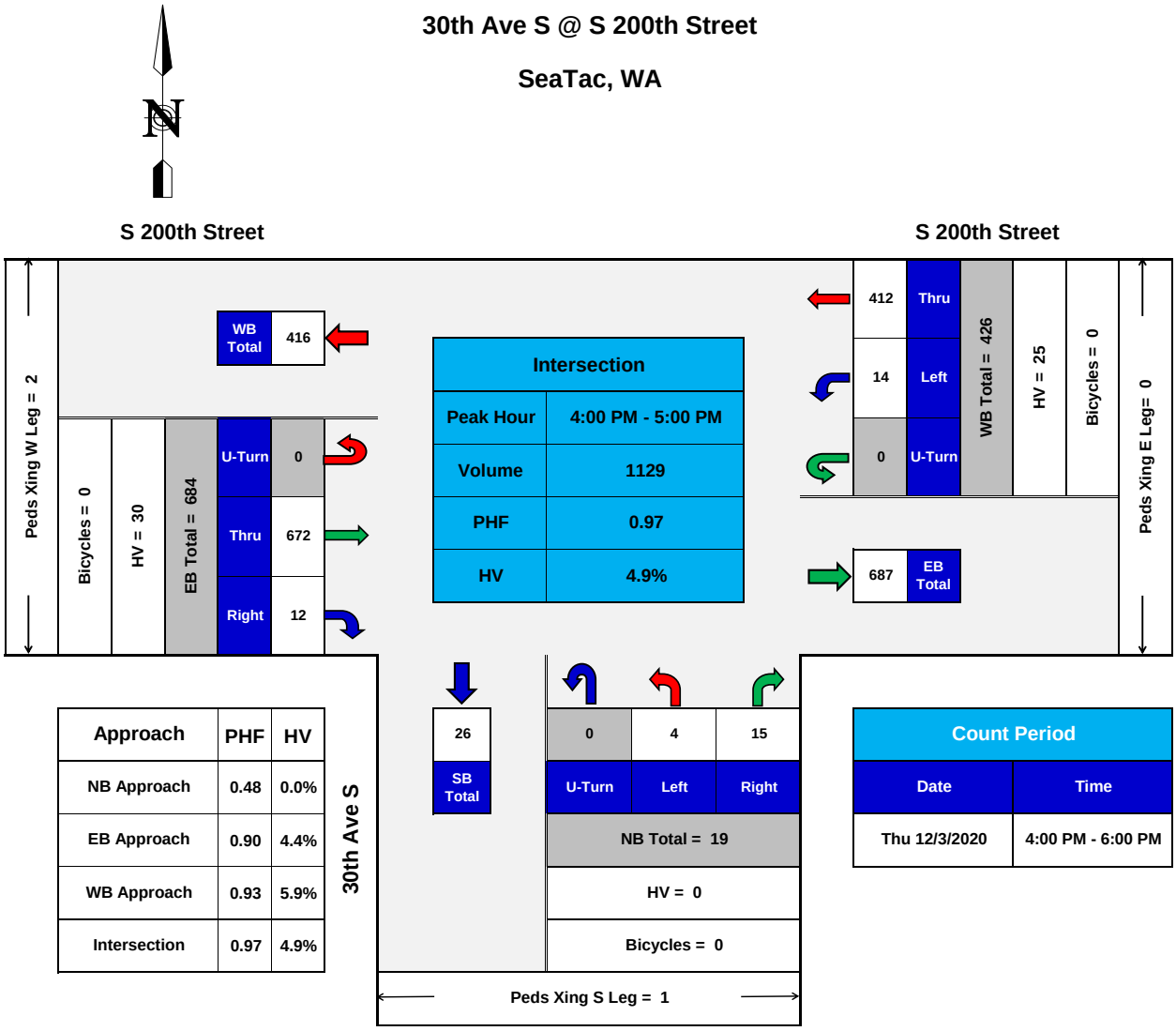
Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:00 PM	**4**	**4**	**8**	**8**	***24***	**0**	**0**	**0**	**0**	***0***	**3**	**3**	**9**	**9**	*24*
4:15 PM	**4**	**1**	**4**	**12**	***21***	**0**	**0**	**0**	**0**	***0***	**3**	**2**	**7**	**11**	*23*
4:30 PM	**4**	**3**	**4**	**8**	***19***	**0**	**0**	**0**	**0**	***0***	**2**	**6**	**4**	**5**	*17*
4:45 PM	**2**	**2**	**6**	**6**	***16***	**0**	**0**	**0**	**0**	***0***	**9**	**5**	**11**	**7**	***32***
5:00 PM	2	1	4	8	*15*	0	0	0	0	*0*	5	0	5	11	*21*
5:15 PM	1	1	5	6	*13*	0	0	0	1	*1*	1	4	4	10	*19*
5:30 PM	4	0	5	8	*17*	0	0	0	0	*0*	6	6	3	12	*27*
5:45 PM	4	2	1	7	*14*	0	0	0	0	*0*	3	1	4	8	*16*
Count Total	25	14	37	63	*139*	0	0	0	1	*1*	32	27	47	73	*179*
Peak Hour	**14**	**10**	**22**	**34**	***80***	**0**	**0**	**0**	**0**	***0***	**17**	**16**	**31**	**32**	***96***

Mark Skaggs: (425) 250-0777
mark.skaggs@idaxdata.com

30th Ave S @ S 200th Street

SeaTac, WA



Approach	PHF	HV
NB Approach	0.48	0.0%
EB Approach	0.90	4.4%
WB Approach	0.93	5.9%
Intersection	0.97	4.9%

Count Period	
Date	Time
Thu 12/3/2020	4:00 PM - 6:00 PM

PHF = Peak Hour Factor
HV = Heavy Vehicles

TURNING MOVEMENTS DIAGRAM

PEAK HOUR SUMMARY

TRAFFIC DATA GATHERING

TRAFFIC DATA GATHERING

INTERSECTION TURNING MOVEMENTS REDUCTION SHEET

LOCATION: 30th Ave S @ S 200th Street
SeaTac, WA

DATE OF COUNT: Thu. 12/3/2020
START OF COUNT: 4:00 PM
TIME OF COUNT: 4:00 PM - 6:00 PM

COUNTED BY: TDG
DATE OF REDUCTION: 12/3/2020
DURATION OF COUNT (Hrs): 2

TIME INTERVAL ENDING AT	FROM NORTH ON							FROM SOUTH ON 30th Ave S							FROM EAST ON S 200th Street							FROM WEST ON S 200th Street							INTERVAL TOTALS
	Peds	Bicycle	HV	U-Turn	Left	Thru	Right	Peds	Bicycle	HV	U-Turn	Left	Thru	Right	Peds	Bicycle	HV	U-Turn	Left	Thru	Right	Peds	Bicycle	HV	U-Turn	Left	Thru	Right	
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	8	0	0	8	0	4	102	0	0	0	7	0	0	174	2	292
04:30 PM	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	4	0	2	96	0	0	0	10	0	0	185	4	288
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	3	0	0	7	0	4	110	0	2	0	11	0	0	154	2	275
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	6	0	4	104	0	0	0	2	0	0	159	4	274
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	9	0	1	96	0	0	0	4	0	0	157	4	259
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	6	0	3	102	0	0	0	5	0	0	188	3	298
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	4	0	3	88	0	0	0	5	0	0	117	4	214
06:00 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0	0	7	0	2	94	0	0	0	7	0	0	126	7	233
PEAK HOUR TOTALS	0	0	0	0	0	0	0	1	0	0	0	4	0	15	0	0	25	0	14	412	0	2	0	30	0	0	672	12	INTERSECTION
ALL MOVEMENTS				0							19								426							684			1129
% HV			#N/A							0.0%							5.9%							4.4%					4.9%
PEAK HOUR FACTOR				#N/A							0.48								0.93							0.90			0.97

HV = Heavy Vehicle
PHF = Peak Hour Factor

4:00 PM - 6:00 PM PEAK HOUR: 4:00 PM - 5:00 PM

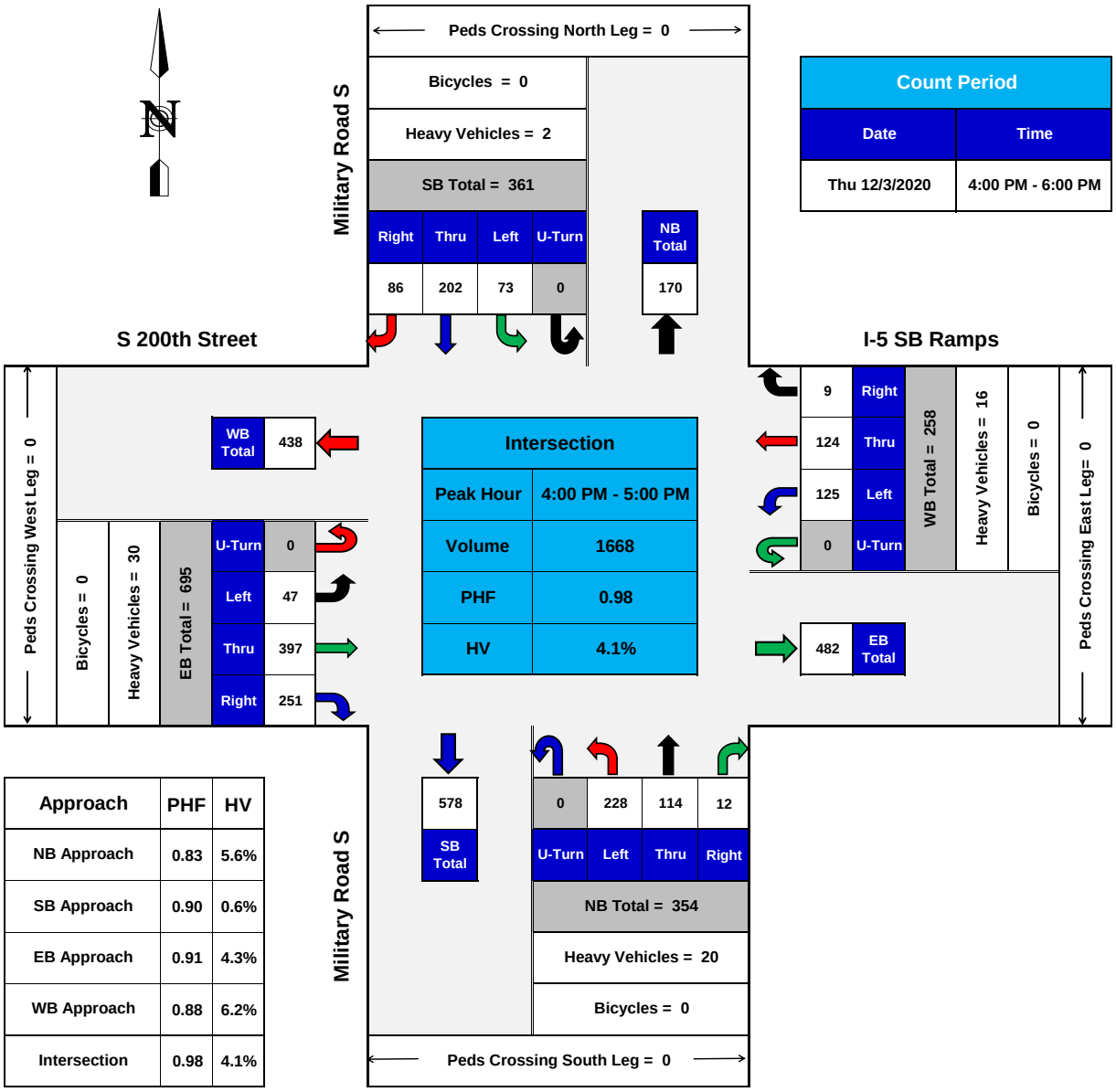
ROLLING HOUR COUNT

TIME INTERVAL	FROM NORTH ON							FROM SOUTH ON 30th Ave S							FROM EAST ON S 200th Street							FROM WEST ON S 200th Street							INTERVAL TOTALS
	Peds	Bicycle	HV	U-Turn	Left	Thru	Right	Peds	Bicycle	HV	U-Turn	Left	Thru	Right	Peds	Bicycle	HV	U-Turn	Left	Thru	Right	Peds	Bicycle	HV	U-Turn	Left	Thru	Right	
4:00 PM - 5:00 PM	0	0	0	0	0	0	0	1	0	0	0	4	0	15	0	0	25	0	14	412	0	2	0	30	0	0	672	12	1129
4:15 PM - 5:15 PM	0	0	0	0	0	0	0	1	0	0	0	3	0	7	0	0	26	0	11	406	0	2	0	27	0	0	655	14	1096
4:30 PM - 5:30 PM	0	0	0	0	0	0	0	0	0	0	0	4	0	7	0	0	28	0	12	412	0	2	0	22	0	0	658	13	1106
4:45 PM - 5:45 PM	0	0	0	0	0	0	0	0	0	0	0	4	0	4	0	0	25	0	11	390	0	0	0	16	0	0	621	15	1045
5:00 PM - 6:00 PM	0	0	0	0	0	0	0	0	0	0	0	6	0	3	0	0	26	0	9	380	0	0	0	21	0	0	588	18	1004
4:00 PM - 6:00 PM Total:	0	0	0	0	0	0	0	1	0	0	0	10	0	18	0	0	51	0	23	792	0	2	0	51	0	0	1260	30	2133

SPR21-0601
Exhibit 135

Military Road S @ S 200th Street

SeaTac, WA



Approach	PHF	HV
NB Approach	0.83	5.6%
SB Approach	0.90	0.6%
EB Approach	0.91	4.3%
WB Approach	0.88	6.2%
Intersection	0.98	4.1%

PHF = Peak Hour Factor
HV = Heavy Vehicles

TURNING MOVEMENTS DIAGRAM

PEAK HOUR SUMMARY

TRAFFIC DATA GATHERING

TRAFFIC DATA GATHERING

INTERSECTION TURNING MOVEMENTS REDUCTION SHEET

LOCATION: Military Road S @ S 200th Street
SeaTac, WA

DATE OF COUNT: Thu. 12/3/2020
START OF COUNT: 4:00 PM
TIME OF COUNT: 4:00 PM - 6:00 PM

COUNTED BY: TDG
DATE OF REDUCTION: 12/4/2020
DURATION OF COUNT (Hrs): 2

TIME INTERVAL ENDING AT	FROM NORTH ON Military Road S							FROM SOUTH ON Military Road S							FROM EAST ON I-5 SB Ramps							FROM WEST ON S 200th Street							INTERVAL TOTALS
	Peds	Bicycle	HV	U-Turn	Left	Thru	Right	Peds	Bicycle	HV	U-Turn	Left	Thru	Right	Peds	Bicycle	HV	U-Turn	Left	Thru	Right	Peds	Bicycle	HV	U-Turn	Left	Thru	Right	
04:15 PM	0	0	0	0	25	49	26	0	0	8	0	53	29	4	0	0	2	0	28	27	2	0	0	5	0	13	108	55	419
04:30 PM	0	0	1	0	17	54	19	0	0	2	0	52	28	1	0	0	6	0	35	37	1	0	0	8	0	11	115	54	424
04:45 PM	0	0	1	0	13	45	24	0	0	5	0	52	22	6	0	0	5	0	29	31	6	0	0	14	0	14	102	75	419
05:00 PM	0	0	0	0	18	54	17	0	0	5	0	71	35	1	0	0	3	0	33	29	0	0	0	3	0	9	72	67	406
05:15 PM	0	0	3	0	13	37	22	0	0	2	0	41	19	2	0	0	4	0	43	41	2	0	0	2	0	11	99	62	392
05:30 PM	0	0	0	0	13	44	16	0	0	4	0	55	21	5	0	0	3	0	43	37	1	0	0	4	0	4	103	68	410
05:45 PM	0	0	1	0	7	34	21	0	0	0	0	31	18	7	0	0	2	0	47	42	2	0	0	5	0	9	75	43	336
06:00 PM	0	0	1	0	10	36	13	0	0	3	0	53	17	3	0	0	4	0	37	41	2	0	0	4	0	7	66	50	335
PEAK HOUR TOTALS	0	0	2	0	73	202	86	0	0	20	0	228	114	12	0	0	16	0	125	124	9	0	0	30	0	47	397	251	INTERSECTION
ALL MOVEMENTS			361							354							258							695				1668
% HV		0.6%							5.6%							6.2%							4.3%					4.1%
PEAK HOUR FACTOR			0.90							0.83							0.88							0.91				0.98

HV = Heavy Vehicle
PHF = Peak Hour Factor

4:00 PM - 6:00 PM PEAK HOUR: 4:00 PM - 5:00 PM

ROLLING HOUR COUNT

TIME INTERVAL	FROM NORTH ON Military Road S							FROM SOUTH ON Military Road S							FROM EAST ON I-5 SB Ramps							FROM WEST ON S 200th Street							INTERVAL TOTALS
	Peds	Bicycle	HV	U-Turn	Left	Thru	Right	Peds	Bicycle	HV	U-Turn	Left	Thru	Right	Peds	Bicycle	HV	U-Turn	Left	Thru	Right	Peds	Bicycle	HV	U-Turn	Left	Thru	Right	
4:00 PM - 5:00 PM	0	0	2	0	73	202	86	0	0	20	0	228	114	12	0	0	16	0	125	124	9	0	0	30	0	47	397	251	1668
4:15 PM - 5:15 PM	0	0	5	0	61	190	82	0	0	14	0	216	104	10	0	0	18	0	140	138	9	0	0	27	0	45	388	258	1641
4:30 PM - 5:30 PM	0	0	4	0	57	180	79	0	0	16	0	219	97	14	0	0	15	0	148	138	9	0	0	23	0	38	376	272	1627
4:45 PM - 5:45 PM	0	0	4	0	51	169	76	0	0	11	0	198	93	15	0	0	12	0	166	149	5	0	0	14	0	33	349	240	1544
5:00 PM - 6:00 PM	0	0	5	0	43	151	72	0	0	9	0	180	75	17	0	0	13	0	170	161	7	0	0	15	0	31	343	223	1473
4:00 PM - 6:00 PM Total:	0	0	7	0	116	353	158	0	0	29	0	408	189	29	0	0	29	0	295	285	16	0	0	45	0	78	740	474	3141

SPR21 0601
Exhibit 137

1 International @ S 200th St

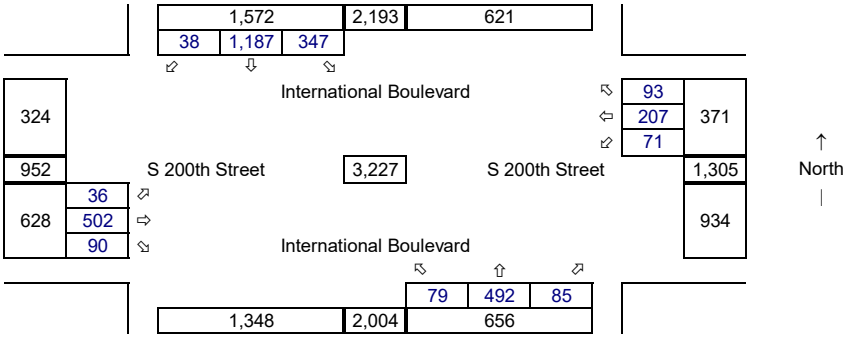
Synchro ID: 1

Existing
Average Weekday
PM Peak Hour

Year: **2/6/20**

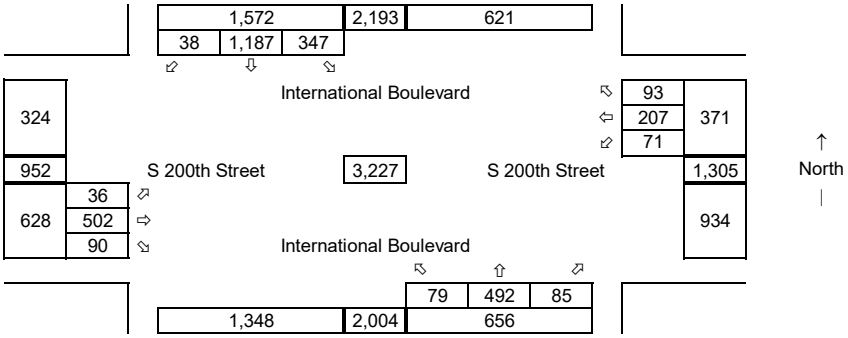
Data Source: Idax

14 of the SB lefts are U-turns and 13 of the NB lefts are U-Turns.



