



Shelton City Council
Study Session Agenda
May 9, 2023 – 6:00 p.m.
Civic Center & Virtual Platform

A. Call to Order

B. Roll Call

C. Study Agenda

1. Street & Sidewalk Standards – Presented by Public Works Director Jay Harris

D. New Items for Discussion

E. Adjourn

The City of Shelton is committed to the non-discriminatory treatment of all persons in employment and the delivery of services and resources. If you require accommodation for your attendance at the City Council meeting, please call (360) 432-5103 at least 48 hours in advance of the meeting.



2023 Looking Ahead

(Items and dates are subject to change)

Tues. 5/16 6:00 p.m.	Regular Meeting	Consent Agenda <ul style="list-style-type: none"> Vouchers/Payroll Warrants/Meeting Minutes Presentation March Financial Status Report Timberland Regional Library Business Agenda <ul style="list-style-type: none"> Action Agenda <ul style="list-style-type: none"> Resolution No. 1271-0423 Aspect Consulting Contract Change Order No. 2 Civic Center Rotating Art Gallery Administration Report <ul style="list-style-type: none"> 	Packet Items Due: 5/5 @ 5:00 p.m.
Tues. 5/23 6:00 p.m.	Study Session	Study Agenda <ul style="list-style-type: none"> Street Trees-Downtown Corridor 	Packet Items Due: 5/19 @ noon
Tues. 6/6 6:00 p.m.	Regular Meeting	Consent Agenda <ul style="list-style-type: none"> Vouchers/Payroll Warrants/Meeting Minutes Presentation Pride Month Proclamation Business Agenda <ul style="list-style-type: none"> Meadows Edge Annexation Request Public Hearing Ordinance No. 2002-0423 2023 Budget Supplemental Action Agenda <ul style="list-style-type: none"> Administration Report <ul style="list-style-type: none"> 	Packet Items Due: 5/26 @ 5:00 p.m.
Tues. 6/13 6:00 p.m.	Study Session	Study Agenda <ul style="list-style-type: none"> Financial Sustainability Task Force Report 	Packet Items Due: 6/9 @ noon
Tues. 6/20 5:45 p.m.	SMPD Meeting	Consent Agenda <ul style="list-style-type: none"> Vouchers/Meeting Minutes Business Agenda <ul style="list-style-type: none"> Action Agenda <ul style="list-style-type: none"> Administration Report <ul style="list-style-type: none"> 	Packet Items Due: 6/9 @ 5:00 p.m.
Tues. 6/20 6:00 p.m.	Regular Meeting	Consent Agenda <ul style="list-style-type: none"> Vouchers/Payroll Warrants/Meeting Minutes Presentation April Financial Status Report Business Agenda <ul style="list-style-type: none"> Civic Center Parking Lot Final Acceptance 	Packet Items Due: 6/9 @ 5:00 p.m.

		Action Agenda <ul style="list-style-type: none"> • Meadows Edge Annexation Request • Ordinance No. 2002-0423 2023 Budget Supplemental Administration Report • 	
Tues. 6/27 6:00 p.m.	Study Session	Study Agenda	Packet Items Due: 6/23 @ noon
Tues. 7/4 HOLIDAY	Regular Meeting	Postponed until 7/11	N/A
Tues. 7/11 6:00 p.m.	Regular Meeting	Consent Agenda <ul style="list-style-type: none"> • Vouchers/Payroll Warrants/Meeting Minutes Presentation • Business Agenda <ul style="list-style-type: none"> • ILA Amendment - CMFE Action Agenda <ul style="list-style-type: none"> • Civic Center Parking Lot Final Acceptance Administration Report <ul style="list-style-type: none"> • 	Packet Items Due: 6/30 @ 5:00 p.m.
Tues. 7/18 6:00 p.m.	Regular Meeting	Consent Agenda <ul style="list-style-type: none"> • Vouchers/Payroll Warrants/Meeting Minutes Presentation • May Financial Status Report Business Agenda <ul style="list-style-type: none"> • Action Agenda <ul style="list-style-type: none"> • ILA Amendment - CMFE Administration Report <ul style="list-style-type: none"> • 	Packet Items Due: 7/7 @ 5:00 p.m.
Tues. 7/25 6:00 p.m.	Study Session	Study Agenda	Packet Items Due: 7/21 @ noon
Tues. 8/1 6:00 p.m.	Regular Meeting	Consent Agenda <ul style="list-style-type: none"> • Vouchers/Payroll Warrants/Meeting Minutes Presentation • Business Agenda <ul style="list-style-type: none"> • Action Agenda <ul style="list-style-type: none"> • Administration Report <ul style="list-style-type: none"> • 	Packet Items Due: 7/21 @ 5:00 p.m.

Other – TBD

- Water and Sewer Fee Schedule Revisions (Ordinance removing rates from SMC)
- Public Hearing Ordinance No. 1990-0522 Amending SMC 17.12
- FCS Group Preliminary Water & Sewer Rate Presentation

STREET IMPROVEMENT STANDARDS POLICY DISCUSSION



May 9, 2023



1917 Dirt Road

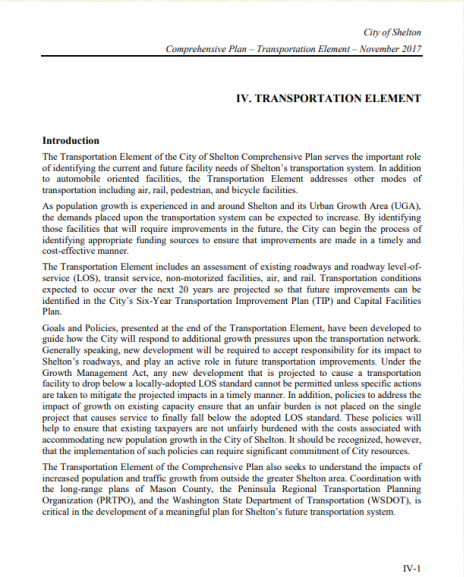


1926 First Roadway Paving



Cota Street, 1940's

Shelton Street Standards Reference Documents:



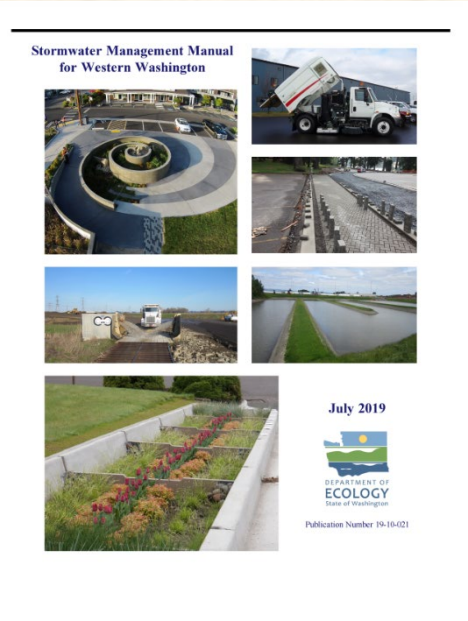
2017 City of Shelton Comprehensive Plan
Section IV



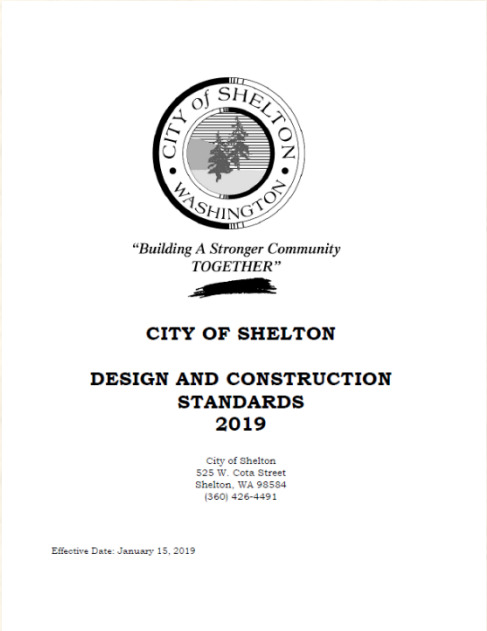
Shelton Municipal Code
Title 12, Streets and Sidewalks