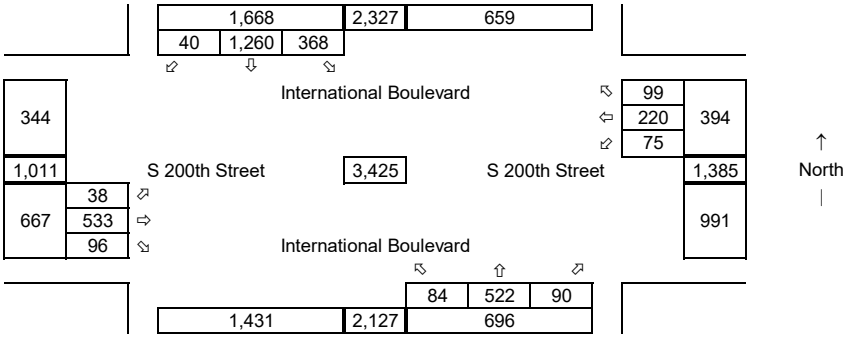
Normalized Existing (COVID-19 Factor)
Average Weekday
PM Peak Hour

Percent Change: 0.0%

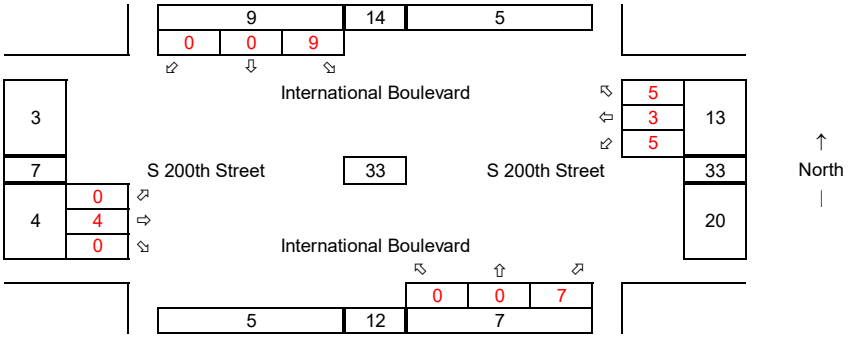


Future without Project
Average Weekday
PM Peak Hour

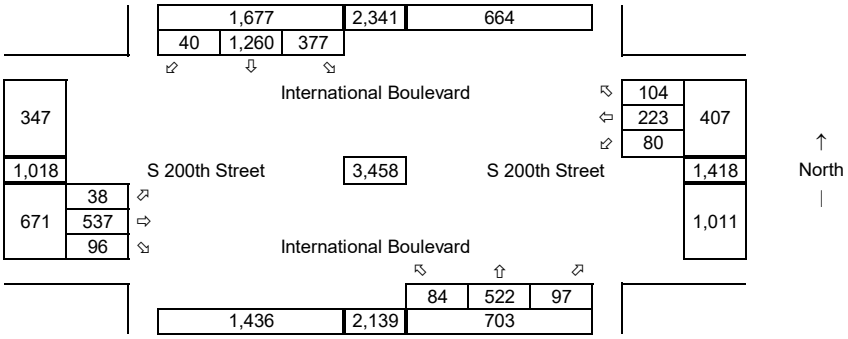
Year: 2023
Growth Rate = 2.0%
Years of Growth = 3
Total Growth = 1.0612



Total Project Trips
Average Weekday
PM Peak Hour



Future with Project
Average Weekday
PM Peak Hour



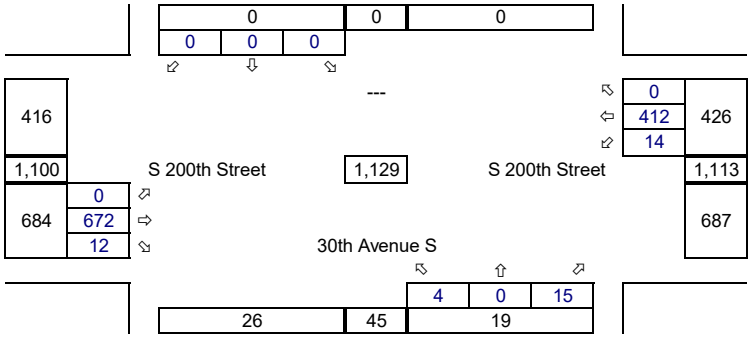
2 30th Ave S @ S 200th St

Synchro ID: 2

Existing
Average Weekday
PM Peak Hour

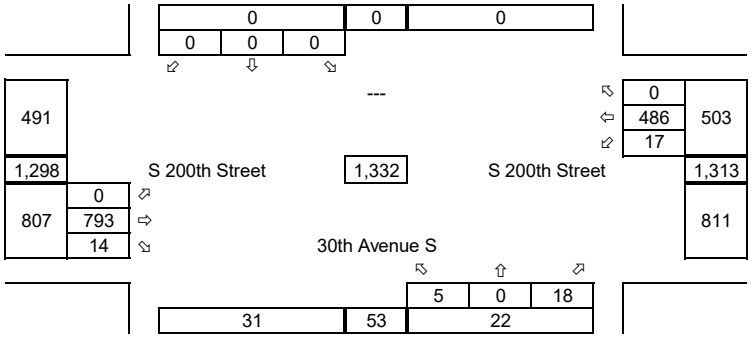
Year: **12/3/20**

Data Source: TDG



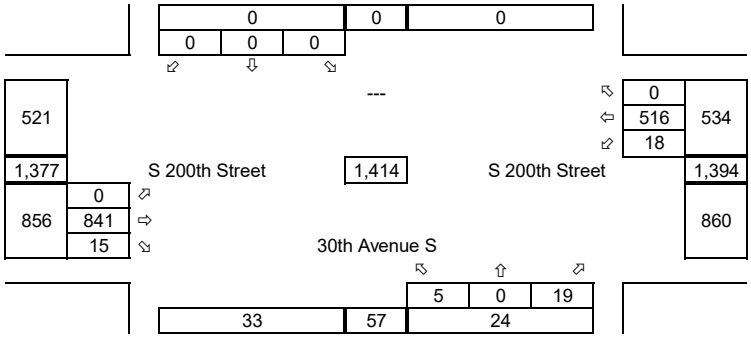
Normalized Existing (COVID-19 Factor)
Average Weekday
PM Peak Hour

Percent Change: 18.0%

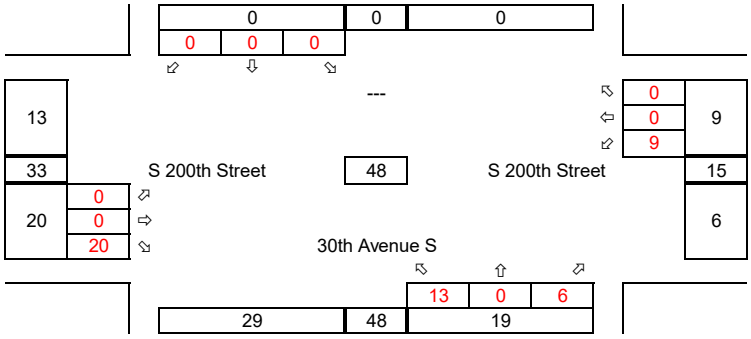


Future without Project
Average Weekday
PM Peak Hour

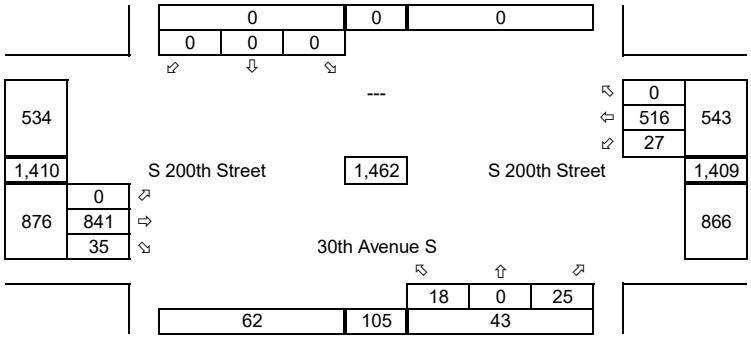
Year: 2023
Growth Rate = 2.0%
Years of Growth = 3
Total Growth = 1.0612



Total Project Trips
Average Weekday
PM Peak Hour



Future with Project
Average Weekday
PM Peak Hour



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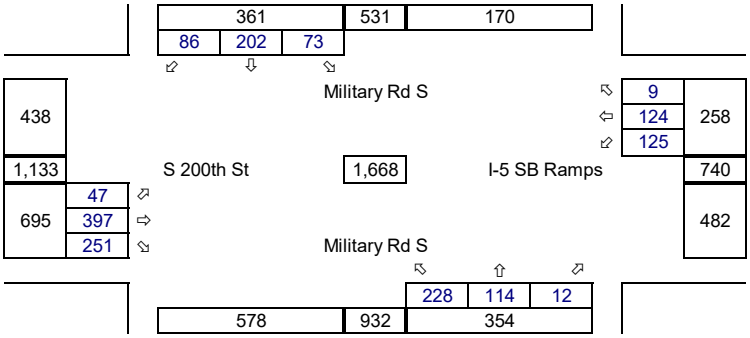
3 Military Rd S @ S 200th St

Synchro ID: 3

Existing
Average Weekday
PM Peak Hour

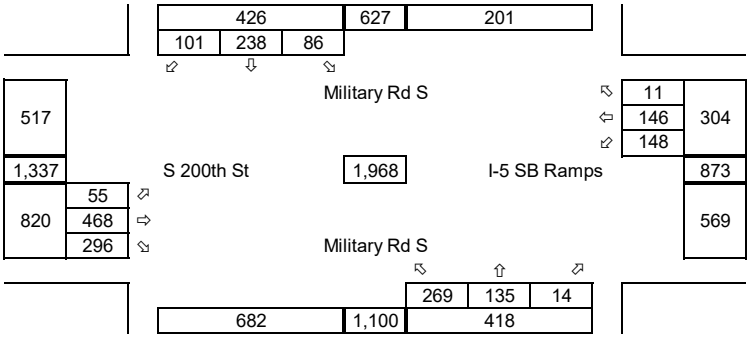
Year: **12/3/20**

Data Source: TDG



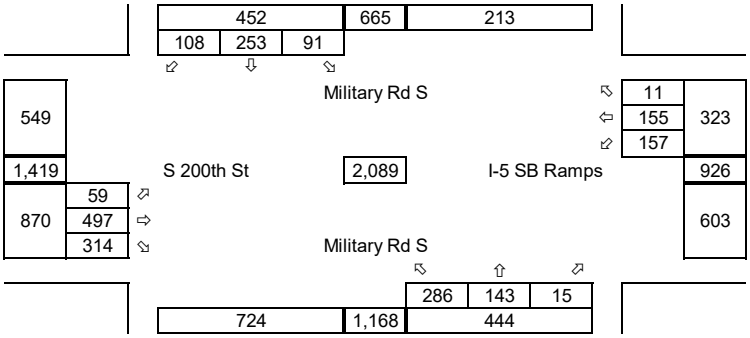
Normalized Existing (COVID-19 Factor)
Average Weekday
PM Peak Hour

Percent Change: 18.0%

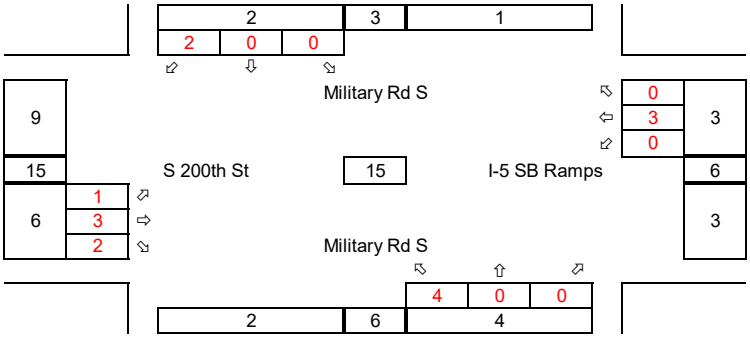


Future without Project
Average Weekday
PM Peak Hour

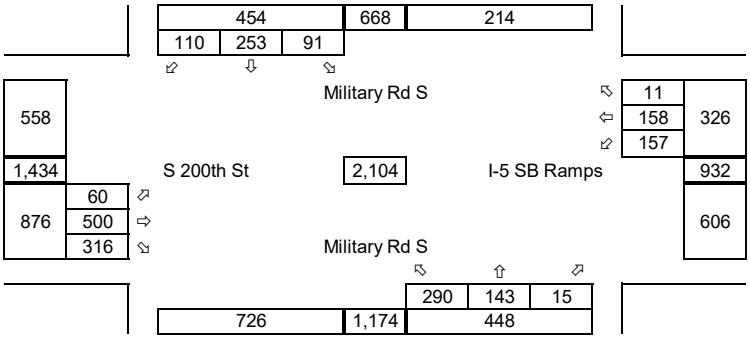
Year: 2023
Growth Rate = 2.0%
Years of Growth = 3
Total Growth = 1.0612



Total Project Trips
Average Weekday
PM Peak Hour



Future with Project
Average Weekday
PM Peak Hour



4 30th Ave S @ Access

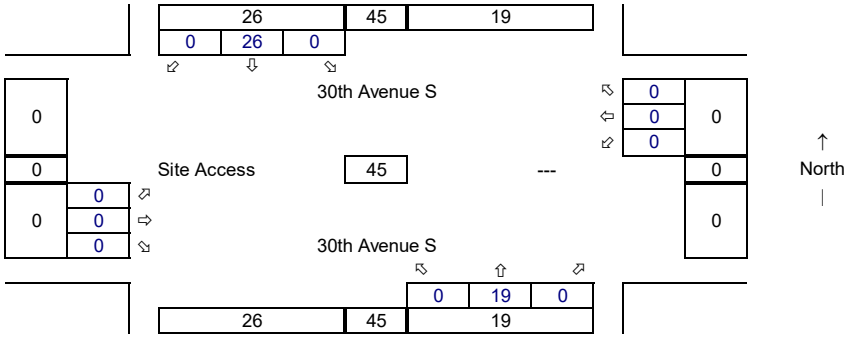
Synchro ID: 4

Existing
Average Weekday
PM Peak Hour

Year: **12/3/20**

Data Source: TDG

-From 30th Ave S at
S 200th St



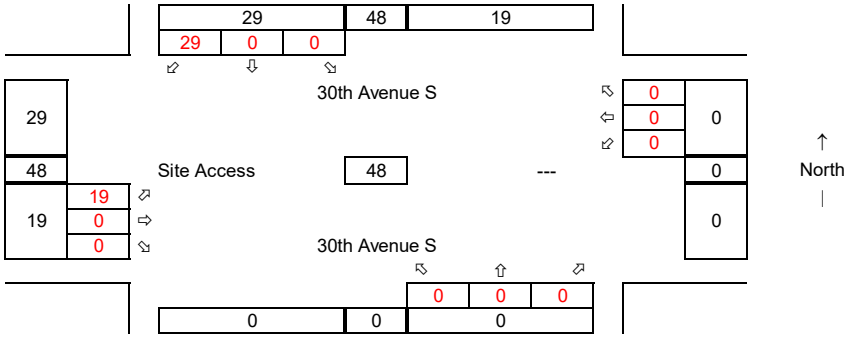
Normalized Existing (COVID-19 Factor)
Average Weekday
PM Peak Hour

Percent Change: 18.0%

Future without Project
Average Weekday
PM Peak Hour

Year: 2023
Growth Rate = 2.0%
Years of Growth = 3
Total Growth = 1.0612

Total Project Trips
Average Weekday
PM Peak Hour



Future with Project
Average Weekday
PM Peak Hour

Level of Service Calculations

Existing Conditions.syn
1: International Boulevard & S 200th Street

2929 S 200th St MultiFamily (GTC 20-274)

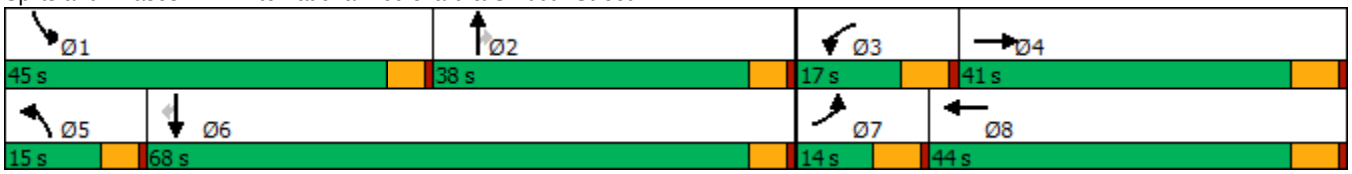
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	36	502	90	71	207	93	79	492	85	347	1187	38
Future Volume (vph)	36	502	90	71	207	93	79	492	85	347	1187	38
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	65		0	100		0	425		100	400		0
Storage Lanes	1		0	1		0	1		1	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	1.00	1.00	0.95	1.00
Ped Bike Factor	0.97	0.99		0.98	0.98		1.00		0.96	0.99		0.96
Frt		0.977			0.954				0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1752	3398	0	1752	3291	0	1752	3505	1568	1752	3505	1568
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1709	3398	0	1725	3291	0	1745	3505	1503	1728	3505	1506
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		14			50				147			108
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		293			415			685			3018	
Travel Time (s)		6.7			9.4			15.6			68.6	
Confl. Peds. (#/hr)	31		32	32		31	16		17	17		16
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Adj. Flow (vph)	40	558	100	79	230	103	88	547	94	386	1319	42
Shared Lane Traffic (%)												
Lane Group Flow (vph)	40	658	0	79	333	0	88	547	94	386	1319	42
Turn Type	Prot	NA		Prot	NA		Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases									2			6
Detector Phase	7	4		3	8		5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	11.0	41.0		11.5	39.5		10.0	29.0	29.0	15.0	29.0	29.0
Total Split (s)	14.0	41.0		17.0	44.0		15.0	38.0	38.0	45.0	68.0	68.0
Total Split (%)	9.9%	29.1%		12.1%	31.2%		10.6%	27.0%	27.0%	31.9%	48.2%	48.2%
Maximum Green (s)	8.0	35.0		11.0	38.0		10.0	33.0	33.0	40.0	63.0	63.0
Yellow Time (s)	5.0	5.0		5.0	5.0		4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0		6.0	6.0		5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	0.2	0.2		0.2	0.2		0.2	0.2	0.2	0.2	0.2	0.2
Recall Mode	None	None		None	None		None	Max	Max	None	Max	Max
Walk Time (s)		10.0			9.0			8.0	8.0		8.0	8.0
Flash Dont Walk (s)		25.0			24.0			16.0	16.0		16.0	16.0
Pedestrian Calls (#/hr)		0			0			0	0		0	0
Act Effct Green (s)	6.1	27.0		8.2	29.1		8.4	41.5	41.5	30.7	63.8	63.8
Actuated g/C Ratio	0.05	0.21		0.06	0.23		0.07	0.33	0.33	0.24	0.50	0.50
v/c Ratio	0.48	0.90		0.70	0.42		0.77	0.48	0.16	0.91	0.75	0.05

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Control Delay	81.3	64.0		91.6	37.0		98.9	39.9	1.5	73.8	31.0	0.1
Queue Delay	0.0	8.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	81.3	72.0		91.6	37.0		98.9	39.9	1.5	73.8	31.0	0.1
LOS	F	E		F	D		F	D	A	E	C	A
Approach Delay		72.5			47.5			42.1			39.8	
Approach LOS		E			D			D			D	
Queue Length 50th (ft)	34	284		67	107		74	199	0	320	480	0
Queue Length 95th (ft)	78	365		#130	156		#165	306	8	454	658	0
Internal Link Dist (ft)		213			335			605			2938	
Turn Bay Length (ft)	65			100			425		100	400		
Base Capacity (vph)	111	958		153	1032		139	1144	589	559	1761	810
Starvation Cap Reductn	0	259		0	0		0	0	0	0	0	0
Spillback Cap Reductn	0	0		0	0		0	0	0	0	0	0
Storage Cap Reductn	0	0		0	0		0	0	0	0	0	0
Reduced v/c Ratio	0.36	0.94		0.52	0.32		0.63	0.48	0.16	0.69	0.75	0.05

Intersection Summary

Area Type: Other
Cycle Length: 141
Actuated Cycle Length: 127
Natural Cycle: 110
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.91
Intersection Signal Delay: 47.5 Intersection LOS: D
Intersection Capacity Utilization 86.8% ICU Level of Service E
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 1: International Boulevard & S 200th Street



Intersection	
Int Delay, s/veh	0.4

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	793	14	17	486	5	18
Future Vol, veh/h	793	14	17	486	5	18
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	60
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	5	5	5	5	5	5
Mvmt Flow	818	14	18	501	5	19

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	832	0	1112	416
Stage 1	-	-	-	-	825	-
Stage 2	-	-	-	-	287	-
Critical Hdwy	-	-	4.2	-	6.9	7
Critical Hdwy Stg 1	-	-	-	-	5.9	-
Critical Hdwy Stg 2	-	-	-	-	5.9	-
Follow-up Hdwy	-	-	2.25	-	3.55	3.35
Pot Cap-1 Maneuver	-	-	777	-	198	577
Stage 1	-	-	-	-	383	-
Stage 2	-	-	-	-	727	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	777	-	192	577
Mov Cap-2 Maneuver	-	-	-	-	192	-
Stage 1	-	-	-	-	383	-
Stage 2	-	-	-	-	704	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.4	14.2
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	192	577	-	-	777	-
HCM Lane V/C Ratio	0.027	0.032	-	-	0.023	-
HCM Control Delay (s)	24.3	11.4	-	-	9.7	0.1
HCM Lane LOS	C	B	-	-	A	A
HCM 95th %tile Q(veh)	0.1	0.1	-	-	0.1	-

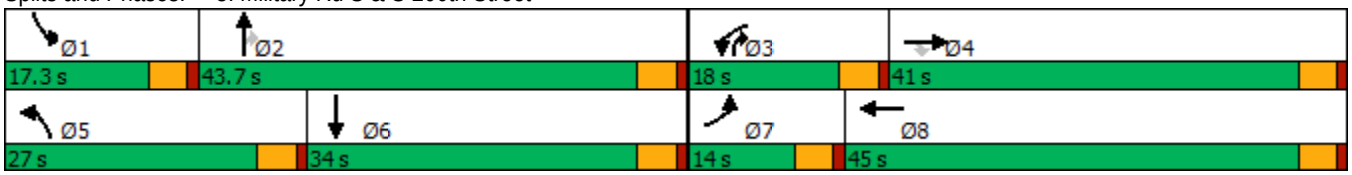
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	55	468	296	148	146	11	269	135	14	86	238	101
Future Volume (vph)	55	468	296	148	146	11	269	135	14	86	238	101
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	120		0	360		0	350		50	135		0
Storage Lanes	1		1	1		0	1		1	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850		0.990				0.850		0.955	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1736	1827	1553	1736	1809	0	1736	1827	1553	1736	1745	0
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1736	1827	1553	1736	1809	0	1736	1827	1553	1736	1745	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			300		3				55		17	
Link Speed (mph)		30			30			35			35	
Link Distance (ft)		1820			438			464			295	
Travel Time (s)		41.4			10.0			9.0			5.7	
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%
Adj. Flow (vph)	56	478	302	151	149	11	274	138	14	88	243	103
Shared Lane Traffic (%)												
Lane Group Flow (vph)	56	478	302	151	160	0	274	138	14	88	346	0
Turn Type	Prot	NA	Perm	Prot	NA		Prot	NA	pm+ov	Prot	NA	
Protected Phases	7	4		3	8		5	2	3	1	6	
Permitted Phases			4						2			
Detector Phase	7	4	4	3	8		5	2	3	1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0	5.0	5.0	5.0	
Minimum Split (s)	9.5	22.5	22.5	9.5	22.5		9.5	22.5	9.5	9.5	22.5	
Total Split (s)	14.0	41.0	41.0	18.0	45.0		27.0	43.7	18.0	17.3	34.0	
Total Split (%)	11.7%	34.2%	34.2%	15.0%	37.5%		22.5%	36.4%	15.0%	14.4%	28.3%	
Maximum Green (s)	9.5	36.5	36.5	13.5	40.5		22.5	39.2	13.5	12.8	29.5	
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5		3.5	3.5	3.5	3.5	3.5	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5		4.5	4.5	4.5	4.5	4.5	
Lead/Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag	Lead	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	None	None	None	None		None	Max	None	None	Max	
Walk Time (s)		7.0	7.0		7.0			7.0			7.0	
Flash Dont Walk (s)		11.0	11.0		11.0			11.0			11.0	
Pedestrian Calls (#/hr)		0	0		0			0			0	
Act Effct Green (s)	8.2	33.6	33.6	12.7	40.4		20.9	42.7	60.0	10.5	29.7	
Actuated g/C Ratio	0.07	0.29	0.29	0.11	0.35		0.18	0.37	0.52	0.09	0.26	
v/c Ratio	0.45	0.90	0.45	0.79	0.25		0.87	0.20	0.02	0.56	0.75	
Control Delay	64.9	60.4	6.0	78.7	28.8		73.3	28.8	0.1	64.8	50.0	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Delay	64.9	60.4	6.0	78.7	28.8		73.3	28.8	0.1	64.8	50.0	
LOS	E	E	A	E	C		E	C	A	E	D	
Approach Delay		41.0			53.0			56.4			53.0	
Approach LOS		D			D			E			D	
Queue Length 50th (ft)	42	348	1	115	87		207	76	0	66	240	
Queue Length 95th (ft)	86	#532	66	#223	144		#352	130	0	120	#380	
Internal Link Dist (ft)		1740			358			384			215	
Turn Bay Length (ft)	120			360			350		50	135		
Base Capacity (vph)	144	583	700	205	643		341	678	847	194	462	
Starvation Cap Reductn	0	0	0	0	0		0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0		0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0		0	0	0	0	0	
Reduced v/c Ratio	0.39	0.82	0.43	0.74	0.25		0.80	0.20	0.02	0.45	0.75	

Intersection Summary

Area Type: Other
Cycle Length: 120
Actuated Cycle Length: 115
Natural Cycle: 90
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.90
Intersection Signal Delay: 48.8 Intersection LOS: D
Intersection Capacity Utilization 81.4% ICU Level of Service D
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 3: Military Rd S & S 200th Street



2023 Baseline Conditions.syn
1: International Boulevard & S 200th Street

2929 S 200th St MultiFamily (GTC 20-274)

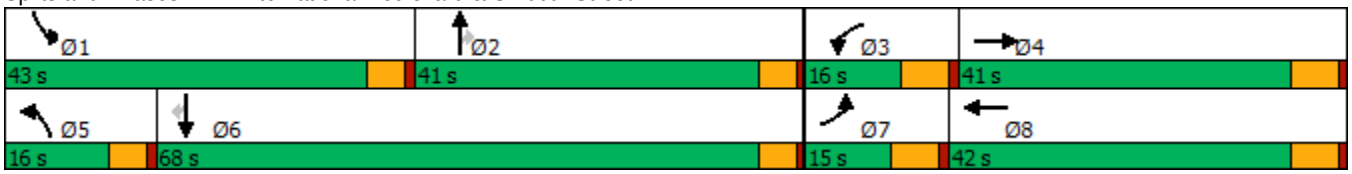
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	38	533	96	75	220	99	84	522	90	368	1260	40
Future Volume (vph)	38	533	96	75	220	99	84	522	90	368	1260	40
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	65		0	100		0	425		100	400		0
Storage Lanes	1		0	1		0	1		1	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	1.00	1.00	0.95	1.00
Ped Bike Factor	0.98	0.99		0.99	0.98		1.00		0.96	0.99		0.96
Frt		0.977			0.953				0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1752	3398	0	1752	3287	0	1752	3505	1568	1752	3505	1568
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1710	3398	0	1727	3287	0	1745	3505	1503	1729	3505	1506
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		14			50				147			108
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		293			415			685			3018	
Travel Time (s)		6.7			9.4			15.6			68.6	
Confl. Peds. (#/hr)	31		32	32		31	16		17	17		16
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Adj. Flow (vph)	42	592	107	83	244	110	93	580	100	409	1400	44
Shared Lane Traffic (%)												
Lane Group Flow (vph)	42	699	0	83	354	0	93	580	100	409	1400	44
Turn Type	Prot	NA		Prot	NA		Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases									2			6
Detector Phase	7	4		3	8		5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	11.0	41.0		11.5	39.5		10.0	29.0	29.0	15.0	29.0	29.0
Total Split (s)	15.0	41.0		16.0	42.0		16.0	41.0	41.0	43.0	68.0	68.0
Total Split (%)	10.6%	29.1%		11.3%	29.8%		11.3%	29.1%	29.1%	30.5%	48.2%	48.2%
Maximum Green (s)	9.0	35.0		10.0	36.0		11.0	36.0	36.0	38.0	63.0	63.0
Yellow Time (s)	5.0	5.0		5.0	5.0		4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0		6.0	6.0		5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	0.2	0.2		0.2	0.2		0.2	0.2	0.2	0.2	0.2	0.2
Recall Mode	None	None		None	None		None	Max	Max	None	Max	Max
Walk Time (s)		10.0			9.0			8.0	8.0		8.0	8.0
Flash Dont Walk (s)		25.0			24.0			16.0	16.0		16.0	16.0
Pedestrian Calls (#/hr)		0			0			0	0		0	0
Act Effct Green (s)	6.4	28.8		8.2	33.2		8.9	39.8	39.8	32.5	63.4	63.4
Actuated g/C Ratio	0.05	0.22		0.06	0.25		0.07	0.30	0.30	0.25	0.48	0.48
v/c Ratio	0.49	0.92		0.76	0.41		0.79	0.55	0.18	0.94	0.83	0.06

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Control Delay	83.2	68.3		100.7	37.3		101.7	43.1	2.2	80.2	36.1	0.1
Queue Delay	0.0	50.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	83.2	118.4		100.7	37.3		101.7	43.1	2.2	80.2	36.1	0.1
LOS	F	F		F	D		F	D	A	F	D	A
Approach Delay		116.4			49.3			44.8			45.0	
Approach LOS		F			D			D			D	
Queue Length 50th (ft)	37	310		72	117		81	231	0	346	561	0
Queue Length 95th (ft)	79	392		#154	170		#167	317	13	#539	723	0
Internal Link Dist (ft)		213			335			605			2938	
Turn Bay Length (ft)	65			100			425		100	400		
Base Capacity (vph)	120	920		134	944		147	1059	557	509	1689	781
Starvation Cap Reductn	0	283		0	0		0	0	0	0	0	0
Spillback Cap Reductn	0	0		0	0		0	0	0	0	0	0
Storage Cap Reductn	0	0		0	0		0	0	0	0	0	0
Reduced v/c Ratio	0.35	1.10		0.62	0.38		0.63	0.55	0.18	0.80	0.83	0.06

Intersection Summary

Area Type: Other
Cycle Length: 141
Actuated Cycle Length: 131.5
Natural Cycle: 110
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.94
Intersection Signal Delay: 59.4 Intersection LOS: E
Intersection Capacity Utilization 88.3% ICU Level of Service E
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 1: International Boulevard & S 200th Street



Intersection	
Int Delay, s/veh	0.4

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	841	15	18	516	5	19
Future Vol, veh/h	841	15	18	516	5	19
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	60
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	5	5	5	5	5	5
Mvmt Flow	867	15	19	532	5	20

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	882	0	1179	441
Stage 1	-	-	-	-	875	-
Stage 2	-	-	-	-	304	-
Critical Hdwy	-	-	4.2	-	6.9	7
Critical Hdwy Stg 1	-	-	-	-	5.9	-
Critical Hdwy Stg 2	-	-	-	-	5.9	-
Follow-up Hdwy	-	-	2.25	-	3.55	3.35
Pot Cap-1 Maneuver	-	-	744	-	179	556
Stage 1	-	-	-	-	361	-
Stage 2	-	-	-	-	713	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	744	-	173	556
Mov Cap-2 Maneuver	-	-	-	-	173	-
Stage 1	-	-	-	-	361	-
Stage 2	-	-	-	-	687	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.5	14.8
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	173	556	-	-	744	-
HCM Lane V/C Ratio	0.03	0.035	-	-	0.025	-
HCM Control Delay (s)	26.4	11.7	-	-	10	0.2
HCM Lane LOS	D	B	-	-	A	A
HCM 95th %tile Q(veh)	0.1	0.1	-	-	0.1	-

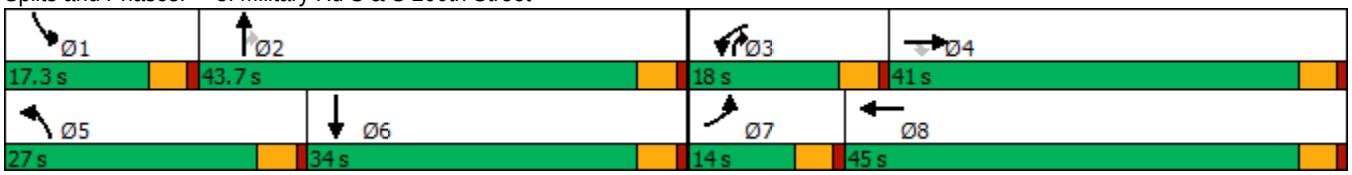
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	59	497	314	157	155	11	286	143	15	91	253	108
Future Volume (vph)	59	497	314	157	155	11	286	143	15	91	253	108
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	120		0	360		0	350		50	135		0
Storage Lanes	1		1	1		0	1		1	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850		0.990				0.850		0.955	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1736	1827	1553	1736	1809	0	1736	1827	1553	1736	1745	0
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1736	1827	1553	1736	1809	0	1736	1827	1553	1736	1745	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			299		3				55		17	
Link Speed (mph)		30			30			35			35	
Link Distance (ft)		1820			438			464			295	
Travel Time (s)		41.4			10.0			9.0			5.7	
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%
Adj. Flow (vph)	60	507	320	160	158	11	292	146	15	93	258	110
Shared Lane Traffic (%)												
Lane Group Flow (vph)	60	507	320	160	169	0	292	146	15	93	368	0
Turn Type	Prot	NA	Perm	Prot	NA		Prot	NA	pm+ov	Prot	NA	
Protected Phases	7	4		3	8		5	2	3	1	6	
Permitted Phases			4						2			
Detector Phase	7	4	4	3	8		5	2	3	1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0	5.0	5.0	5.0	
Minimum Split (s)	9.5	22.5	22.5	9.5	22.5		9.5	22.5	9.5	9.5	22.5	
Total Split (s)	14.0	41.0	41.0	18.0	45.0		27.0	43.7	18.0	17.3	34.0	
Total Split (%)	11.7%	34.2%	34.2%	15.0%	37.5%		22.5%	36.4%	15.0%	14.4%	28.3%	
Maximum Green (s)	9.5	36.5	36.5	13.5	40.5		22.5	39.2	13.5	12.8	29.5	
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5		3.5	3.5	3.5	3.5	3.5	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5		4.5	4.5	4.5	4.5	4.5	
Lead/Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag	Lead	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	None	None	None	None		None	Max	None	None	Max	
Walk Time (s)		7.0	7.0		7.0			7.0			7.0	
Flash Dont Walk (s)		11.0	11.0		11.0			11.0			11.0	
Pedestrian Calls (#/hr)		0	0		0			0			0	
Act Effct Green (s)	8.4	34.9	34.9	13.0	41.8		21.6	40.4	57.9	10.7	29.6	
Actuated g/C Ratio	0.07	0.30	0.30	0.11	0.36		0.18	0.35	0.49	0.09	0.25	
v/c Ratio	0.48	0.93	0.48	0.83	0.26		0.91	0.23	0.02	0.58	0.81	
Control Delay	66.4	65.7	7.2	85.0	29.0		80.2	29.8	0.1	66.6	55.5	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Delay	66.4	65.7	7.2	85.0	29.0		80.2	29.8	0.1	66.6	55.5	
LOS	E	E	A	F	C		F	C	A	E	E	
Approach Delay		44.6			56.2			61.3			57.7	
Approach LOS		D			E			E			E	
Queue Length 50th (ft)	45	378	12	123	93		223	81	0	70	260	
Queue Length 95th (ft)	91	#582	83	#241	151		#384	137	0	126	#419	
Internal Link Dist (ft)		1740			358			384			215	
Turn Bay Length (ft)	120			360			350		50	135		
Base Capacity (vph)	141	570	690	200	647		334	630	803	190	453	
Starvation Cap Reductn	0	0	0	0	0		0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0		0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0		0	0	0	0	0	
Reduced v/c Ratio	0.43	0.89	0.46	0.80	0.26		0.87	0.23	0.02	0.49	0.81	

Intersection Summary

Area Type: Other
Cycle Length: 120
Actuated Cycle Length: 117.1
Natural Cycle: 90
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.93
Intersection Signal Delay: 52.8 Intersection LOS: D
Intersection Capacity Utilization 85.6% ICU Level of Service E
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 3: Military Rd S & S 200th Street



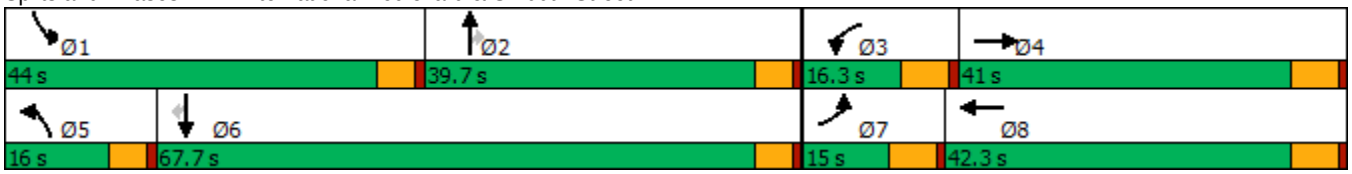
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	38	537	96	80	223	104	84	522	97	377	1260	40
Future Volume (vph)	38	537	96	80	223	104	84	522	97	377	1260	40
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	65		0	100		0	425		100	400		0
Storage Lanes	1		0	1		0	1		1	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	1.00	1.00	0.95	1.00
Ped Bike Factor	0.98	0.99		0.99	0.98		1.00		0.96	0.99		0.96
Frt		0.977			0.952				0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1752	3398	0	1752	3282	0	1752	3505	1568	1752	3505	1568
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1710	3398	0	1727	3282	0	1745	3505	1503	1729	3505	1506
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		14			52				147			108
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		293			415			685			3018	
Travel Time (s)		6.7			9.4			15.6			68.6	
Confl. Peds. (#/hr)	31		32	32		31	16		17	17		16
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Adj. Flow (vph)	42	597	107	89	248	116	93	580	108	419	1400	44
Shared Lane Traffic (%)												
Lane Group Flow (vph)	42	704	0	89	364	0	93	580	108	419	1400	44
Turn Type	Prot	NA		Prot	NA		Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases									2			6
Detector Phase	7	4		3	8		5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	11.0	41.0		11.5	39.5		10.0	29.0	29.0	15.0	29.0	29.0
Total Split (s)	15.0	41.0		16.3	42.3		16.0	39.7	39.7	44.0	67.7	67.7
Total Split (%)	10.6%	29.1%		11.6%	30.0%		11.3%	28.2%	28.2%	31.2%	48.0%	48.0%
Maximum Green (s)	9.0	35.0		10.3	36.3		11.0	34.7	34.7	39.0	62.7	62.7
Yellow Time (s)	5.0	5.0		5.0	5.0		4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0		6.0	6.0		5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	0.2	0.2		0.2	0.2		0.2	0.2	0.2	0.2	0.2	0.2
Recall Mode	None	None		None	None		None	Max	Max	None	Max	Max
Walk Time (s)		10.0			9.0			8.0	8.0		8.0	8.0
Flash Dont Walk (s)		25.0			24.0			16.0	16.0		16.0	16.0
Pedestrian Calls (#/hr)		0			0			0	0		0	0
Act Effct Green (s)	6.4	29.1		8.6	33.8		8.9	38.6	38.6	33.4	63.1	63.1
Actuated g/C Ratio	0.05	0.22		0.07	0.26		0.07	0.29	0.29	0.25	0.48	0.48
v/c Ratio	0.49	0.93		0.79	0.41		0.79	0.56	0.20	0.95	0.83	0.06