2018 International Fire Code
Appendix D



2019 Department of Ecology Storm
Water Management Manual

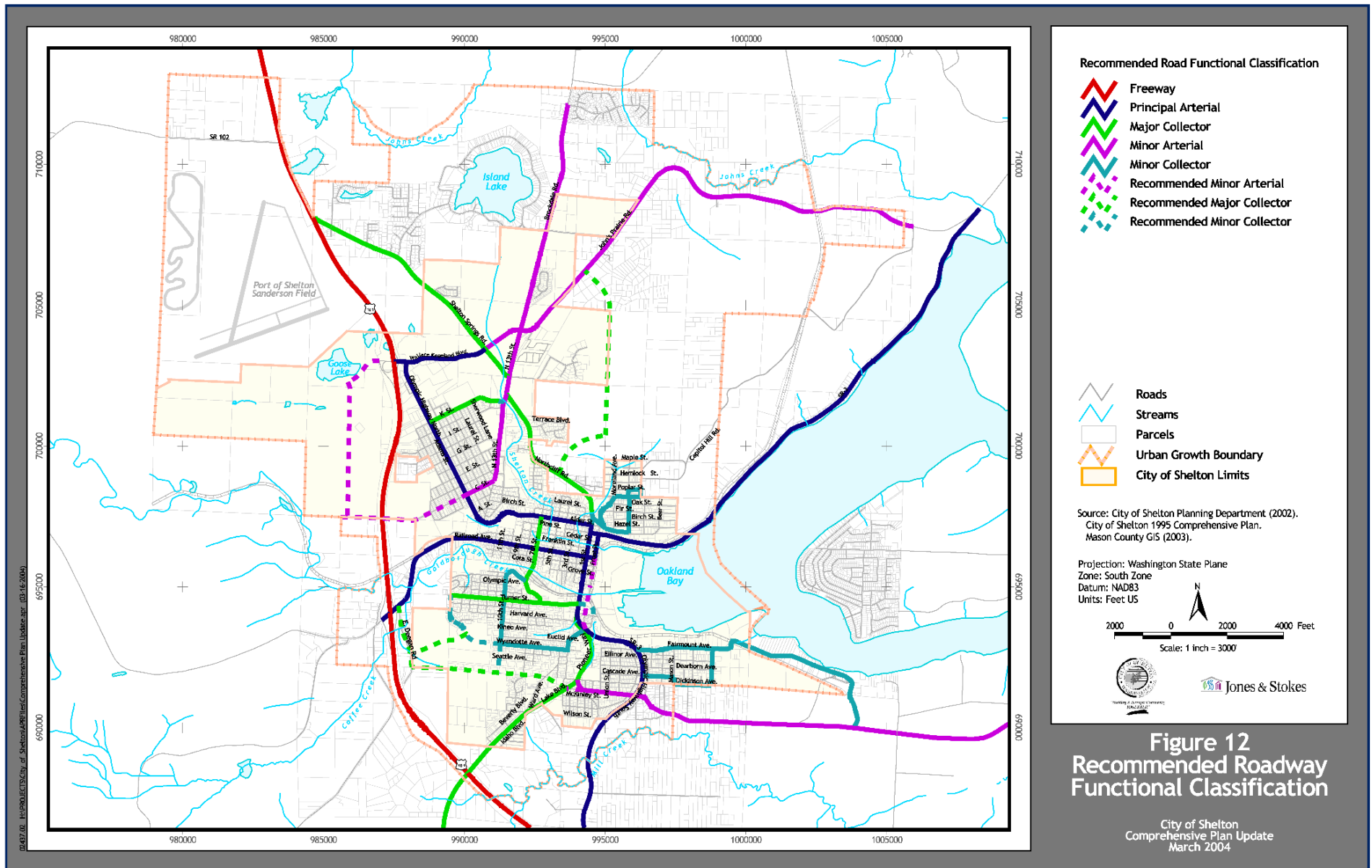


2019 Shelton Design and Construction
Standards Chapter 2

2017 Comprehensive Plan, Section IV, Transportation Element Criteria:

- ❖ Page IV-3: Roadway Functional Classifications: Shelton is required by the State to adopt a street classification system that identifies the Arterial, Collector, and Local streets.
- ❖ Page IV-10: Pedestrian and Bicycle Facilities:
 - Public Works Department is to develop a sidewalk prioritization plan for the existing network and expansion.
 - Standards require most new commercial development to install sidewalks in conjunction with the proposed development.
 - New subdivisions are required to install comprehensive sidewalks in conjunction with new street installations.
 - Public Works is to develop a Complete Streets policy that creates a vision for the community to provide for streets that accommodate all users including pedestrians, bicyclists, transit and transit passengers of all ages and abilities, trucks, buses, and automobiles.
- ❖ Page IV-30: Transportation Demand Management Strategies: Transportation Demand Management (TDM) addresses traffic congestion by focusing on reducing travel demand rather than adding more roads and facilities. The results of successful TDM can include:
 - Travelers switch from single-occupancy-vehicle (SOV) to HOV modes such as transit, vanpools or carpools.
 - Travelers switch from driving to non-motorized modes such as bicycling or walking.
 - Travelers change the time they make trips from more congested to less congested times of day.
 - Travelers eliminate trips through such means as compressed workweeks, consolidation of errands, or use of telecommunications.
 - Shared access in commercial districts.
- ❖ Page IV-35 to 36: Transportation and Land Use:
 - T3b. The City shall require new development and redevelopment to incorporate transit, pedestrian, and non-motorized transportation supportive measures proportionate to the scale of proposed development, during the development review process, including measures such as:
 - Providing adequate sidewalks, pathways, and crosswalks that allow for access by all persons.
 - Minimizing walking distances between buildings and streets, sidewalks, and transit stops.
 - Preserving and extending the connectivity of the pedestrian, bicycle, and grid street system.
 - Incorporating traffic calming measures in neighborhoods, as appropriate, to reduce speeds and crossing distances.
 - Promote shared access.
 - Designing transit access into new developments, as appropriate, considering stops and shelters as part of the overall project, when recommended by the Mason County Transit Authority.
 - T5a. The City should seek to assure convenient access from arterials to residential neighborhoods, employment and retail centers, and major community and government facilities. Development approval should:
 - All improved property in the City be conveniently accessible from streets, walkways or trails.
 - Avoid half streets and non-extendible dead-end streets without adequate turn-around room for emergency vehicles.
 - Expand the City's street grid system where feasible.
 - Avoid the creation of excessively large blocks and long local streets through the development of maximum size guidelines for new City blocks.

2017 COMPREHENSIVE PLAN FUNCTIONAL CLASSIFICATION MAP



Functional Classification Roadway Descriptions:



Freeway: Limited Access, High Average Daily Traffic (ADT)
E.g.: Highway 101



Principal Arterial: Limited Access, High ADT
E.g.: Highway 3, Railroad Ave (shown), Olympic Highway N.



Minor Arterial: Limited Access, Moderate ADT
E.g.: Brockdale Road, N. 13th St (shown), E. Arcadia Ave, Johns Prairie Rd.



Major Collector: Increased Access, Moderate ADT
E.g.: Lake Blvd, Turner Ave, Northcliff Rd (shown), Shelton Springs Rd.