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Control Delay	83.3	68.2		103.3	37.0		102.1	44.5	3.0	79.8	36.8	0.1
Queue Delay	0.0	51.1		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	83.3	119.3		103.3	37.0		102.1	44.5	3.0	79.8	36.8	0.1
LOS	F	F		F	D		F	D	A	E	D	A
Approach Delay		117.2			50.0			45.6			45.6	
Approach LOS		F			D			D			D	
Queue Length 50th (ft)	37	314		78	120		81	236	0	356	570	0
Queue Length 95th (ft)	79	396		#164	175		#167	322	20	#548	725	0
Internal Link Dist (ft)		213			335			605			2938	
Turn Bay Length (ft)	65			100			425		100	400		
Base Capacity (vph)	120	918		137	951		147	1027	544	521	1677	776
Starvation Cap Reductn	0	287		0	0		0	0	0	0	0	0
Spillback Cap Reductn	0	0		0	0		0	0	0	0	0	0
Storage Cap Reductn	0	0		0	0		0	0	0	0	0	0
Reduced v/c Ratio	0.35	1.12		0.65	0.38		0.63	0.56	0.20	0.80	0.83	0.06

Intersection Summary

Area Type: Other
Cycle Length: 141
Actuated Cycle Length: 131.8
Natural Cycle: 110
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.95
Intersection Signal Delay: 60.0 Intersection LOS: E
Intersection Capacity Utilization 89.1% ICU Level of Service E
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 1: International Boulevard & S 200th Street



Intersection	
Int Delay, s/veh	0.8

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	841	35	27	516	18	25
Future Vol, veh/h	841	35	27	516	18	25
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	60
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	5	5	5	5	5	5
Mvmt Flow	867	36	28	532	19	26

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	903	0	1207	452
Stage 1	-	-	-	-	885	-
Stage 2	-	-	-	-	322	-
Critical Hdwy	-	-	4.2	-	6.9	7
Critical Hdwy Stg 1	-	-	-	-	5.9	-
Critical Hdwy Stg 2	-	-	-	-	5.9	-
Follow-up Hdwy	-	-	2.25	-	3.55	3.35
Pot Cap-1 Maneuver	-	-	730	-	172	547
Stage 1	-	-	-	-	356	-
Stage 2	-	-	-	-	698	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	730	-	163	547
Mov Cap-2 Maneuver	-	-	-	-	163	-
Stage 1	-	-	-	-	356	-
Stage 2	-	-	-	-	660	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.7	19.4
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	163	547	-	-	730	-
HCM Lane V/C Ratio	0.114	0.047	-	-	0.038	-
HCM Control Delay (s)	29.9	11.9	-	-	10.1	0.2
HCM Lane LOS	D	B	-	-	B	A
HCM 95th %tile Q(veh)	0.4	0.1	-	-	0.1	-

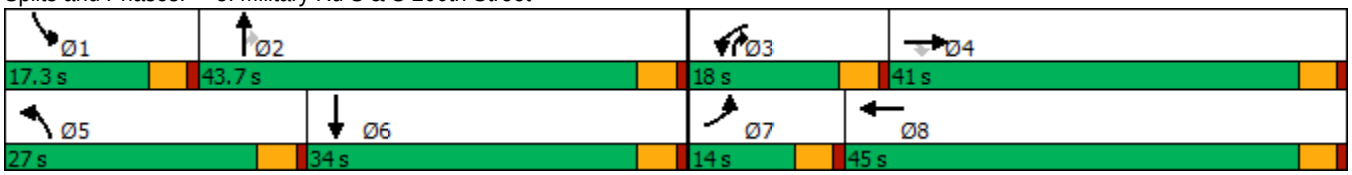
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	60	500	316	157	158	11	290	143	15	91	253	110
Future Volume (vph)	60	500	316	157	158	11	290	143	15	91	253	110
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	120		0	360		0	350		50	135		0
Storage Lanes	1		1	1		0	1		1	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850		0.990				0.850		0.955	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1736	1827	1553	1736	1809	0	1736	1827	1553	1736	1745	0
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1736	1827	1553	1736	1809	0	1736	1827	1553	1736	1745	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			299		3				55		17	
Link Speed (mph)		30			30			35			35	
Link Distance (ft)		1820			438			464			295	
Travel Time (s)		41.4			10.0			9.0			5.7	
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%
Adj. Flow (vph)	61	510	322	160	161	11	296	146	15	93	258	112
Shared Lane Traffic (%)												
Lane Group Flow (vph)	61	510	322	160	172	0	296	146	15	93	370	0
Turn Type	Prot	NA	Perm	Prot	NA		Prot	NA	pm+ov	Prot	NA	
Protected Phases	7	4		3	8		5	2	3	1	6	
Permitted Phases			4						2			
Detector Phase	7	4	4	3	8		5	2	3	1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0	5.0	5.0	5.0	
Minimum Split (s)	9.5	22.5	22.5	9.5	22.5		9.5	22.5	9.5	9.5	22.5	
Total Split (s)	14.0	41.0	41.0	18.0	45.0		27.0	43.7	18.0	17.3	34.0	
Total Split (%)	11.7%	34.2%	34.2%	15.0%	37.5%		22.5%	36.4%	15.0%	14.4%	28.3%	
Maximum Green (s)	9.5	36.5	36.5	13.5	40.5		22.5	39.2	13.5	12.8	29.5	
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5		3.5	3.5	3.5	3.5	3.5	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5		4.5	4.5	4.5	4.5	4.5	
Lead/Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag	Lead	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	None	None	None	None		None	Max	None	None	Max	
Walk Time (s)		7.0	7.0		7.0			7.0			7.0	
Flash Dont Walk (s)		11.0	11.0		11.0			11.0			11.0	
Pedestrian Calls (#/hr)		0	0		0			0			0	
Act Effct Green (s)	8.4	35.0	35.0	13.0	41.9		21.8	40.6	58.1	10.8	29.6	
Actuated g/C Ratio	0.07	0.30	0.30	0.11	0.36		0.19	0.35	0.49	0.09	0.25	
v/c Ratio	0.49	0.94	0.48	0.83	0.27		0.92	0.23	0.02	0.58	0.82	
Control Delay	66.8	66.6	7.4	85.0	29.1		81.6	29.8	0.1	66.8	56.2	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Delay	66.8	66.6	7.4	85.0	29.1		81.6	29.8	0.1	66.8	56.2	
LOS	E	E	A	F	C		F	C	A	E	E	
Approach Delay		45.2			56.1			62.4			58.3	
Approach LOS		D			E			E			E	
Queue Length 50th (ft)	46	381	13	123	95		227	81	0	70	262	
Queue Length 95th (ft)	92	#587	85	#241	154		#392	137	0	126	#423	
Internal Link Dist (ft)		1740			358			384			215	
Turn Bay Length (ft)	120			360			350		50	135		
Base Capacity (vph)	140	569	689	200	646		333	631	803	189	451	
Starvation Cap Reductn	0	0	0	0	0		0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0		0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0		0	0	0	0	0	
Reduced v/c Ratio	0.44	0.90	0.47	0.80	0.27		0.89	0.23	0.02	0.49	0.82	

Intersection Summary

Area Type: Other
Cycle Length: 120
Actuated Cycle Length: 117.4
Natural Cycle: 90
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.94
Intersection Signal Delay: 53.4 Intersection LOS: D
Intersection Capacity Utilization 86.1% ICU Level of Service E
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 3: Military Rd S & S 200th Street



Intersection	
Int Delay, s/veh	1.6

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	19	0	0	24	33	29
Future Vol, veh/h	19	0	0	24	33	29
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	21	0	0	26	36	32

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	78	52	68	0	-	0
Stage 1	52	-	-	-	-	-
Stage 2	26	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	925	1016	1533	-	-	-
Stage 1	970	-	-	-	-	-
Stage 2	997	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	925	1016	1533	-	-	-
Mov Cap-2 Maneuver	925	-	-	-	-	-
Stage 1	970	-	-	-	-	-
Stage 2	997	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1533	-	925	-	-
HCM Lane V/C Ratio	-	-	0.022	-	-
HCM Control Delay (s)	0	-	9	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Parking Data

Right Size Parking

King County Multi-Family Residential Parking Calculator *V2.0*

TOOLS TO BALANCE SUPPLY

CALCULATOR | ABOUT THIS SITE

Enter a location...

Parking/Unit Ratio (Number of Stalls/Unit)

>0.50 ≤1.22

1 Parcel Selected

Parking/Unit Ratio **0.64**

Building & Parking Specifications | Location Characteristics | Parking Impacts

The preset values below represent subregional (CBD, Urban and Suburban) average/median values (from field work) for building (with no affordable units) and parking specifications. These represent the default values, as a starting point, for which parking use ratios are estimated. Scroll down to view parking optimization estimates and guidance on unbundled and affordable housing options.

	NUMBER OF UNITS	AVERAGE RENT ($)	RESIDENTIAL AREA (SQ FT)
STUDIOS:	42	$1,016	488
1 BEDROOMS:	49	$1,172	630
2 BEDROOMS:	17	$1,415	1065
3+ BEDROOMS:	0	$0	0
TOTAL:	108	$1,150	69,471
AFFORDABLE UNITS:	0		

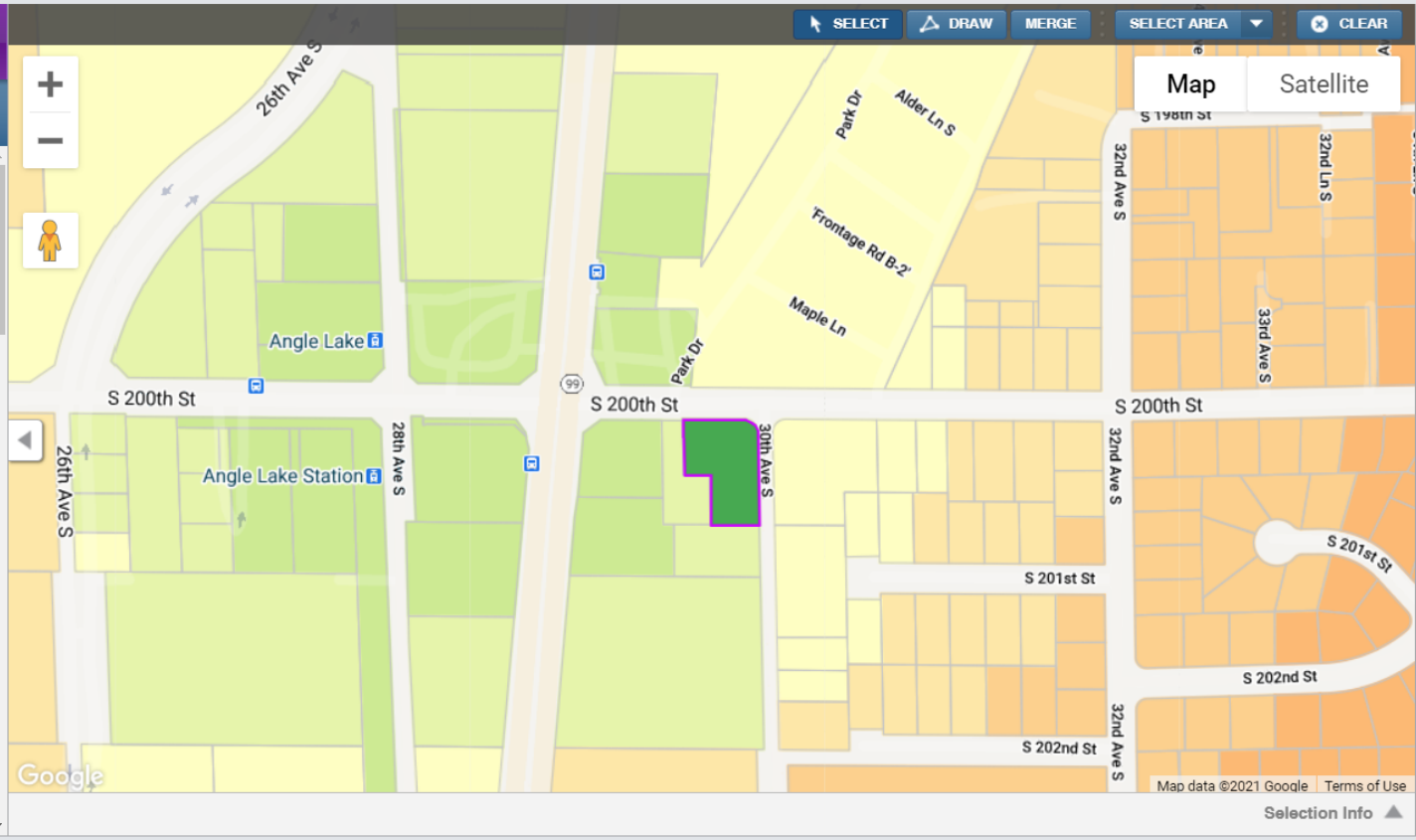
PARKING

PARKING STALLS: 78

PRICE PER STALL ($/MO): $100

↑ Parking Oversupplied for this price.

UPDATE | RESET



SPR21-0001
Exhibit E-60

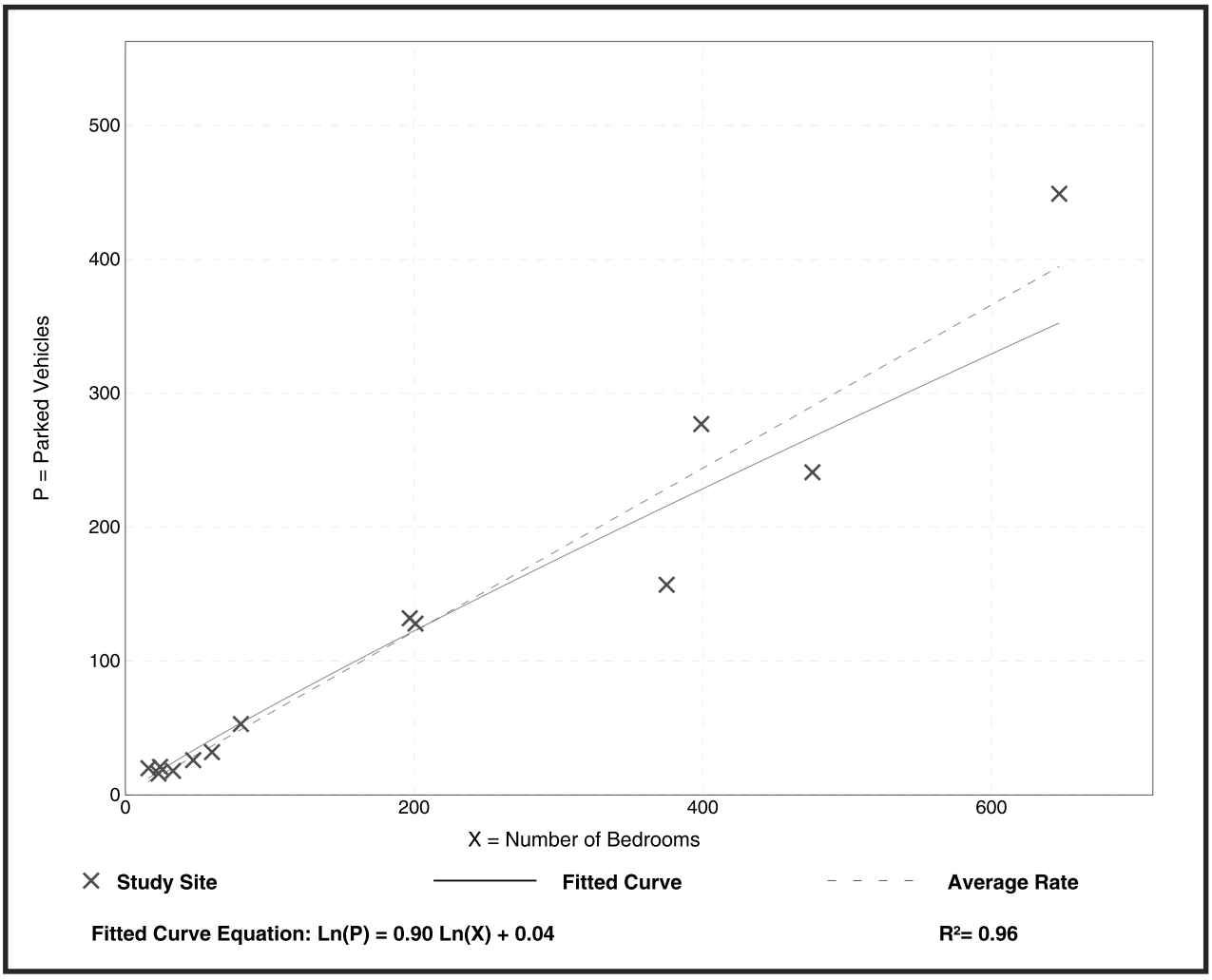
Multifamily Housing (Mid-Rise)
(221)

Peak Period Parking Demand vs: **Bedrooms**
On a: **Weekday (Monday - Friday)**
Setting/Location: **General Urban/Suburban (< 1/2 mile to rail transit)**
Peak Period of Parking Demand: **10:00 p.m. - 5:00 a.m.**
Number of Studies: 13
Avg. Num. of Bedrooms: 198

Peak Period Parking Demand per Bedroom

Average Rate	Range of Rates	33rd / 85th Percentile	95% Confidence Interval	Standard Deviation (Coeff. of Variation)
0.61	0.42 - 1.25	0.55 / 0.86	***	0.12 (20%)

Data Plot and Equation



Fitted Curve Equation: Ln(P) = 0.90 Ln(X) + 0.04 **R^2= 0.96**

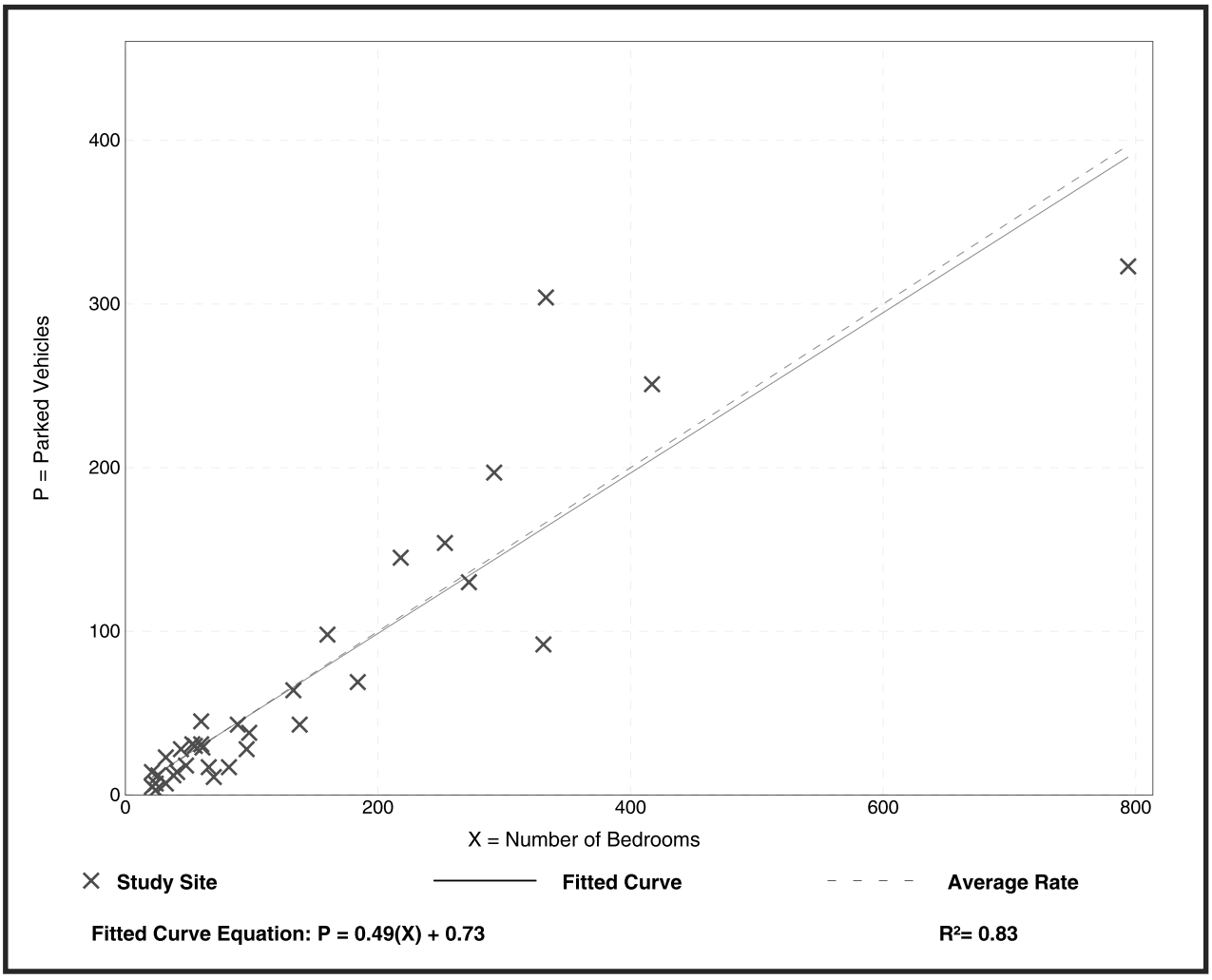
Multifamily Housing (Mid-Rise)
(221)