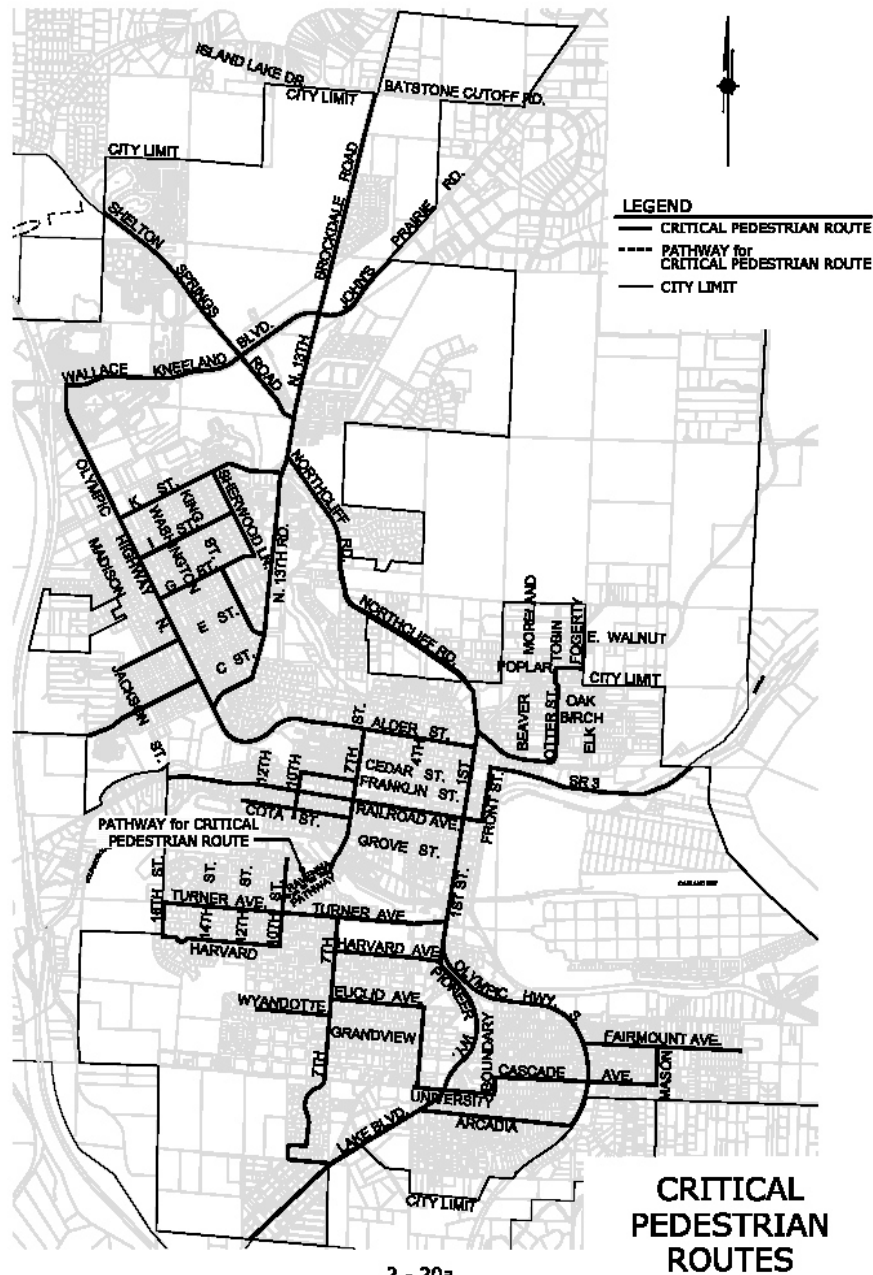


Minor Collector: Increased Access, Lower ADT
E.g.: Wyandotte Ave (shown partially improved), Fairmont Ave, San Joaquin Ave.

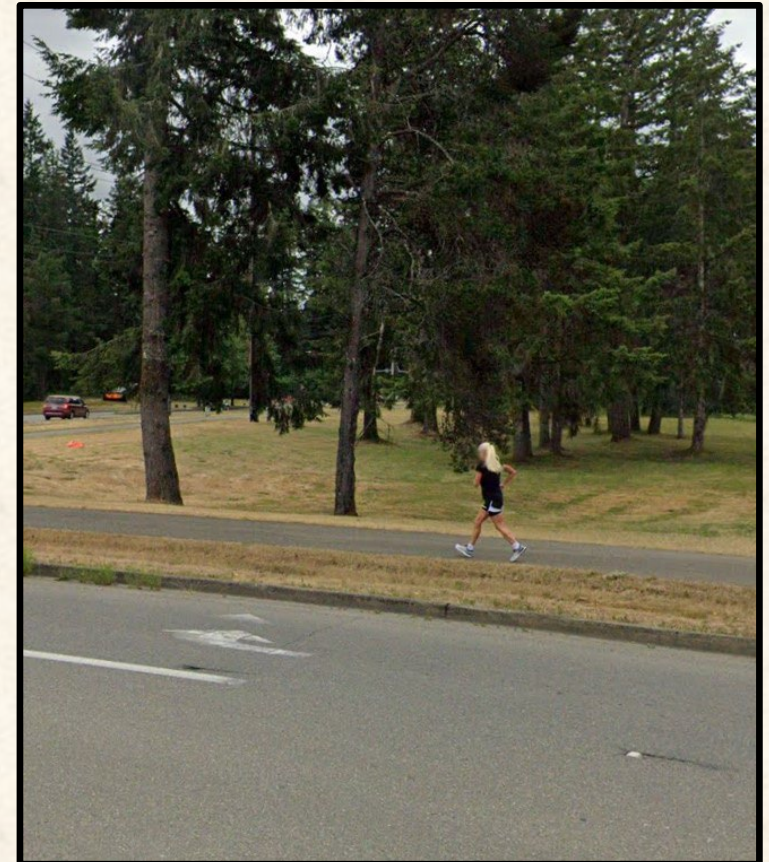


Local Street: Full Access, Low ADT
E.g.: Cota St, Bayview Ave, Washington St, Thyme St. (shown)

Current 2019 Engineering Design and Construction Standards:



2 - 20a



13th Street Multi-use Pathway

Shelton Municipal Code:

12.36, Frontage Improvement Charge.

12.36.010 Applicability.

Provisions of this chapter shall apply to new development and substantial remodel projects in the neighborhood residential (NR) zone. In accordance with the City's Public Works Design Standards, applicable projects may pay the Frontage Improvement Charge (FIC) in lieu of installing full frontage improvements.

12.36.020 FIC—Base fee.

- A. A base fee of zero dollars per lineal foot of frontage is established for 2016, for the FIC.*
- B. Effective January 1st of subsequent years, the FIC shall be adjusted based on the October to October change in the Construction Cost Index for the Seattle area as published by Engineering News-Record.*
- C. The base fee will be applied to all eligible projects in conformance with Section 2.100 of the current "City of Shelton Design and Construction Standards."*

12.36.030 Use of FIC funds.

- A. FIC, once collected, shall be placed in an appropriate deposit account within the capital improvement fund.*
- B. FIC revenues shall be held and disbursed as follows:*
 - 1. FIC revenues shall be used for costs incurred on capital projects for the design or construction of pedestrian and non-motorized improvements, including capitalized repair and maintenance, when such improvements are part of a project identified in the annual six-year transportation improvement program.*
 - 2. Priority for funds shall be given to projects that improve conditions on "Critical Pedestrian Routes" as shown on the current "Critical Pedestrian Route" map included in the "City of Shelton Design and Construction Standards."*
 - 3. Public works shall prepare an annual report to the Council on the FIC showing all sources and amounts of revenue collected and projects for which funds were expended.*



Laurel Street (Local Street)

Shelton Municipal Code (Continued):

17.12.015, Traffic Impact Fee Definitions:

C. “Development activity” means any construction or expansion of a building, or structure, or use, or any changes in the use of land, that creates additional demand and need for public facilities.

G. “In-fill lots” or “in-fill development” means residential development fully within parcels created prior to 1938, and may include a single lot or multiple lots, utilizing the lot configuration of the original subdivision, a subsequent boundary line adjustment or lot consolidation, but excludes development resulting from a replat of the subject lots. Additionally, the proposed residential development would require construction of full street improvements along the project frontage, including at a minimum a full width paved roadway section and curb.

J. “Project improvements” means site improvements and facilities that are planned and designed to provide service for a particular development project that are necessary for the use and convenience of the occupants or users of the project and are not system improvements. No improvement or facility included in the capital facilities plan approved by the City Council shall be considered a project improvement.

F. “Impact fee” or “traffic impact fee” means a payment of money imposed upon development approval to pay for public streets and roads needed to serve new growth and development, and that is reasonably related to the new development that creates additional demand and need for public streets and roads, that is a proportionate share of the cost of the public streets and roads, and that is used for public streets and roads that reasonably benefit the new development. “Impact fee” does not include a reasonable permit or application fee otherwise established by City Council Resolution.

17.12.050 Fee schedules and establishment of service area:

D. In-fill residential development shall be exempt from traffic impact fees.



Future Intersection Improvements



First Street Roundabout

2018 International Fire Code, Appendix D, Fire Apparatus Roads:

❖ D103.2 Grade:

- Fire apparatus access roads shall not exceed 10 percent in grade unless approved by the fire code official.

❖ D103.4 Dead Ends:

- *Dead-end fire apparatus access roads in excess of 150 feet (45 720 mm) shall be provided with width and turnaround provisions in accordance with Table D103.4.*

TABLE D103.4

REQUIREMENTS FOR DEAD-END FIRE APPARATUS ACCESS ROADS

LENGTH (feet)	WIDTH (feet)	TURNAROUNDS REQUIRED
0—150	20	None required
151—500	20	120-foot Hammerhead, 60-foot "Y" or 96-foot diameter cul-de-sac in accordance with Figure D103.1
501—750	26	120-foot Hammerhead, 60-foot "Y" or 96-foot diameter cul-de-sac in accordance with Figure D103.1
Over 750	Special approval required	



Cul-de-sac Design

❖ D103.6 Signs

• **D103.6.1 Roads 20 to 26 Feet in Width**

Fire lane signs as specified in Section D103.6 shall be posted on both sides of fire apparatus access roads that are 20 to 26 feet wide (6096 to 7925 mm).

D103.6.2 Roads More Than 26 Feet in Width

Fire lane signs as specified in Section D103.6 shall be posted on one side of fire apparatus access roads more than 26 feet wide (7925 mm) and less than 32 feet wide (9754 mm).

2019 State Department of Ecology Storm Water Management Manual:

- The City of Shelton Storm Water Phase 2 Permit with the State Department of Ecology requires that storm runoff from newly created impervious surfaces does not exceed pre-development runoff rates with treatment provided prior to entering the conveyance system.
- Staff recommends that the street standards updates include provisions for a vegetated planter strip with street trees between the curb and sidewalk to allow for storm water infiltration, detention, and treatment.
- Street Trees offer the following benefits:
 - Summertime shading of the roadway improvements to lower the water runoff temperature.
 - Tree shading also helps to cool adjacent structures.
 - Leaves capture/evaporate rain and tree roots uptake water and transpiration occurs from the tree surfaces.
 - Trees remove carbon dioxide from the atmosphere.
 - Habitat is provided for birds and other wildlife.
 - Trees improve the “Streetscape”, breaking up view corridors and adds value to nearby properties and the community.
 - The DOE manual gives stormwater reduction credits for trees planted on larger project sites.



Current 2019 Engineering Design and Construction Standards:

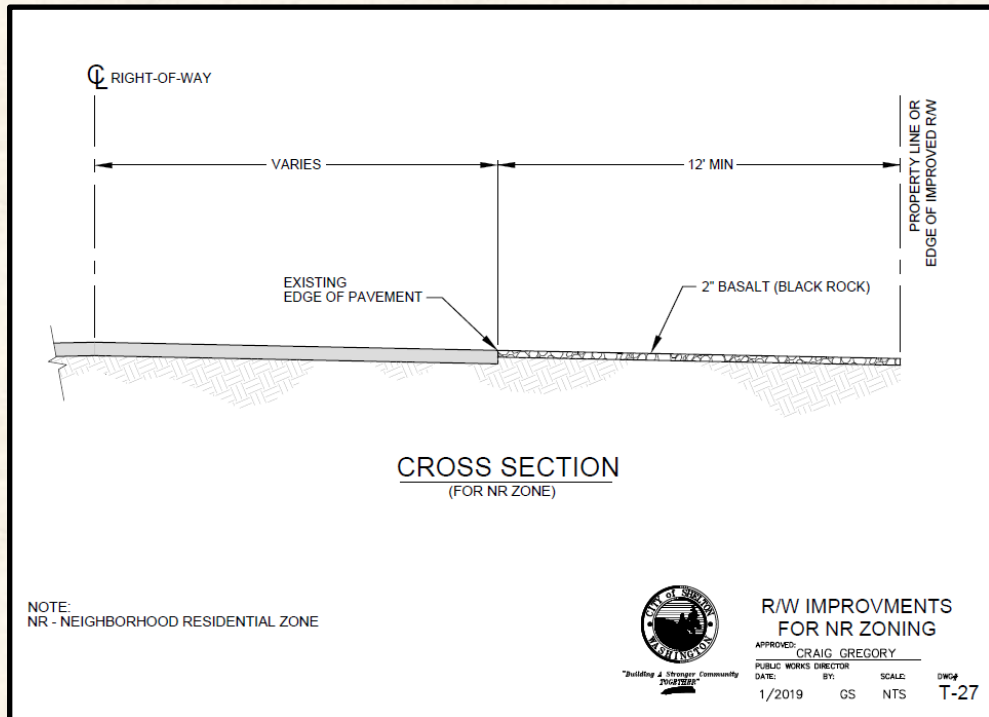
2.100 Street and Alley Frontage Improvements:

A. All new construction projects, substantial remodels on existing lots, and all short platting of land within Neighborhood Residential (NR) Zoning District shall complete improvements (as shown in drawing (T-27) or pay a Frontage Improvement Charge (FIC) in conformance with these standards and SMC 12.36 in lieu of the more formal improvements identified in Table 2.050. All projects on the critical pedestrian route (see page 2-20a) shall pay the Frontage Improvement Charge (FIC).

C. Unless payment of a FIC is an option, street frontage improvements, in conformance with these standards, will be required along all street frontages adjacent to a development. Corner lots are also responsible for improving adjacent street intersections.

E. Alley frontage improvements will be required along all adjacent development and shall meet the following requirements:

1. Alleys within the residential zones of the city shall be constructed of compacted crushed aggregate for the full width of the alleys.
2. Alleys within the Mixed-Use and Non-Residential zones of the City shall be constructed per section 2.180 of these Standards for the full width of the alleyway.



West "J" Street Rock Shoulders

Updated Street Design and Construction Standards Discussion:

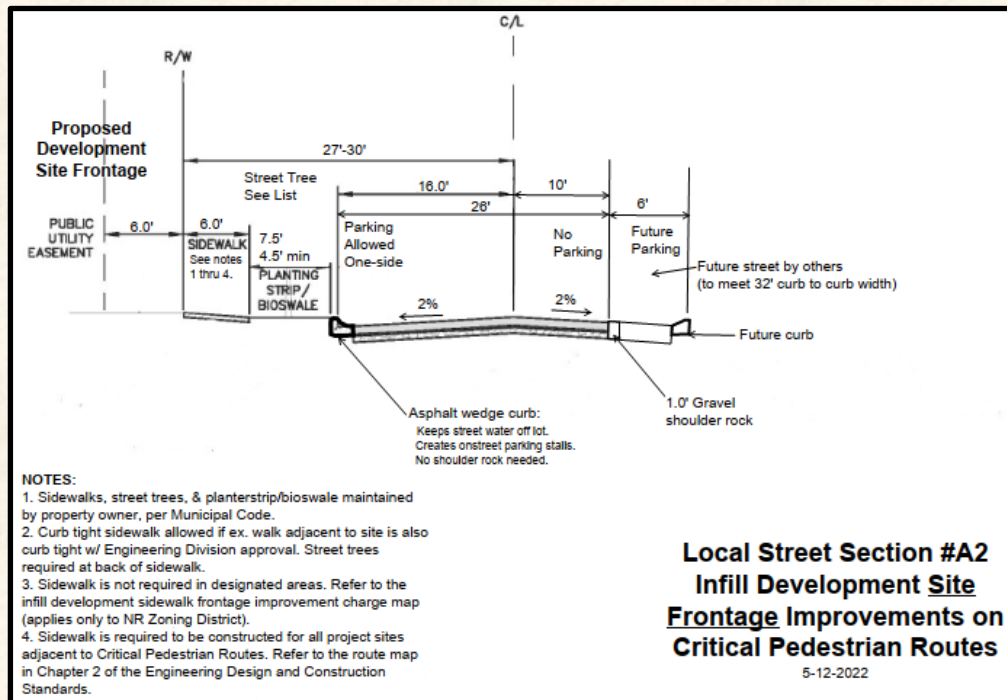
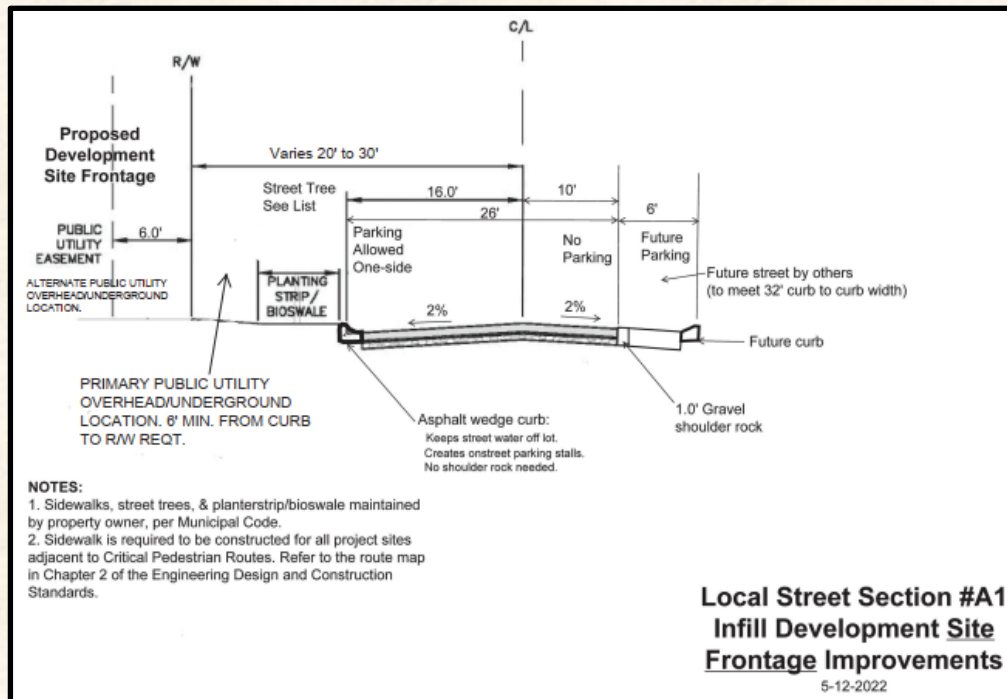
- The 2019 City of Shelton Engineering Design and Construction Standards should be consistent with the Transportation Comprehensive Plan, the International Fire Code, the Municipal Code, and the DOE Stormwater Management Manual.
- Clear roadway and sidewalk improvement standards need to be prepared that apply to new development, subdivisions, partitions, commercial sites, infill lots, or redevelopment of property within all Zoning Districts in the City and UGA. Clarity on when and what standards apply for various developments.