Peak Period Parking Demand vs: **Bedrooms**
On a: **Weekday (Monday - Friday)**
Setting/Location: **Dense Multi-Use Urban (< 1/2 mile to rail transit)**
Peak Period of Parking Demand: **10:00 p.m. - 5:00 a.m.**
Number of Studies: 34
Avg. Num. of Bedrooms: 137

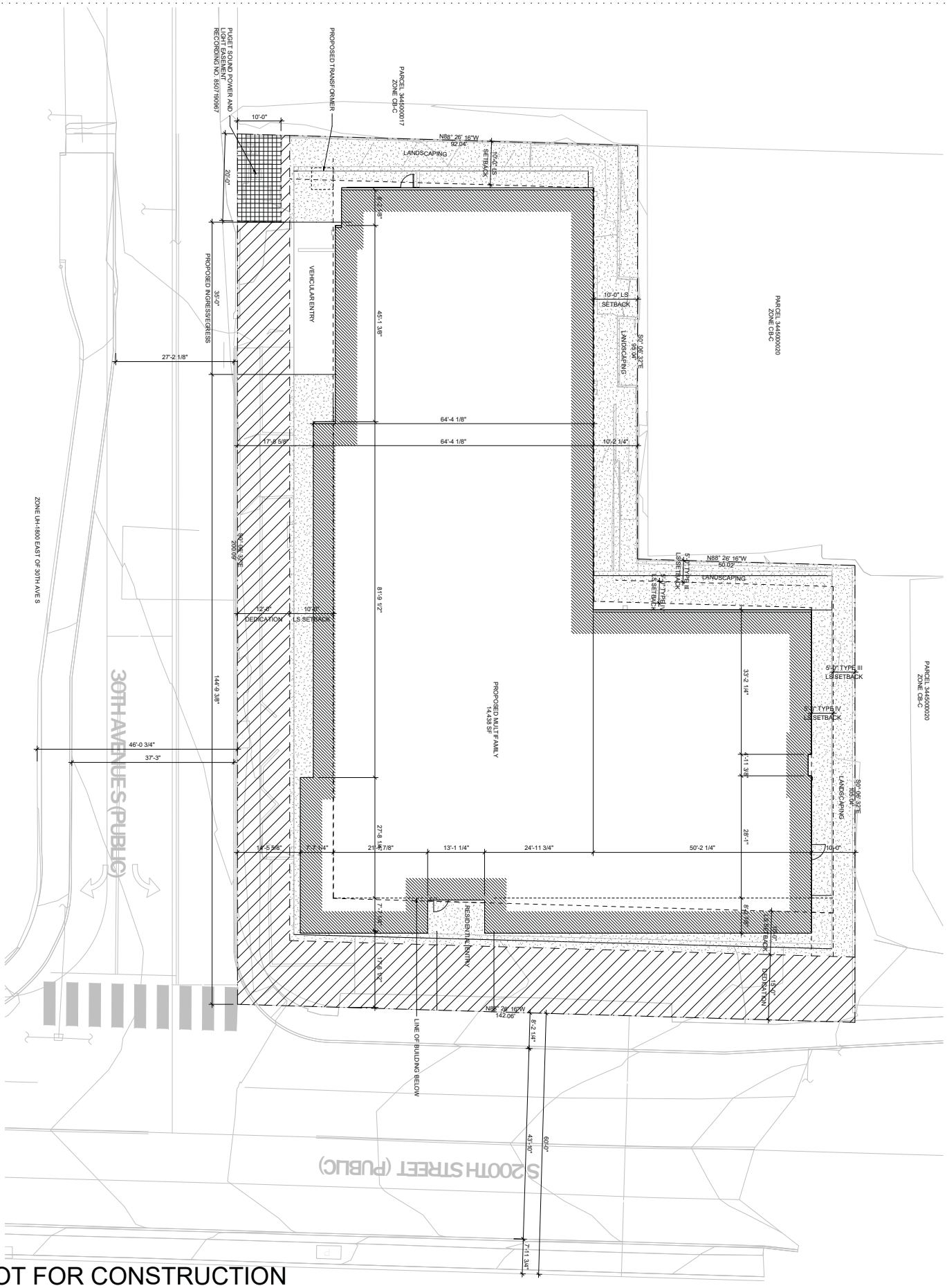
Peak Period Parking Demand per Bedroom

Average Rate	Range of Rates	33rd / 85th Percentile	95% Confidence Interval	Standard Deviation (Coeff. of Variation)
0.50	0.13 - 0.91	0.33 / 0.67	0.44 - 0.56	0.19 (38%)

Data Plot and Equation



Site Plan



NOT FOR CONSTRUCTION

A0.01 SITE PLAN

SHEET NO.

SSR21-00015 Exhibit E64

ISSUE

DATE DESCRIPTION

REVISIONS

DATE:
JOB NO.
PERMIT NO.

2929 S 200TH ST MULTIFAMILY

2929 S 200TH ST
SEATAC, WA 98198

CLARK BARNES

1401 West Garfield Street
Seattle, Washington 98119
T:206.782.8206 F:206.782.7818

VICINITY MAP
SPR21-0001, SEP21-0001, VAR21-0001

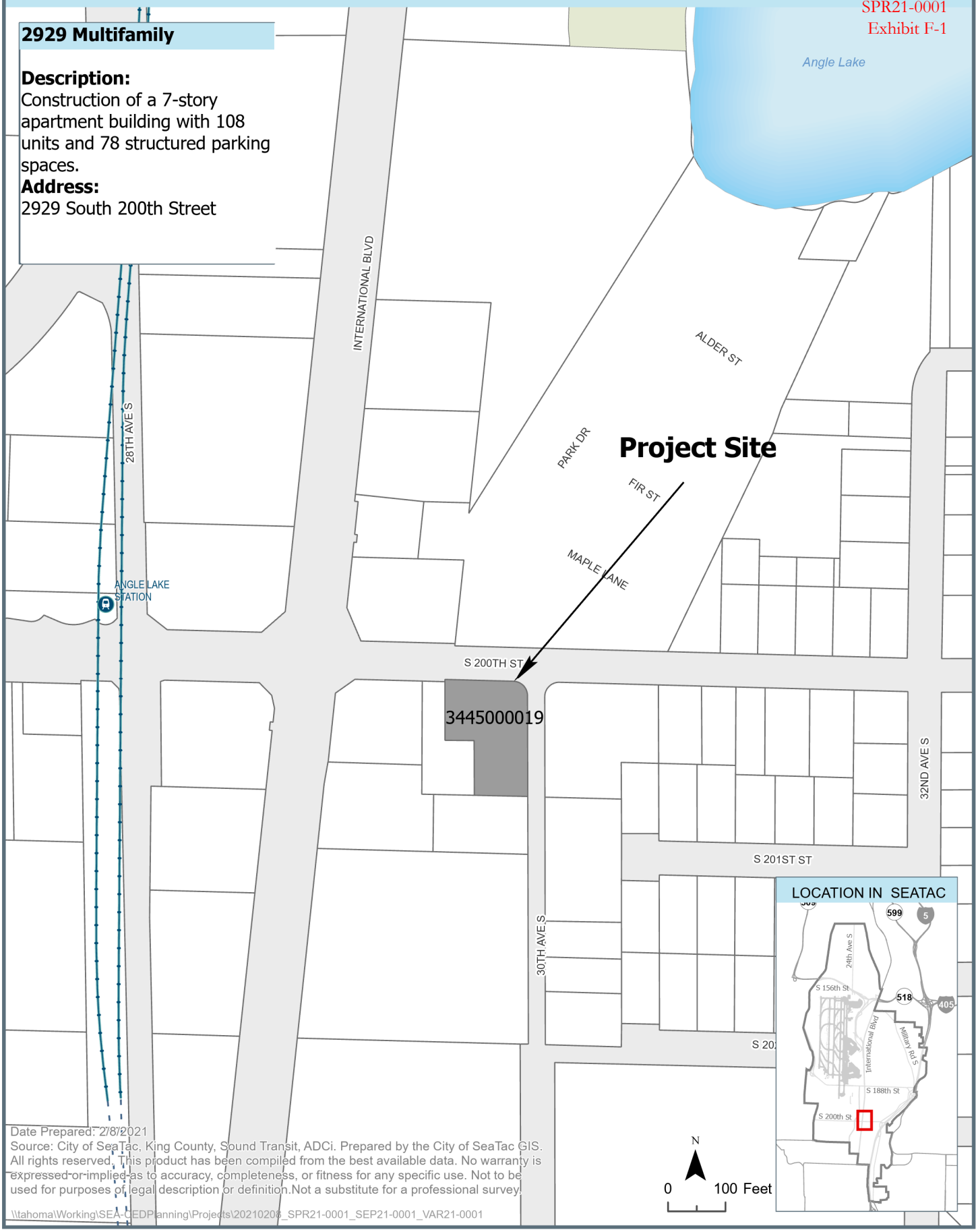
City of SeaTac

SPR21-0001
Exhibit F-1

2929 Multifamily

Description:
Construction of a 7-story apartment building with 108 units and 78 structured parking spaces.

Address:
2929 South 200th Street



Date Prepared: 2/8/2021
Source: City of SeaTac, King County, Sound Transit, ADCi. Prepared by the City of SeaTac GIS.
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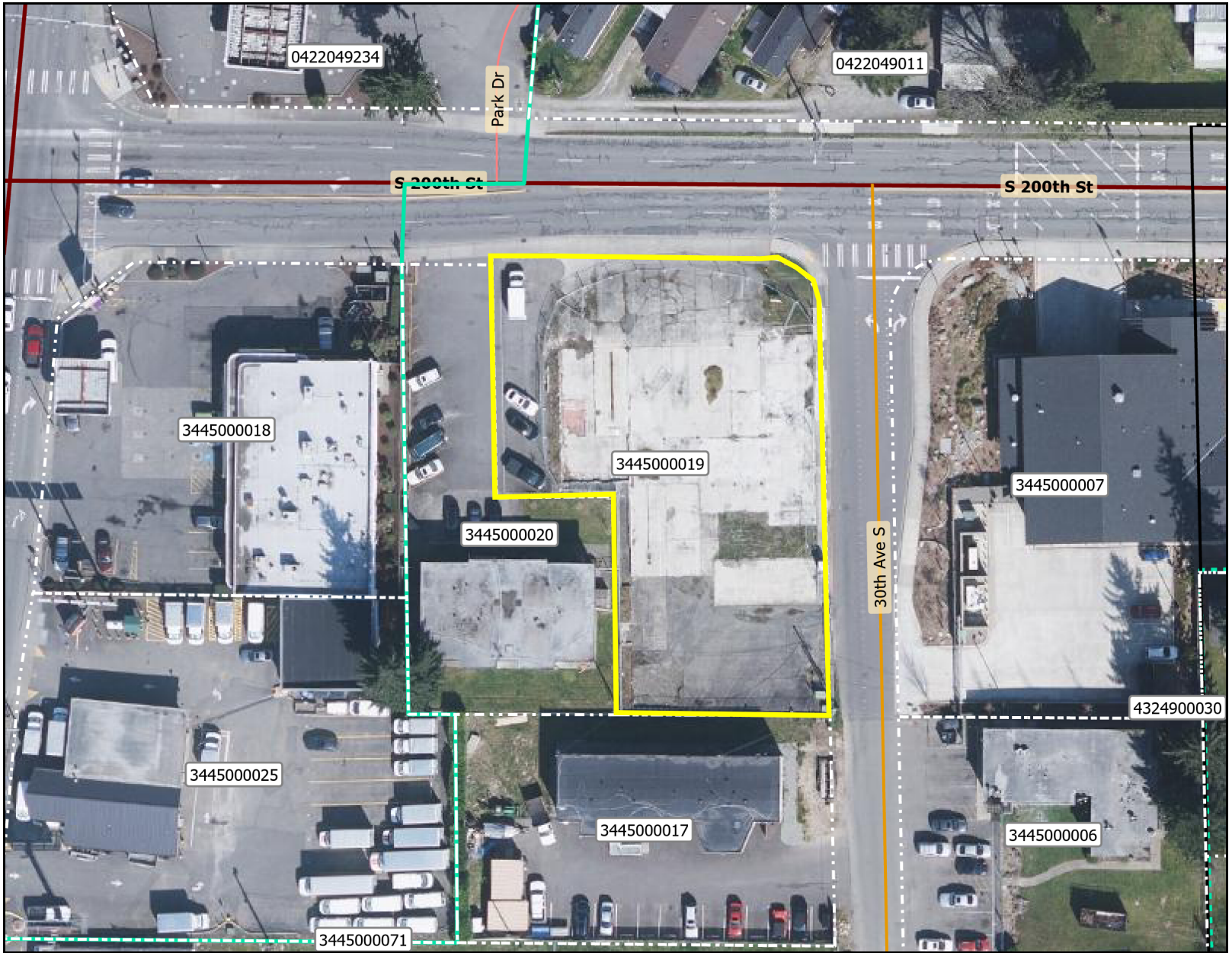
\\tahoma\Working\SEA-CED\Planning\Projects\20210208_SPR21-0001_SEP21-0001_VAR21-0001

SPR21-0001: Amelia Apartments

City of SeaTac, Washington



Legend

SPR21-0001
Exhibit G-1

Parcels

Parcels

Administrative Areas

Administrative Areas

- Angle Lake District Center
- Angle Lake Station Area Overlay District
- Urban Center Boundary

City Boundaries

City Boundaries

- City of SeaTac

Street Centerlines

Street Centerlines

- SeaTac - Arterial (Principal)
- SeaTac - Local
- Private - Local

Imagery 2020 (Mercator)

- Red: band_1
- Green: band_2
- Blue: band3

Map Description

Prepared by the City of SeaTac. All rights reserved. This product has been compiled from the best available data. No warranty is expressed or implied as to accuracy, completeness, or fitness for any specific use. Not to be used for purposes of legal description or definition. Not a substitute for a professional survey.

0 50 100 ft

Map Author:

Map Generated: Tuesday, April 19, 2022

This document has been designed for use at 8.5 x 11 (Landscape) and is not intended for use at another size.

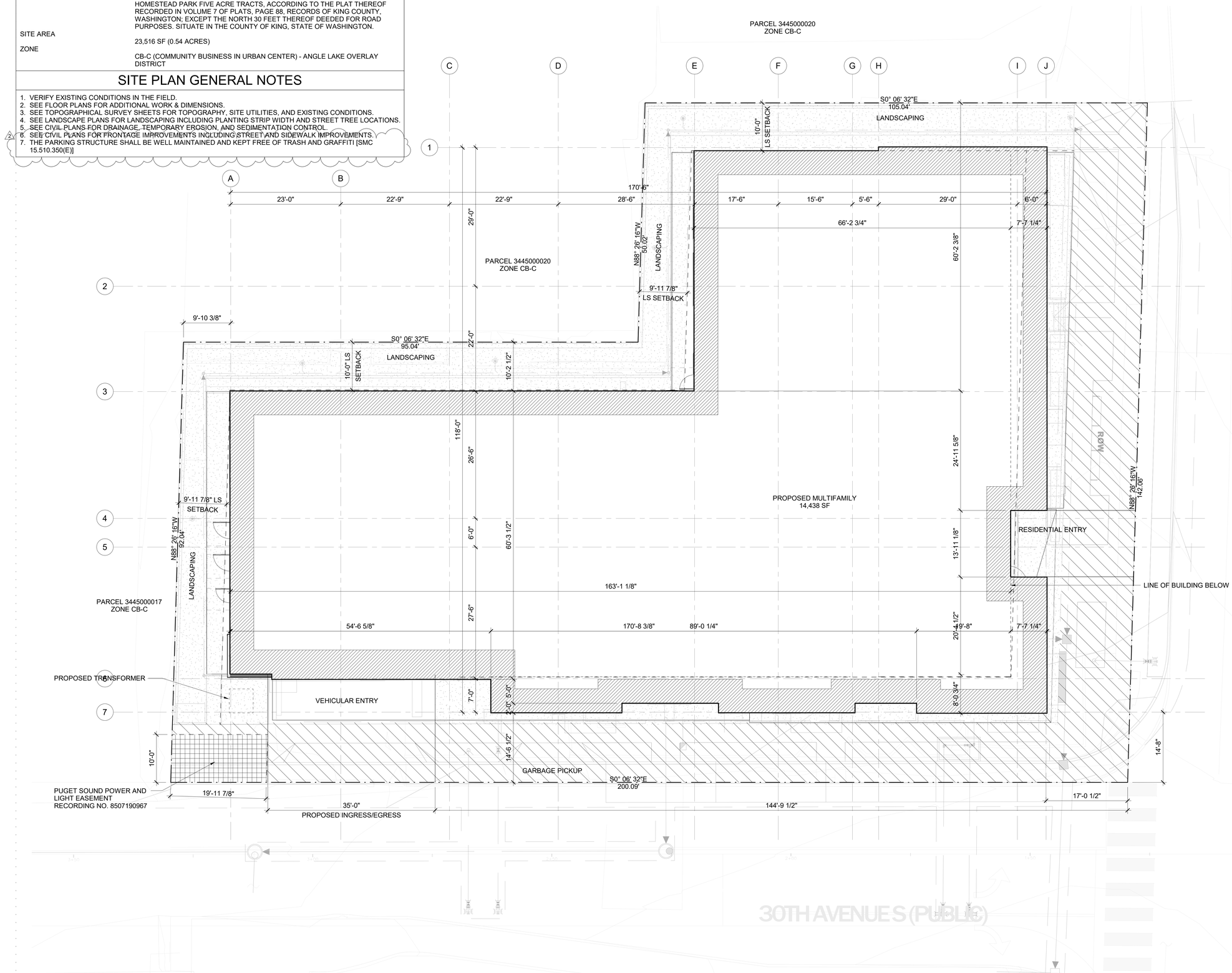
UNOFFICIAL

PROJECT INFORMATION

PROJECT LOCATION	2929 S 200TH ST SEATAC, WA 98188
PARCEL NUMBER	3445000019
LEGAL DESCRIPTION	THE NORTH 230 FEET OF THE EAST 92 FEET; TOGETHER WITH THE NORTH 135 FEET OF THE WEST 50 FEET OF THE EAST 142 FEET, OF TRACT 2 OF HOMESTEAD PARK FIVE ACRE TRACTS, ACCORDING TO THE PLAT THEREOF RECORDED IN VOLUME 7 OF PLATS, PAGE 88, RECORDS OF KING COUNTY, WASHINGTON; EXCEPT THE NORTH 30 FEET THEREOF DEEDED FOR ROAD PURPOSES. SITUATE IN THE COUNTY OF KING, STATE OF WASHINGTON.
SITE AREA	23,516 SF (0.54 ACRES)
ZONE	CB-C (COMMUNITY BUSINESS IN URBAN CENTER) - ANGLE LAKE OVERLAY DISTRICT

SITE PLAN GENERAL NOTES

1. VERIFY EXISTING CONDITIONS IN THE FIELD.
2. SEE FLOOR PLANS FOR ADDITIONAL WORK & DIMENSIONS.
3. SEE TOPOGRAPHICAL SURVEY SHEETS FOR TOPOGRAPHY, SITE UTILITIES, AND EXISTING CONDITIONS.
4. SEE LANDSCAPE PLANS FOR LANDSCAPING INCLUDING PLANTING STRIP WIDTH AND STREET TREE LOCATIONS.
5. SEE CIVIL PLANS FOR DRAINAGE, TEMPORARY EROSION, AND SEDIMENTATION CONTROL.
6. SEE CIVIL PLANS FOR FRONTAGE IMPROVEMENTS INCLUDING STREET AND SIDEWALK IMPROVEMENTS.
7. THE PARKING STRUCTURE SHALL BE WELL MAINTAINED AND KEPT FREE OF TRASH AND GRAFFITI [SMC 15.510.350(E)]



1 A0.01 SITE PLAN
SCALE: 1/8" = 1'-0"

N

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Seattle, Washington 98119
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SPR21-0001
Exhibit H-1

AMELIA MULTI-FAMILY

2929 S 200TH ST
SEATAC, WA 98198

6611 REGISTERED ARCHITECT
W. SCOTT CLARK
STATE OF WASHINGTON

DATE: 01/21/21
JOB NO. 19-36
PERMIT NO.

REVISIONS:

NO.	DATE	DESCRIPTION
2	8/13/21	BP Rev 2

ISSUE:
PERMIT SUB 01/21/21

SITE PLAN

SHEET NO:

A0.01

Rendering from intersection of S. 200th Street and 30th Avenue S. Illustrating the corner massing that defines the corner, Secondary modulation in recessive, white. Upper-level corner detailing located at the northwest corner to provide identity from the Angle Lake Light Rail station and SeaTac airport.

MATERIAL LEGEND

BOARD FORMED CONCRETE	METAL PANEL AEP SPAN FLEX SERIES (1.2X40-12) COLOR: VINTAGE HERITAGE, LEGACY	FIBER CEMENT HARDIE PANEL COLOR: TRICORN BLACK (SW6258)
FIBER CEMENT HARDIE LAP COLOR: COOL GRAY 4 C	METAL PANEL AEP SPAN FLEX SERIES (1.2X40-12) COLOR: LIGHT GREY	FIBER CEMENT HARDIE PANEL COLOR: COOL GRAY 4 C

1 A2.05 WEST ELEVATION

SCALE: 1/8" = 1'-0"

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SPR21-0001
Exhibit I-2

AMELIA MULTI-FAMILY

2929 S 200TH ST
SEATAC, WA 98198

6611 REGISTERED ARCHITECT
W SCOTT CLARK
STATE OF WASHINGTON

DATE: 01/21/21
JOB NO. 19-36
PERMIT NO.

REVISIONS:

NO.	DATE	DESCRIPTION
1	5/28/21	BP Rev 1

ISSUE:
PERMIT SUB 01/21/21

RENDERED ELEVATIONS

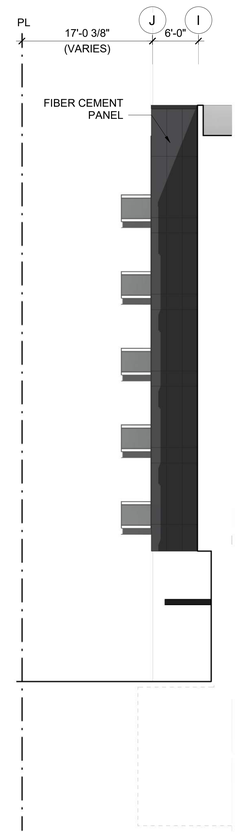
SHEET NO:

A2.05

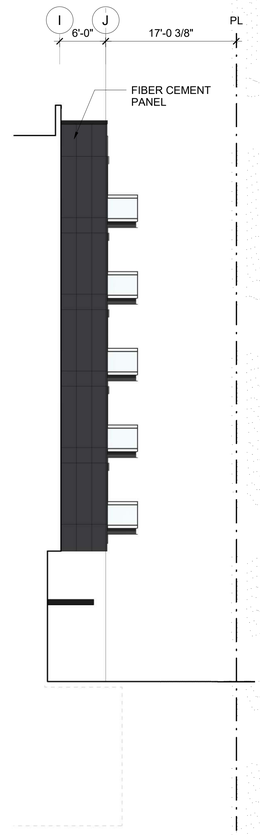
MATERIAL LEGEND

- BOARD FORMED CONCRETE
- METAL PANEL — AEP SPAN FLEX SERIES (1.2X40-12) — COLOR: VINTAGE HERITAGE, LEGACY
- FIBER CEMENT — HARDIE PANEL — COLOR: TRICORN BLACK (SW6258)
- FIBER CEMENT — HARDIE LAP — COLOR: COOL GRAY 4 C
- METAL PANEL — AEP SPAN FLEX SERIES (1.2X40-12) — COLOR: LIGHT GREY
- FIBER CEMENT — HARDIE PANEL — COLOR: COOL GRAY 4 C

1 A2.06 NORTH ELEVATION - COLOR
SCALE: 1/8" = 1'-0"



2 A2.06 ELEVATION
SCALE: 1/8" = 1'-0"



3 A2.06 ELEVATION
SCALE: 1/8" = 1'-0"

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SPR21-0001
Exhibit I-3

AMELIA MULTI-FAMILY

2929 S 200TH ST
SEATAC, WA 98198

6611 REGISTERED ARCHITECT
W. SCOTT CLARK
STATE OF WASHINGTON

DATE: 01/21/21
JOB NO. 19-36
PERMIT NO.

REVISIONS:

NO.	DATE	DESCRIPTION
1	5/28/21	BP Rev 1
2	8/13/21	BP Rev 2

ISSUE:
PERMIT SUB 01/21/21

RENDERED ELEVATIONS

SHEET NO:

A2.06

MATERIAL LEGEND

BOARD FORMED CONCRETE	METAL PANEL AEP SPAN FLEX SERIES (1.2X40-12) COLOR: VINTAGE HERITAGE, LEGACY	FIBER CEMENT HARDIE PANEL COLOR: TRICORN BLACK (SW6258)
FIBER CEMENT HARDIE LAP COLOR: COOL GRAY 4 C	METAL PANEL AEP SPAN FLEX SERIES (1.2X40-12) COLOR: LIGHT GREY	FIBER CEMENT HARDIE PANEL COLOR: COOL GRAY 4 C

1 A2.07 EAST ELEVATION - COLOR

SCALE: 1/8" = 1'-0"

CLARK BARNES
1401 West Garfield Street
Seattle, Washington 98119
T:206.782.8208 F:206.782.7818

© CLARK | BARNES

SPR21-0001
Exhibit I-4

AMELIA MULTI-FAMILY

2929 S 200TH ST
SEATAC, WA 98198

6611 REGISTERED ARCHITECT
W. SCOTT CLARK
STATE OF WASHINGTON

DATE: 01/21/21
JOB NO. 19-36
PERMIT NO.

REVISIONS:

NO.	DATE	DESCRIPTION
1	5/28/21	BP Rev 1

ISSUE:
PERMIT SUB 01/21/21

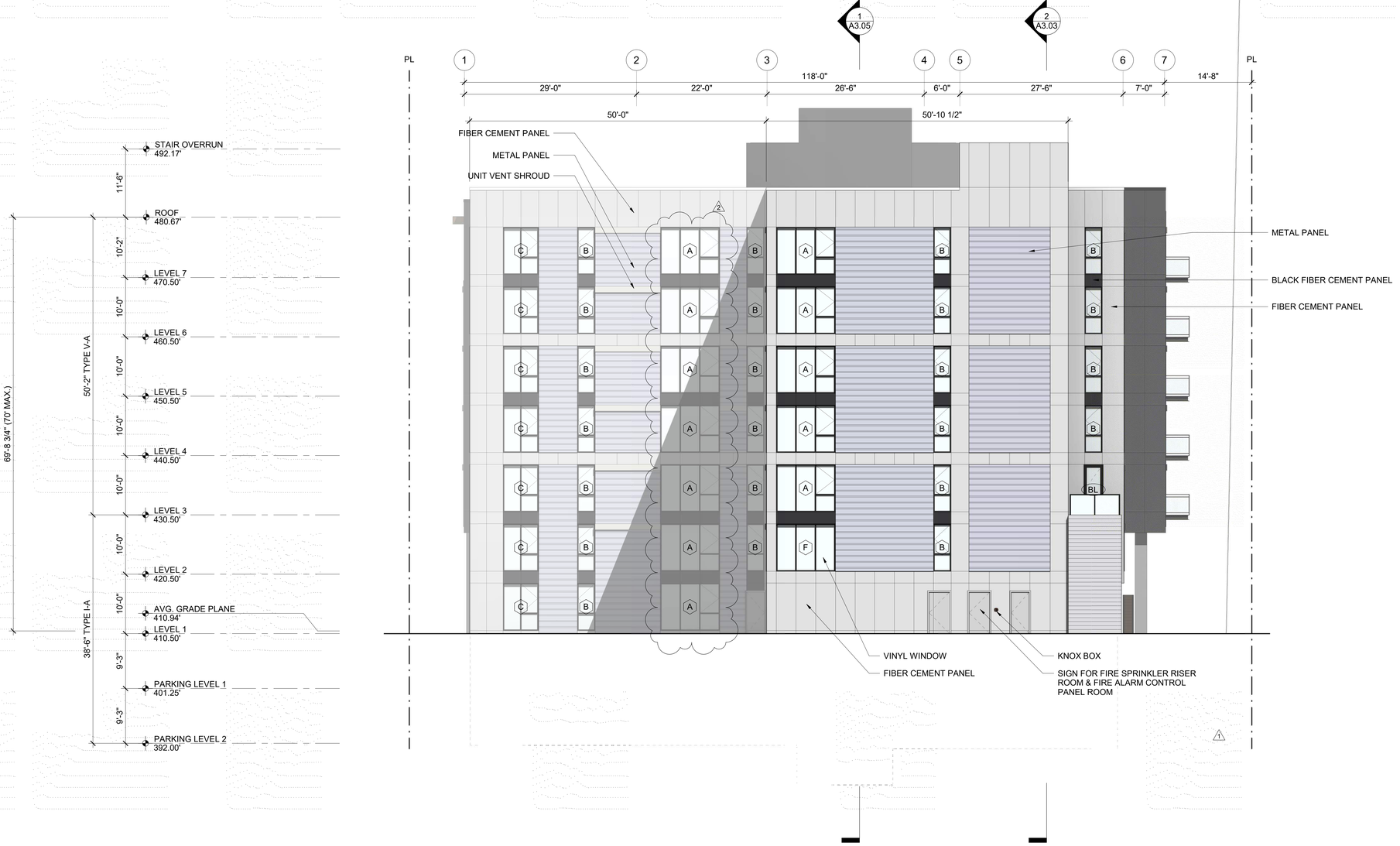
RENDERED ELEVATIONS

SHEET NO:

A2.07

MATERIAL LEGEND

- BOARD FORMED CONCRETE
- METAL PANEL
  AEP SPAN FLEX SERIES (1.2X40-12)
  COLOR: VINTAGE HERITAGE, LEGACY
- FIBER CEMENT
  HARDIE PANEL
  COLOR: TRICORN BLACK (SW6258)
- FIBER CEMENT
  HARDIE LAP
  COLOR: COOL GRAY 4 C
- METAL PANEL
  AEP SPAN FLEX SERIES (1.2X40-12)
  COLOR: LIGHT GREY
- FIBER CEMENT
  HARDIE PANEL
  COLOR: COOL GRAY 4 C



1 A2.08 SOUTH ELEVATION - COLOR

SCALE: 1/8" = 1'-0"

CLARK BARNES
1401 West Garfield Street
Seattle, Washington 98119
T:206.782.8208 F:206.782.7818

© CLARK | BARNES

SPR21-0001
Exhibit I-5

AMELIA MULTI-FAMILY

2929 S 200TH ST
SEATAC, WA 98198

6611 REGISTERED ARCHITECT
W. SCOTT CLARK
STATE OF WASHINGTON

DATE: 01/21/21
JOB NO. 19-36
PERMIT NO.

REVISIONS:

NO.	DATE	DESCRIPTION
1	5/28/21	BP Rev 1
2	8/13/21	BP Rev 2

ISSUE:
PERMIT SUB 01/21/21

RENDERED ELEVATIONS

SHEET NO:

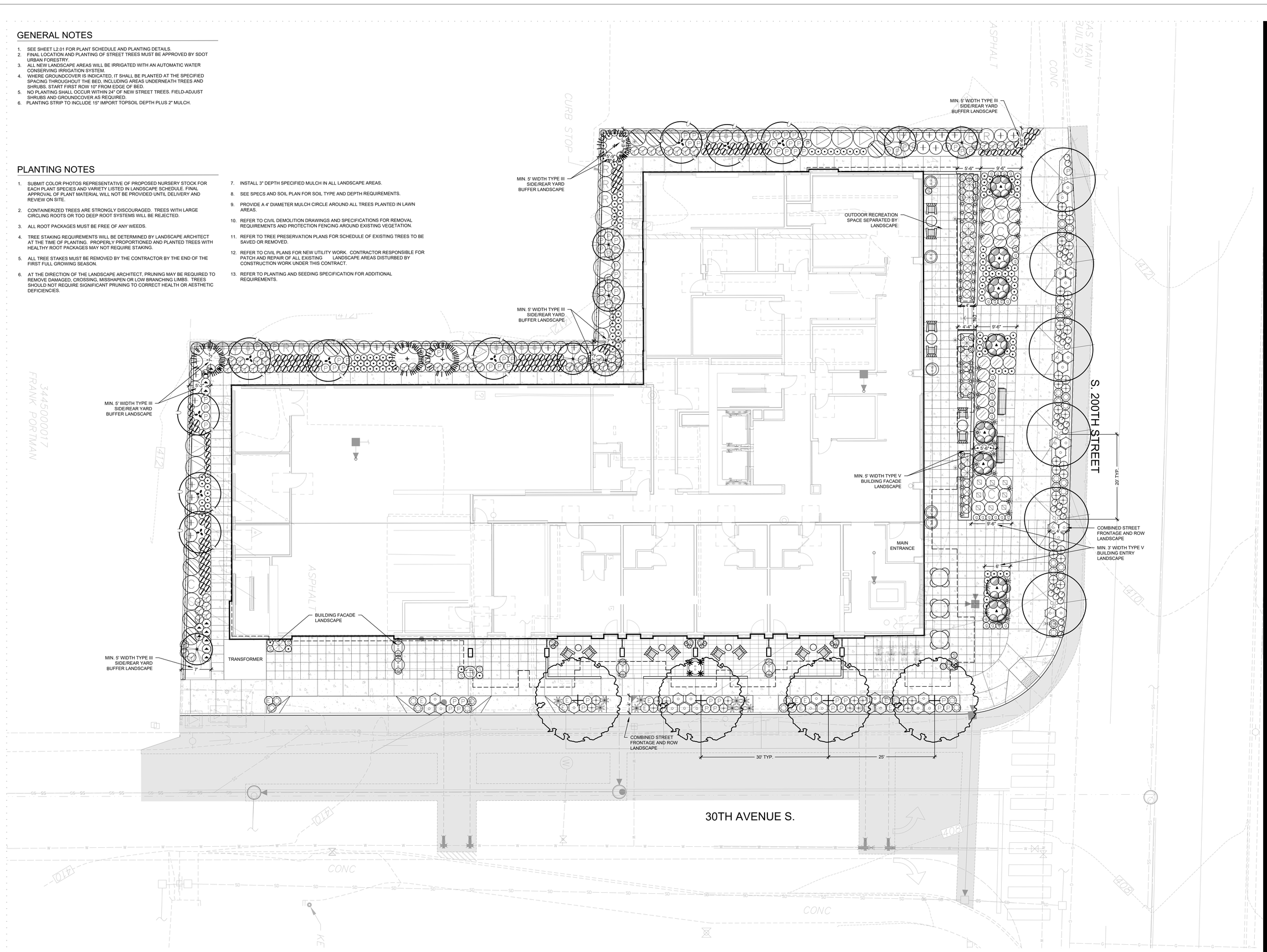
A2.08

GENERAL NOTES

1. SEE SHEET L2.01 FOR PLANT SCHEDULE AND PLANTING DETAILS.
2. FINAL LOCATION AND PLANTING OF STREET TREES MUST BE APPROVED BY SDOT URBAN FORESTRY.
3. ALL NEW LANDSCAPE AREAS WILL BE IRRIGATED WITH AN AUTOMATIC WATER CONSERVING IRRIGATION SYSTEM.
4. WHERE GROUNDCOVER IS INDICATED, IT SHALL BE PLANTED AT THE SPECIFIED SPACING THROUGHOUT THE BED, INCLUDING AREAS UNDERNEATH TREES AND SHRUBS. START FIRST ROW 10" FROM EDGE OF BED.
5. NO PLANTING SHALL OCCUR WITHIN 24" OF NEW STREET TREES. FIELD-ADJUST SHRUBS AND GROUNDCOVER AS REQUIRED.
6. PLANTING STRIP TO INCLUDE 15" IMPORT TOPSOIL DEPTH PLUS 2" MULCH.

PLANTING NOTES

1. SUBMIT COLOR PHOTOS REPRESENTATIVE OF PROPOSED NURSERY STOCK FOR EACH PLANT SPECIES AND VARIETY LISTED IN LANDSCAPE SCHEDULE. FINAL APPROVAL OF PLANT MATERIAL WILL NOT BE PROVIDED UNTIL DELIVERY AND REVIEW ON SITE.
2. CONTAINERIZED TREES ARE STRONGLY DISCOURAGED. TREES WITH LARGE CIRCLING ROOTS OR TOO DEEP ROOT SYSTEMS WILL BE REJECTED.
3. ALL ROOT PACKAGES MUST BE FREE OF ANY WEEDS.
4. TREE STAKING REQUIREMENTS WILL BE DETERMINED BY LANDSCAPE ARCHITECT AT THE TIME OF PLANTING. PROPERLY PROPORTIONED AND PLANTED TREES WITH HEALTHY ROOT PACKAGES MAY NOT REQUIRE STAKING.
5. ALL TREE STAKES MUST BE REMOVED BY THE CONTRACTOR BY THE END OF THE FIRST FULL GROWING SEASON.
6. AT THE DIRECTION OF THE LANDSCAPE ARCHITECT, PRUNING MAY BE REQUIRED TO REMOVE DAMAGED, CROSSING, MISSHAPEN OR LOW BRANCHING LIMBS. TREES SHOULD NOT REQUIRE SIGNIFICANT PRUNING TO CORRECT HEALTH OR AESTHETIC DEFICIENCIES.
7. INSTALL 3" DEPTH SPECIFIED MULCH IN ALL LANDSCAPE AREAS.
8. SEE SPECS AND SOIL PLAN FOR SOIL TYPE AND DEPTH REQUIREMENTS.
9. PROVIDE A 4' DIAMETER MULCH CIRCLE AROUND ALL TREES PLANTED IN LAWN AREAS.
10. REFER TO CIVIL DEMOLITION DRAWINGS AND SPECIFICATIONS FOR REMOVAL REQUIREMENTS AND PROTECTION FENCING AROUND EXISTING VEGETATION.
11. REFER TO TREE PRESERVATION PLANS FOR SCHEDULE OF EXISTING TREES TO BE SAVED OR REMOVED.
12. REFER TO CIVIL PLANS FOR NEW UTILITY WORK. CONTRACTOR RESPONSIBLE FOR PATCH AND REPAIR OF ALL EXISTING LANDSCAPE AREAS DISTURBED BY CONSTRUCTION WORK UNDER THIS CONTRACT.
13. REFER TO PLANTING AND SEEDING SPECIFICATION FOR ADDITIONAL REQUIREMENTS.