City staff met with the Development Code Update Committee multiple times last year to discuss the street standards. Most discussions focused on Neighborhood Residential infill development and the requirements for street and sidewalk improvements. The Committee final recommendations listed below:

- Infill development standards should apply only in the Neighborhood Residential Zone for home construction on a maximum of $\frac{1}{2}$ of a block. Large “paper platted” sections of the city with no roadway improvements will need to install full roadway improvements with a goal for sidewalks to connect to the Critical Pedestrian Routes. Infill standards would not apply to new subdivisions or short plats over 3-lots in size.
- Infill standards do not apply to other Land Use Zones in the City, such as Downtown, Mixed Use, Medical, or Commercial-Residential.
- Infill sites on Critical Pedestrian Routes would construct a modified half street improvement with a sidewalk. Sites not on a critical pedestrian route would construct a modified half street improvement and pay a sidewalk frontage improvement charge of \$9 per square foot. Funds collected would be used by the to improve the critical pedestrian routes in the City. Sites may also pay a fee in-lieu of constructing the roadway improvements in some instances.



Updated Design and Construction Standard Discussion:



Development Code Committee: Infill Lot Street Standards

Neighbor Residential Zone, Local Streets Only.

Collector/Arterial Streets Require Standard Improvements.

Existing Site Frontage(s)

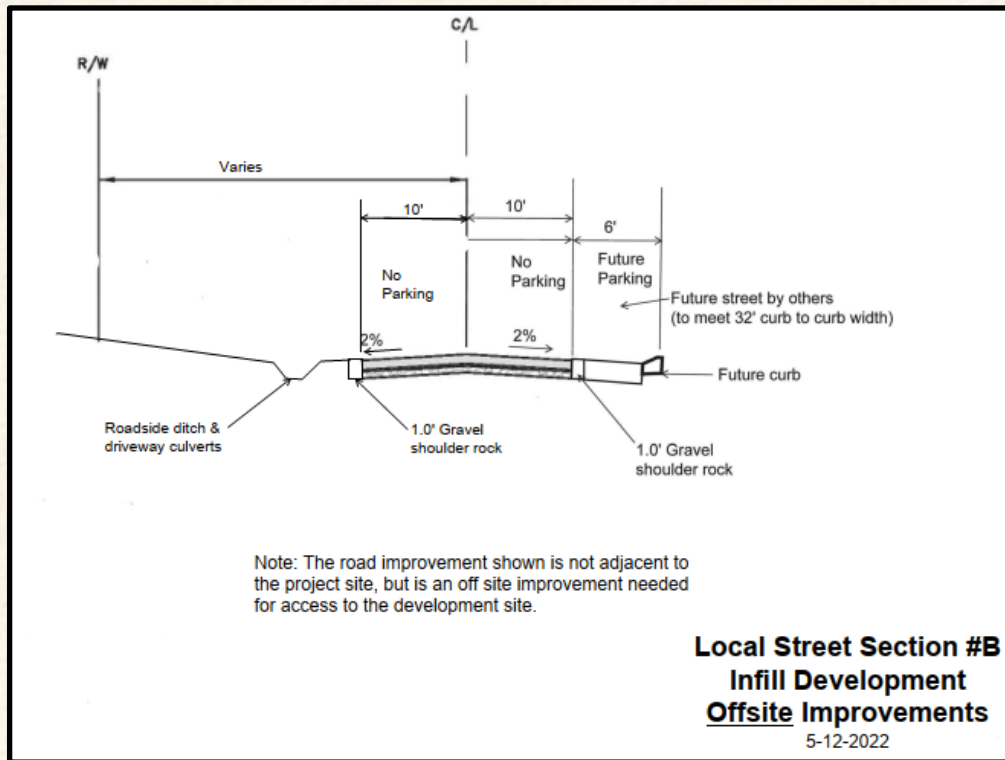
Required Improvements

- | | |
|----------------------------------|--|
| a. Unimproved R/W
Gravel Road | Construct section #A1 or #A2 if or on Critical Pedestrian Route. |
| b. Paved road | Upgrade improvements to meet section #A1 or #A2 if on Critical Pedestrian Route. |
| c. Paved road w/ curb | Upgrade to meet section #A1 or or #A2 if on Critical Pedestrian Route, if needed. |
| d. Corner lot | Construct section #A1 or #A2 if on Critical Pedestrian Route on both frontages, unless topographically unfeasible. |
| e. Unimproved alley | Vacate r/w if not used by applicant or adjacent neighbors. If used for secondary access, pave 10' wide one-way road w/ turnaround to nearest street. |
| f. Gravel alley | Pave site frontage along alley width, min. 20' wide per standards. |