SCALE: 1/8"=1'-0"

0' 4' 8' 16'

WEISMANDESIGNGROUP
LANDSCAPE ARCHITECTURE
206.283.1778
WWW.WDGSEA.COM
3335 E MADISON ST
SEATTLE, WA 98112

SPR21-0001
Exhibit J-1

AMELIA MULTIFAMILY

2929 S 200TH ST
SEATAC, WA 98198

STATE OF WASHINGTON · KEVIN J RASHMAN · 22750 · REGISTERED LANDSCAPE ARCHITECT

DATE: 01/15/21
JOB NO. 19-36
PERMIT NO. BLD21-0009

REVISIONS:

NO.	DATE	DESCRIPTION

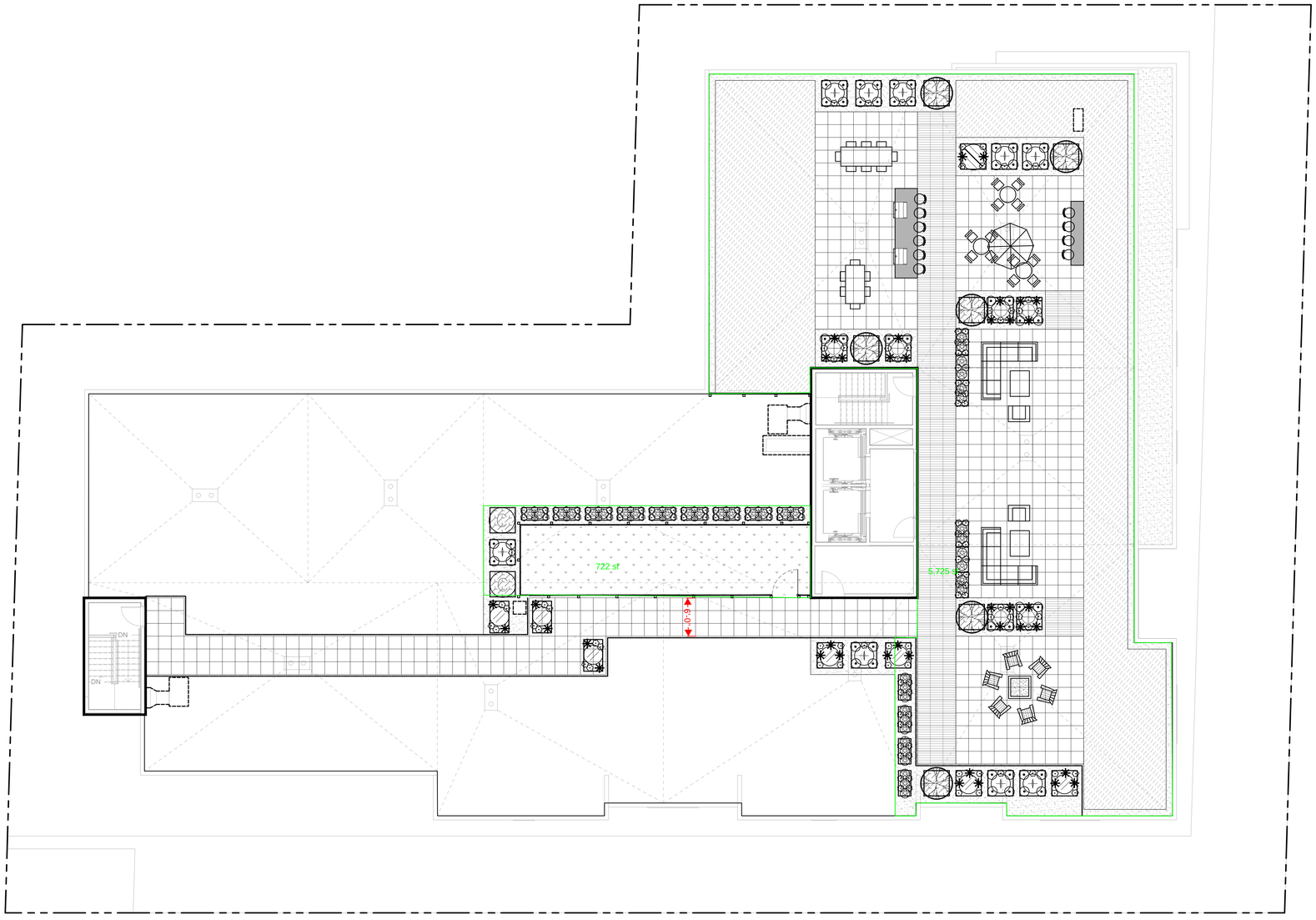
ISSUE:

BLDG PERM	01/15/21
BP REV 1	05/28/21
BP REV 2	08/13/21

PLANTING PLAN STREET LEVEL

SHEET NO:

L2.00



SCALE: 1/8"=1'-0"

0' 4' 8' 16'

WEISMANDESIGNGROUP
LANDSCAPE ARCHITECTURE + PLANNING
3131 ELLIOTT AVE, SUITE 700, SEATTLE, WA 98121
206.283.1778
WWW.WDGINC.COM

SPR21-0001
Exhibit J-2

AMELIA MULTIFAMILY

2929 S 200TH ST
SEATAC, WA 98198

STATE OF WASHINGTON
LINDSEY J. RASMUSSEN
LANDSCAPE ARCHITECT
NO. 719 EXP. 6/29/2021

DATE: 01/15/21
JOB NO. 19-36
PERMIT NO. BLD21-0009

REVISIONS:

NO.	DATE	DESCRIPTION

ISSUE:

BLDG PERM	01/15/21
BP REV 1	05/28/21
BP REV 2	08/13/21

PLANTING PLAN ROOF

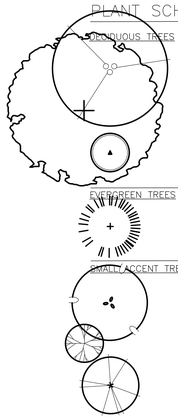
SHEET NO:

L2.01

PLANT SCHEDULE

(LEGEND SHOWN AT 1"=20'-0" SCALE)

* INDICATES PACIFIC NORTHWEST NATIVE SPECIES



DECIDUOUS TREES	BOTANICAL / COMMON NAME	SIZE	CONDITION/REMARKS	QTY
	CARPINUS BETULUS 'FASTIGIATA' PYRAMIDAL EUROPEAN HORNBEAN	MIN. 2" CAL., 10'-12' MIN. HT.	MATCHED, B&B., WELL BRANCHED ABOVE 6'HT.	6
	CERCIDIPHYLLUM JAPONICUM KATSURA TREE	MIN. 2" CAL., 10'-12' MIN. HT.	MATCHED, B&B., WELL BRANCHED ABOVE 6'HT.	4
	POPULUS TREMULOIDES 'ERECTA' COLUMNAR SWEDISH ASPEN	MIN. 2" CAL., 10'-12' MIN. HT.	MATCHED, B&B., WELL BRANCHED	8

EVERGREEN TREES	BOTANICAL / COMMON NAME	SIZE	CONDITION/REMARKS	QTY
	* THUJA PLICATA 'EXCELSA' WESTERN RED CEDAR	MIN. 8'-10' HT.	MATCHED, B&B., WELL BRANCHED	4

SMALL ACCENT TREES	BOTANICAL / COMMON NAME	SIZE	CONDITION/REMARKS	QTY
	* ACER CIRCINATUM (MULTI-STEM) VINE MAPLE	(3) 1" CAL. TRUNKS, MIN. 8'-10' HT	MATCHED, B&B., WELL BRANCHED	9
	ACER JAPONICUM 'ACONITIFOLIUM' FERNLEAF FULLMOON MAPLE	(3) 1" CAL. TRUNKS MIN. 8-10' HT.	MATCHED, B&B., WELL BRANCHED	6
	CERCIS CANADENSIS 'SUMMER'S TOWER' SUMMER'S TOWER REDBUD	(3) 1" CAL. TRUNKS MIN. 8-10' HT.	MATCHED, B&B., WELL BRANCHED	7

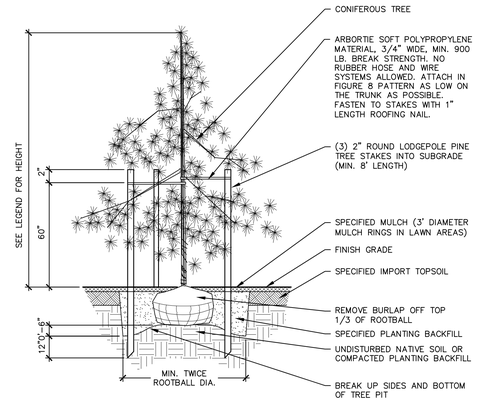
SHRUBS	BOTANICAL / COMMON NAME	SIZE	CONDITION/REMARKS	QTY
	* CORNUS SERICEA 'KELSEYI' KELSEYI DOGWOOD	MIN. 2 GAL. CONTAINER	FULL & BUSHY, SPACING AS SHOWN ON PLAN	56
	* GAULTHERIA SHALLON SALAL	MIN. 2 GAL. CONTAINER	FULL & BUSHY, SPACING AS SHOWN ON PLAN	197
	* MAHONIA AQUIFOLIUM OREGON GRAPE	MIN. 7 GAL. CONTAINER	FULL & BUSHY, SPACING AS SHOWN ON PLAN	12
	* MAHONIA NERVOSA LOW OREGON GRAPE	MIN. 2 GAL. CONTAINER	FULL & BUSHY, SPACING AS SHOWN ON PLAN	128
	* MAHONIA REPENS CREEPING MAHONIA	MIN. 2 GAL. CONTAINER	FULL & BUSHY, SPACING AS SHOWN ON PLAN	35
	* MYRICA CALIFORNICA PACIFIC WAX MYRTLE	MIN. 7 GAL. CONTAINER	FULL & BUSHY, SPACING AS SHOWN ON PLAN	10
	* VACCINIUM OVATUM 'SCARLET OVATION' SCARLET OVATION EVERGREEN HUCKLEBERRY	MIN. 5 GAL. CONTAINER	FULL & BUSHY, SPACING AS SHOWN ON PLAN	12
	CEPHALOTAXUS HARRINGTONIA 'FASTIGIATA' PLUM YEW	MIN. 7 GAL. CONTAINER	FULL & BUSHY, SPACING AS SHOWN ON PLAN	10
	CORNUS SANGUINEA 'MIDWINTER FIRE' 'MIDWINTER FIRE' REDTWIG DOGWOOD	MIN. 5 GAL. CONTAINER	FULL & BUSHY, SPACING AS SHOWN ON PLAN	36
C	COTINUS COGGYGRIA 'YOUNG LADY' SMOKE TREE	MIN. 7 GAL. CONTAINER	FULL & BUSHY, SPACING AS SHOWN ON PLAN	7
	DAPHNE X 'LAWRENCE CROCKER' LAWRENCE CROCKER DAPHNE	MIN. 2 GAL. CONTAINER	FULL & BUSHY, SPACING AS SHOWN ON PLAN	45
	EPIMEDIUM X RUBRUM RED BARRENWORT	MIN. 2 GAL. CONTAINER	FULL & BUSHY, SPACING AS SHOWN ON PLAN	12
	HEBE X 'RED EDGE' HEBE	MIN. 2 GAL. CONTAINER	FULL & BUSHY, SPACING AS SHOWN ON PLAN	32
	HYDRANGEA QUERCIFOLIA 'PEE WEE' OAKLEAF HYDRANGEA	MIN. 5 GAL. CONTAINER	FULL & BUSHY, SPACING AS SHOWN ON PLAN	7
	ITEA VIRGINICA 'HENRY'S GARNET' HENRY'S GARNET SWEETSPIRE	MIN. 7 GAL. CONTAINER	FULL & BUSHY, SPACING AS SHOWN ON PLAN	8
	KALMIA LATIFOLIA 'PRISTINE' WHITE MOUNTAIN LAUREL	MIN. 5 GAL. CONTAINER	FULL & BUSHY, SPACING AS SHOWN ON PLAN	14
	LIRIOPE MUSCARI 'BIG BLUE' BIG BLUE LILYTURF	MIN. 2 GAL. CONTAINER	FULL & BUSHY, SPACING AS SHOWN ON PLAN	27
	LONICERA PILEATA BOX LEAF HONEYSUCKLE	MIN. 3 GAL. CONTAINER	FULL & BUSHY, SPACING AS SHOWN ON PLAN	12
	MAHONIA EURYBRACTEATA 'SOFT CARESS' MAHONIA SOFT CARESS	MIN. 5 GAL. CONTAINER	FULL & BUSHY, SPACING AS SHOWN ON PLAN	24
R	RHODODENDRON 'LODER'S WHITE' LODER'S WHITE ROHODENDRON	MIN. 5 GAL. CONTAINER	FULL & BUSHY, SPACING AS SHOWN ON PLAN	9
	RHUS AROMATICA 'GRO-LOW' GRO-LOW FRAGRANT SUMAC	MIN. 2 GAL. CONTAINER	FULL & BUSHY, SPACING AS SHOWN ON PLAN	34

FERNS & GRASSES	BOTANICAL / COMMON NAME	SIZE	CONDITION/REMARKS	QTY
P	* POLYSTICHUM MUNITUM WESTERN SWORD FERN	MIN. 2 GAL. CONTAINER	FULL & BUSHY, SPACING AS SHOWN ON PLAN	88
	DESCHAMPSIA CESPITOSA TUFTED HAIR GRASS	MIN. 2 GAL. CONTAINER	FULL & BUSHY, SPACING AS SHOWN ON PLAN	10
	DRYOPTERIS ERYTHROSORA AUTUMN FERN	MIN. 2 GAL. CONTAINER	FULL & BUSHY, SPACING AS SHOWN ON PLAN	44
S	DRYOPTERIS LEPIDOPODA SUNSET FERN	MIN. 2 GAL. CONTAINER	FULL & BUSHY, SPACING AS SHOWN ON PLAN	40
	HAKONECHLOA MACRA 'ALL GOLD' 'ALL GOLD' JAPANESE FOREST GRASS	MIN. 2 GAL. CONTAINER	FULL & BUSHY, SPACING AS SHOWN ON PLAN	42

FERNS & GRASSES	BOTANICAL / COMMON NAME	SIZE	CONDITION/REMARKS	QTY
	LIRIOPE MUSCARI 'BIG BLUE' BIG BLUE LILYTURF	MIN. 2 GAL. CONTAINER	FULL & BUSHY, SPACING AS SHOWN ON PLAN	24
	PANICUM VIRGATUM 'ROTSTRAHLBUSCH' ROTSTRAHLBUSCH RED SWITCH GRASS	MIN. 3 GAL. CONTAINER	FULL & BUSHY, SPACING AS SHOWN ON PLAN	42

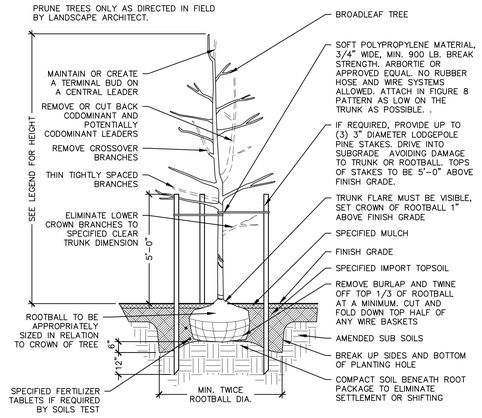
PERENNIALS	BOTANICAL / COMMON NAME	SIZE	CONDITION/REMARKS	QTY
	ECHINACEA X 'POW WOW WILD BERRY' POW WOW WILD BERRY CONEFLOWER	MIN. 1 GAL. CONTAINER	FULL & BUSHY, SPACING AS SHOWN ON PLAN	15
E	EUPHORBIA CHARACIAS WULFENII 'SHORTY' SPURGE	MIN. 2 GAL. CONTAINER	FULL & BUSHY, SPACING AS SHOWN ON PLAN	14
G	GERANIUM X 'AZURE RUSH' CRANESBILL	MIN. 1 GAL. CONTAINER	FULL & BUSHY, SPACING AS SHOWN ON PLAN	29
	HEUCHERA X 'TIMELESS TREASURE' TIMELESS TREASURE CORAL BELLS	MIN. 1 GAL. CONTAINER	FULL & BUSHY, SPACING AS SHOWN ON PLAN	150

GROUND COVERS	BOTANICAL / COMMON NAME	SIZE	CONDITION/REMARKS	QTY
	* ARCTOSTAPHYLOS UVA-URSI KINNIKINNICK	MIN. 1 GAL. CONTAINER	12" O.C. TRIANG. SPAC., START FIRST ROW 10" FROM EDGE	128
	GREENROOF SEDUM TILES	12"X24" ETERA "TUFF STUFF" SEDUM TILE.	COLUMBIA GREEN LAYERED SYSTEM, 4" MIN. DEPTH	



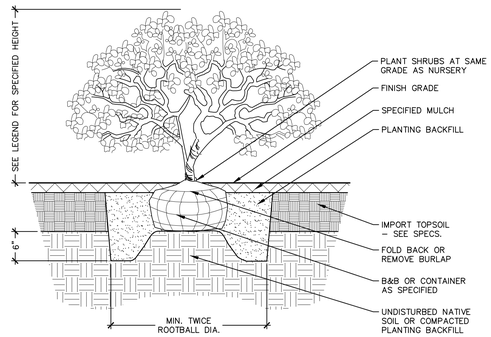
1 CONIFEROUS TREE PLANTING

NTS



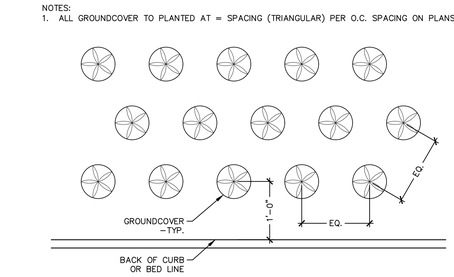
2 DECIDUOUS TREE PLANTING

NTS



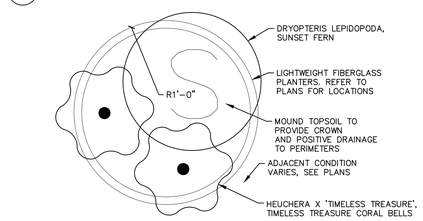
3 SHRUB PLANTING

NTS



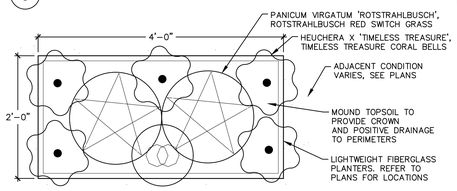
4 GROUNDCOVER PLANTING

NTS



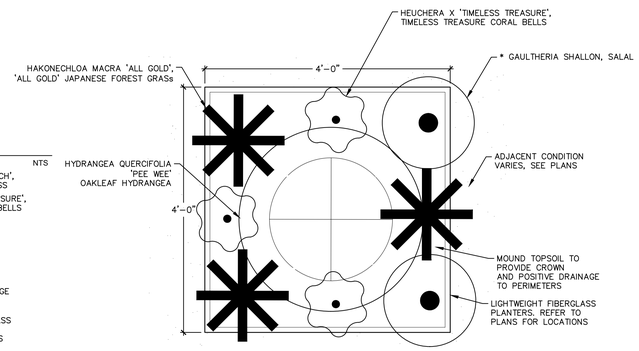
5 FIBERGLASS POT ON STREET - TYPE A

NTS



6 FIBERGLASS POT AT ROOFTOP - TYPE A

NTS



7 FIBERGLASS POT AT ROOFTOP - TYPE B

NTS

WEISMANDESIGNGROUP
LANDSCAPE ARCHITECTURE
3233 E MADISON ST
SEATTLE, WA 98112
206.323.1726
WWW.WDGSEA.COM

SPR21-0001
Exhibit J-3

AMELIA MULTIFAMILY

2929 S 200TH ST
SEATAC, WA 98198

STATE OF WASHINGTON
KIRSTEN J RASMUSSEN
LANDSCAPE ARCHITECT

DATE: 01/15/21
JOB NO. 19-36
PERMIT NO. BLD21-0009

REVISIONS:

NO.	DATE	DESCRIPTION

ISSUE:

BLDG PERM	01/15/21
BP REV 1	05/28/21
BP REV 2	08/13/21

PLANTING SCHEDULE & DETAILS

SHEET NO:

L2.02

DETERMINATION OF COMPLETENESS

TYPE OF ACTION: Preliminary Site Plan Review (SPR), SEPA Review (SEP), Administrative Variance (VAR)

FILE NUMBER: SPR21-0001, SEP21-0001, VAR21-0001

PROJECT NAME: 2929 Multifamily

PROJECT LOCATION:

Address: 2929 South 200th Street

Parcel Number: 344500-0019

PROJECT DESCRIPTION: Construction of a 7-story apartment building with 108 units and 78 structured parking spaces.

APPLICANT: SeaTac Star Development, LLC; 1420 5th Avenue Suite 2200; Seattle, WA 98101; 206-243-6543

AGENT/CONTACT: George Schweikart; Clark|Barnes; 1401 West Garfield Street; Seattle, WA 98119; 206-782-8208

DATE APPLICATION RECEIVED: January 21, 2021

The application is complete and is being reviewed for compliance with City Codes. This is not a preliminary approval. Pursuant to RCW 36.70B.070 and adopted SeaTac Municipal Codes, if an application is determined to be complete, it does not preclude the City from requesting additional information.

Dennis Hartwick, *Senior Planner*

02/08/2021
Date Issued

Department of Community and Economic Development
4800 South 188th Street
SeaTac, WA 98188
dhartwick@seatacwa.gov
206-973-4837

NOTICE OF APPLICATION

TYPE OF ACTION: Preliminary Site Plan Review (SPR), SEPA Review (SEP), Administrative Variance (VAR)

FILE NUMBER: SPR21-0001, SEP21-0001, VAR21-0001

PROJECT NAME: 2929 Multifamily

PROJECT LOCATION: Address: 2929 South 200th Street; **Parcel Number:** 344500-0019

ZONING CLASSIFICATION: CB-C (Community Business in Urban Center)

PROJECT DESCRIPTION: Construction of a 7-story apartment building with 108 units and 78 structured parking spaces. Variance request for a parking reduction.

PERMITS INCLUDED WITH THIS APPLICATION: SPR, SEP, VAR

STUDIES REQUESTED BY THE CITY: None

PERMITS REQUIRED BUT NOT INCLUDED WITH THIS APPLICATION: Grading and drainage (STE) permit; right-of-way (ROW) permit; building (BLD) permit

EXISTING ENVIRONMENTAL DOCUMENTS: None

APPLICANT: SeaTac Star Development, LLC; 1420 5th Avenue Suite 2200; Seattle, WA 98101; 206-243-6543

AGENT/CONTACT: George Schweikart; Clark|Barnes; 1401 West Garfield Street; Seattle, WA 98119; 206-782-8208

DATE APPLICATION RECEIVED: January 21, 2021

DATE APPLICATION COMPLETE: February 08, 2021

COMMENT PERIOD: Persons wishing to comment on this application should submit comments within fourteen (14) days of the date of this notice, by email, mail, or letter handed in to the Permit Counter. **All comments must be submitted by 5:00 p.m. on Monday, March 08, 2021**. Comments sent after such time will not be considered or made party of record. Detailed information and copies of this proposal are available for the public to review at SeaTac City Hall, Monday through Friday (except holidays) from 8:30 a.m. to 5:00 p.m.

DECISION: A written decision will be issued following the comment period. A copy of the decision will be provided upon request. The decision is appealable to the SeaTac Hearing Examiner. Details of the appeal process will be included in the decision.

STAFF CONTACT: Dennis Hartwick, *Senior Planner;* Department of Community and Economic Development; 4800 South 188th Street, SeaTac, WA 98188; dhartwick@seatacwa.gov; 206-973-4837

DATE ISSUED: February 22, 2021

SPR21-0001
Exhibit M-1

From: Dennis Hartwick
To: "Cindy Lou Gailey"
Subject: RE: property @ 2929 S 200th
Date: Thursday, February 25, 2021 11:14:00 AM

Cindy,
Thank you for your input on this project. Your email is sufficient to be considered a party of record. Please be aware that this project does not require a public meeting. You will be notified when a determination has been made.

I will be working remotely Monday and Tuesday and in the office Wednesday and Thursday until further notice.

Dennis Hartwick
Senior Planner
Community and Economic Development Department
o: 206-973-4837
Pronouns: He/Him

This communication may be subject to public disclosure laws of the State of Washington (RCW 42.56)

-----Original Message-----
From: Cindy Lou Gailey <javalou@msn.com>
Sent: Thursday, February 25, 2021 11:07 AM
To: Dennis Hartwick <dhartwick@seatacwa.gov>
Subject: property @ 2929 S 200th

Good morning Dennis. Notice in the paper speaks of the owners/ developers requesting parking reduction. The bldg as proposed is for a 7 story/ 108 unit apartment complex with only 78 parking spaces. I see no reason for them to be allowed to reduce the already limited parking proposed for the site. Maybe they need to reduce the units available? Where do they think the tenents are supposed to park? The aerial view does not show much street parking.

I am opposed to allowing the site to reduce the amount of parking sites @ 2929 S 200th St. The paper said I need to get my comments to the Permit Counter. How do I do that or, can you forward my comments? I want to keep informed of what happens when this request for parking reduction is discussed @ the meeting.

--
-Cindy Lou Gailey
2421 S 133rd St
Seatac, WA

DETERMINATION OF NONSIGNIFICANCE (DNS)

FILE NUMBER: SEP21-0001

PROJECT NAME: Amelia Apartments

PROJECT LOCATION: Address: 2929 South 200th Street; **Parcel Number:** 344500-0019

PROJECT DESCRIPTION: Construction of a 7-story apartment building with 108 units and 78 structured parking spaces.

PROPONENT: SeaTac Star Development, LLC; 1420 5th Avenue Suite 2200; Seattle, WA 98101; 206-243-6543

LEAD AGENCY: City of SeaTac

STAFF CONTACT: Dennis Hartwick, *Senior Planner;* Department of Community and Economic Development; 4800 South 188th Street, SeaTac, WA 98188; dhartwick@seatacwa.gov; 206-973-4837

RESPONSIBLE OFFICIAL: Jennifer Kester, *Planning Manager*; Department of Community and Economic Development; 4800 South 188th Street, SeaTac, WA 98188; 206-973-4750

The City of SeaTac, as lead agency for this proposal, has determined that the proposal will not have a probable significant adverse impact on the environment, and an environmental impact statement (EIS) is not required under RCW 43.21C.030(2)(c). This decision was made after review of a completed Environmental Checklist and other information on file with the City of SeaTac.

COMMENT PERIOD: This DNS is issued under WAC 197-11-340(2); the lead agency will not act on this proposal for **14 days** from the date of issuance. Comments must be submitted by **5:00 P.M. on Thursday, March 10, 2022.** Detailed information is available to the public upon request.

APPEAL PERIOD: Any person wishing to appeal this determination may file such an appeal to the SeaTac City Clerk within **10 days** from the end of the comment period. All appeals of the above determination must be filed by **5:00 P.M. on Monday, March 21, 2022.** There is a fee to appeal this determination (see City of SeaTac fee schedule).

Jennifer Kester, *Planning Manager*

02/24/2022
Date Issued

State Environmental Policy Act (SEPA)
Final Staff Evaluation for Environmental Checklist

File #: SEP21-0001

A. Background

1. **Project name:** Amelia Apartments
2. **Applicant:** SeaTac Star Development, LLC
3. **Contact person:** George Schweikart; Clark|Barnes; 1401 West Garfield Street; Seattle, WA 98119; 206-782-8208
4. **Date checklist prepared:** 01/20/2021
5. **Agency requesting checklist:** City of SeaTac
6. **Proposed timing or schedule:** Submittal in January 2021; construction to begin early 2022
7. **Plans for further activity:** None
8. **Environmental information:** A Geotechnical Engineering Study, dated November 20, 2020, was prepared by Geotech Consultants, Inc.
9. **Pending applications:** None
10. **Government approvals or permits required:** Preliminary Site Plan Review (SPR); Grading and drainage (STE) permit; right-of-way (ROW) permit; building (BLD) permit
11. **Proposal:** The construction of a 7-story mixed-use residential building with 2 levels of below-grade parking totaling 123,963 square feet. The project will contain 108 total dwelling units with parking for 78 vehicles. The site is 0.54 acres (23,516 square feet).
12. **Location:** Address: 2929 South 200th Street; Parcel Number: 344500-0019

B. Environmental Elements

1. **Earth:** Concur with checklist.
2. **Air:** Concur with checklist.
3. **Water:** Concur with checklist.
   The project site is located within a wellhead protection area. No prohibited uses are proposed for the site. The project will comply with the performance standards under SMC 15.700.360(D).
4. **Plants:** Concur with checklist.
5. **Animals:** Concur with checklist.
6. **Energy & Natural Resources:** Concur with checklist.
7. **Environmental Health:** Concur with checklist.
8. **Land and Shoreline Use:** Concur with checklist.
   Current uses:
   Site: Vacant
   North: Mobile home park

South: Multi-family
East: Fire station
West: Multi-family

Current zoning:
Site: CB-C (Community Business in Urban Center)
North: UH-900 (Urban High Density Residential)
South: CB-C (Community Business in Urban Center)
East: UH-1,800 (Urban High Density Residential)
West: CB-C (Community Business in Urban Center)

9. **Housing:** The housing mix for this project changed after the checklist was submitted. The project will still provide 108 apartment units. However, 1 unit will be reserved for low-income residents, 21 for moderate-income units, and the remaining units will be market rate housing.
10. **Aesthetics:** Concur with checklist.
11. **Light & Glare:** Concur with checklist.
12. **Recreation:** Concur with checklist.
13. **Historic & Cultural Preservation:** Concur with checklist.
14. **Transportation:** Concur with checklist.
    A traffic impact analysis was submitted on 01/21/2021 and reviewed by the City prior to the SEPA determination. The City issued a Temporary Concurrency Certificate on 11/04/2021.
15. **Public Services:** Concur with checklist.
16. **Utilities:** Concur with checklist.

C. Non-project Actions

N/A

D. Conclusion

Based on the analysis, the City of SeaTac, as the lead agency for this proposal, has determined that that the proposal will not have a probable significant adverse impact on the environment, and an environmental impact statement (EIS) is not required under RCW 43.21C.030(2)(c). This decision was made after review of a completed environmental checklist and other information on file with the lead agency. This information is available to the public on request. The City reserves the right to review any future revisions or alterations to the site or to the proposal in order to determine the environmental significance or non-significance of the project at that point in time.

Prepared by: Dennis Hartwick, *Senior Planner*
Prepared on: 02/15/2022

SPR21-0001
Exhibit P-1

STATE OF WASHINGTON
DEPARTMENT OF ECOLOGY

Northwest Regional Office • PO Box 330316 • Shoreline, Washington 98133-9716 • (206) 594-0000
711 for Washington Relay Service • Persons with a speech disability can call 877-833-6341

March 10, 2022

Jennifer Kester, Planning Manager
Community and Economic Development
City of SeaTac
4800 South 188th Street
SeaTac, WA 98188

Re: Amelia Apartments
File# SEP21-0001, Ecology SEPA# 202200820

Dear Jennifer Kester:

Thank you for the opportunity to provide comments on the State Environmental Policy Act (SEPA) determination of nonsignificance (DNS) for the Amelia Apartments project. The Department of Ecology (Ecology) previously submitted comments during the consultation phase of this project. Based on review of the checklist associated with this project, Ecology would like to reiterate our previous comment:

This proposed project is located in an area that may have been contaminated with heavy metals due to the air emissions originating from the old Asarco smelter in north Tacoma (visit Ecology's Tacoma Smelter Plume map search tool: https://apps.wa.gov/ecy/dirtalert/).

Soil contamination from the former Asarco smelter poses a risk to human health and the environment. Children are at especially high risk from direct exposure to contaminated soil. Construction workers, landscapers, gardeners, and others who work in the soils are also at risk.

Ecology recommends that the lead agency include the following as conditions of approval, prior to the issuance of any site development permits or the initiation of grading, filling, or clearing:

- Sample the soil and analyze for arsenic and lead following the 2019 Tacoma Smelter Plume Guidance. The soil sampling results shall be sent to Ecology for review.

- If lead or arsenic are found at concentrations above the Model Toxics Control Act (MTCA) cleanup levels (Chapter 173-340 WAC); the owners, potential buyers, construction workers, and others shall be notified of their occurrence. The MTCA cleanup level for arsenic is 20 parts per million (ppm) and lead is 250 ppm.

- If lead, arsenic and/or other contaminants are found at concentrations above MTCA cleanup levels, the applicant shall:

    1) Develop soil remediation plan and enter into the Voluntary Cleanup Program with Ecology. For more information on the Voluntary Cleanup Program, visit Ecology website at: https://ecology.wa.gov/Spills-Cleanup/Contamination-cleanup/Cleanup-process/Cleanup-options/Voluntary-cleanup-program.

    2) Obtain an opinion letter from Ecology stating that the proposed soil remediation plan will likely result in no further action under MTCA. The applicant shall provide to the local permitting agency the opinion letter from Ecology.

    3) Prior to finalizing site development permits, provide to the local land use permitting agency "No Further Action" determination from Ecology indicating that the remediation plans were successfully implemented under MTCA.

- If soils are found to be contaminated with arsenic, lead, or other contaminants, extra precautions shall be taken to avoid escaping dust, soil erosion, and water pollution during grading and site construction. Contaminated soils generated during site construction shall be managed and disposed of in accordance with state and local regulations, including the Solid Waste Handling Standards regulation (Chapter 173-350 WAC). For information about soil disposal contact the local health department in the jurisdiction where soils will be placed.

The link below provides a fact sheet that explains more how the arsenic and lead clean-up levels were set and why Ecology sees that they are protective for human health:
https://fortress.wa.gov/ecy/publications/SummaryPages/1109095.html

Thank you for considering these comments from Ecology. For assistance and information about Tacoma Smelter Plume and soils contamination, contact Eva Barber with the Toxics Cleanup Program at (360) 999-9593 or by email at eva.barber@ecy.wa.gov.

Sincerely,

Kelli Sheldon

Kelli Sheldon
SEPA Coordinator

Sent by email: Jennifer Kester, jkester@seatacwa.gov

ecc: Eva Barber, Ecology

4800 South 188th Street
SeaTac, WA 98188-8605

City Hall: 206.973.4800

City Manager
Carl Cole

City Attorney
Mary Mirante Bartolo

City Clerk
Kristina Gregg

PUBLIC WORKS DEPARTMENT

April 21, 2022

TO: Jennifer Kester, Planning Manager
FROM: Ali Shasti, Engineering Review Manager

Permit:	SPR21-0001
Project:	2929 Multifamily
Project Address:	2929 S 200th St
Ref:	Z:\CED\TrakitRelated\Planning\SPR-SitePlanReview\2021\SPR21-0001 2929 Mutlifamily

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The City of SeaTac Public Works Department, Engineering Review Division, has reviewed the subject project, SPR21-0001 2929 Multifamily, and reference documents linked to above. The intent of this review is to make a determination as to whether or not 2929 Multifamily can meet the City of SeaTac's requirements for final civil design approval. The information reviewed for this determination is preliminary in nature, is not the final design for construction purposes, and may require revisions or additional submittals for future permit applications. The final design, including civil construction drawings and related reports, shall comply with the King County Surface Water Design Manual, King County Road Design and Construction Standards, the City of SeaTac Addendum to Road Standards, and the City of SeaTac Addendum to King County Surface Water Design Manual, latest editions.

Background:
The proposed project will be a 7-story multi-family residential structure over 2 levels of below-grade parking (5 levels of Type V-A construction over 4 levels of Type I-A construction). The project will provide 108 residential units and onsite amenity spaces for residences. 78 parking stalls will be provided in a 2 level below-grade parking garage, for which a variance application will be provided. This is based off the 35% parking reduction allowed by code in the Angle Lake Station Overlay District and a request for an additional 20% reduction requested per the variance. The project is expected to have the following off-site impacts:

Storm Water Impacts:
The City of SeaTac reviewed the off-site storm water impacts for the 2929 Multifamily based on the documents provided by the applicant for conformance to the King County Surface Water Design Manual and the City of SeaTac Addendum to King County Surface Water Design Manual. The applicant is proposing to maintain the site discharge via detention systems located underneath the proposed underground parking lot and patterns via connecting to the existing storm drain, which in turn is connected S. 200th St.

The City has determined that the requirements for storm water impact mitigation measures have been adequately addressed in the development regulations and comprehensive plan adopted under chapter 36.70A RCW, and in other applicable local, state, or federal laws or rules, as provided by RCW 43.21C.240. No further mitigation is required under the SPR relating to the provisions of stormwater improvements as the impacts will be addressed by the City's Code and the Public Works Design Standards, consistent with WAC197-11-158.

Transportation Impacts:

The City has reviewed transportation impacts from the proposed development for compliance with the City's Six-Year Transportation Improvement Plan, Transportation Master Plan adopted by City Council as Resolution #15-013, and the Transportation Element of the Comprehensive Plan. The findings in this report are supported by the Traffic Impact Analysis, submitted January 21st, 2021 by GTC Traffic Consultants, and a Concurrency Application, submitted January 20th, 2021.

Based on the Concurrency Application, the City of SeaTac Engineering Review Division is recommending that the 2929 S. 200th St (Amelia Apartments) be permitted to proceed to the development stage. This approval is effective as of April 15, 2022, and will expire in two years on that date. If Amelia Apartments is modified during the review of this project, and this modification results in increased PM peak hour trips, then a new concurrency application, evaluation, approval, and Temporary Certificate of Concurrency will be required. A Final Certificate of Concurrency shall be issued upon final approval of the construction permits, or recording of the final short plat, for which this Temporary Certificate of Concurrency was issued. That Final Certificate of Concurrency shall be adjusted to account for any reduction in traffic generation previously accounted for and reserved by the Temporary Certificate(s) of Concurrency.

The applicant proposed to connect the site to the City's existing transportation infrastructure via driveway entrance off 30th Ave S. Vehicular access will be permitted to/from this development onto the following street(s): 30th Ave S and S. 200th St. The City has reviewed and approved the proposed access as depicted in the preliminary plans submitted in support of this process, as supported with the traffic impact analysis and concurrency application submitted.

Transportation Mitigation 1: Frontage Improvements on 30th Ave S and S. 200th St.

The developer shall construct street frontage improvements in accordance with the City's Overlay District plan that includes at minimum pedestrian and landscaping improvements. 30th Ave S will consist of at minimum 6' sidewalk, curb & gutter, 4' planter. S. 200th St. will consist of at minimum 9' sidewalk, 4' planter, and landscaping planter façade in the ROW. 15' Dedication of S. 200th St & 12' Dedication of 30th Ave S will be required to accommodate future street improvements.

Transportation Mitigation 2: Traffic Impact Fees

Traffic Impact Fees pursuant to SMC 11.15.040 will be applied to the project at the BLD permit stage.

Special Conditions

1. The following items will be required before the issuance of a certificate of occupancy or the granting of phased occupancy:
    a. Dedication of right-of-way for South 200th Street and 30th Avenue South;
    b. Execution of:
        i. The Revocable Public Right-of-Way Agreement; and
        ii. The Grant of Non-Exclusive Easement for Private Improvements in the Public Right-of-Way.

Once items above have been met, we will execute the easement agreement allowing for soil nails to be constructed within the existing ROW.

General Conditions

The developer will be required to submit a STE Permit Application to comply with King County Surface Water Design Manual, King County Road Design and Construction Standards, and the City of SeaTac Addendum to King County Surface Water Design Manual, latest editions. An approved STE permit application is required prior to application for the Building Permit. This should include:

1. Technical Information Report
2. Traffic Impact Analysis (Required)
3. Geotechnical Information Report
4. Bond Quantity Worksheet (For On-Site & Right-Of-Way Work)

5. Recorded Documents (i.e. Easements, Utility Availability, Access, ROW Dedication documentation, etc.)
6. Declaration of Covenant for all Stormwater Facilities
7. Frontage improvements as described above/as necessary
8. Traffic Control Plans meeting the minimum requirements of the Manual on Uniform Traffic Control Devices, latest edition

The developer will be required to submit Right-Of-Way Permit(s) complying with the latest edition of the King County Road Design and Construction Standards for all work performed within the City's Right-of-Way. Each franchised utility doing work in the ROW, if necessary, should also submit separate ROW Permits.

The developer may be required to submit a Haul Permit per SMC 11.10.080.D and RCW 70.105.010, and RCW 43.200.015.

If you have any questions, please contact Albert Flint by phone at 206-973-4749 or by email at ashasti@seatacwa.gov.

Sincerely,

Ali Shasti

Ali Shasti
Engineering Review Manager