Offsite Access Road(s)

- | | |
|------------------------------|--|
| a. Unimproved R/W | Construct section #B offsite to nearest paved road (see next page). |
| b. Gravel road | Widen gravel road to 20' wide min. to nearest paved road, per IFC |
| c. Road gradient exceeds 10% | Improve road to 20' wide min. to nearest paved road. Pave w/ 3" asphalt, as approved by Fire Marshall. |

Updated Design and Construction Standard Discussion:



Minimum Offsite Interim Roadway Improvement Standards:

- Per the International Fire Code Section, D102.1 Access and Loading: "Facilities, buildings or portions of buildings hereafter constructed shall be accessible to fire department apparatus by way of an approved fire apparatus access road with an asphalt, concrete or other approved driving surface capable of supporting the imposed load of fire apparatus weighing up to 75,000 pounds."
- Substandard roads in the City and/or UGA (such as gravel roads) that are the primary access to a development, redevelopment, or infill project site, are required to construct offsite street improvements to meet the International Fire Code requirements.
- The minimum offsite interim roadway improvements consist of 20 feet of asphalt paving, 1-foot-wide gravel shoulders, raising of existing structures, and applicable storm drainage improvements.
- The roadway structural section is to be constructed per City Design and Construction Standards Section 2.180, Surfacing Requirements.
- Offsite improvements are to be constructed on the centerline of the right-of-way and extend from the development site along the primary access route to the nearest adequately paved roadway, as determined by the City Engineer.
- Development sites may be required to construct additional offsite roadway improvements as outlined in section 2.060, Traffic Impact Analysis of the Engineering Design and Construction Standards Manual.

Updated Design and Construction Standard Discussion:

Definitions:

Development (current):

"Development" -- Any man-made change to unimproved real property including but not limited to construction of buildings or other structures, additions, reconstruction, placement of manufactured home/mobile home, mining, dredging, logging, clearing, filling, grading, paving, excavation, drilling operations, storage of equipment or materials, any activity that results in the removal of vegetation or alteration of natural site characteristics or the division of property pursuant to the subdivision regulations.

Redevelopment Definition (add):

Redevelopment of all sites in the City and UGA adjacent to existing public right-of-way(s) shall dedicate the applicable right-of-way and construct new and/or reconstruct existing improvements to conform to adopted design and construction standards applicable to the roadway classification.

Existing improvements shall be installed, reconstructed, and/or repaired to meet current standards, including curbs, sidewalks, driveways, street trees, planters, drainage improvements, and the roadway wearing surface and structural section from the right-of-way centerline, as determined and approved by the Public Works Director.

Site redevelopment is defined as projects where the proposed onsite improvements exceed fifty percent of the existing pre-development assessed value of the property and improvements, or an increase in weekly daily trip generation exceeds 8.0 trips/day per the latest version of the Institute of Traffic Engineers (ITE) Trip Generation Manual.

Traffic Impact Fees, In-fill lots (revised):

"In-fill lots" or "in-fill development" means residential development fully within parcels created prior to January 1, 1938, and may include a single lot **or ½ of a City block** ~~multiple lots~~, utilizing the lot configuration of the original subdivision, a subsequent boundary line adjustment or lot consolidation, but excludes development resulting from a replat of the subject lots. Additionally, the proposed residential development would require construction of full street improvements along the project frontage, including at a minimum a full width paved roadway section and curb. Infill lot developments do not pay Traffic Impact Fees.

Updated Design and Construction Standard Discussion:

Frontage Improvement Charge:

Frontage improvement charges for Neighborhood Residential infill development would be included in the City Master Fee Schedule for sidewalk, storm drainage, curb, and pavement improvements.

Street Trees:

Street trees (1-1/2" minimum caliper) are to be installed at an average spacing of 30 feet on-center with a root barrier to reduce the risk of sidewalk heaving along all existing and proposed right-of-way frontage(s). The "as planted" spacing of the trees will vary site by site and is dependent on the variety of the tree and field modifications to the tree spacing due to streetlights, water meters, fire-hydrants, driveway approaches, ADA ramps, etc.

The City will include details in the standards manual for tree planting and root barriers. A city-wide street tree list will also be included in the manual for the downtown street trees and for trees approved for different widths of planters.

Sidewalk, Planter Strip, and Street Tree Maintenance:

The maintenance of right-of-way street trees, sidewalks, and roadway planter strips and/or storm water bio-swales, are the responsibility of the adjacent property owner, including parcels that have multiple right-of-way frontages, per SMC 12.08.040, and Design and Construction Standards Section 3.020.

CITY OF SHELTON STREET TREE LIST

-- 6' Minimum Planter Strip Width --

December 2022	Check on availability of selected tree(s) and call 360-432-5102 for site inspection prior to planting								
Common Name	Scientific Name	Cultivar	Height (Ft)	Width (Ft)	Shape	Features/Considerations	Drought Tolerant	Overhead Utilities	Soil Type
European Hornbeam	<i>Carpinus betulus</i>	Fastigiata	35	25	upright/oval	catkins turn brown in November; yellow in fall	Yes	No	all
Japanese Hornbeam	<i>Carpinus japonicus</i>		30	25	rounded vase	white/yellow flowers; red in fall	Yes	Yes	all
Katsura Tree	<i>Cercidiphyllum japonicum</i>		40	40	pyramidal/rounded	heart shaped leaves; red-orange in fall	No	No	all
Princeton Sentry Ginkgo	<i>Ginkgo biloba</i>	Princeton Sentry	40	15	columnar	seedless male; yellow in fall	Yes	No	all
Mountain Silverbells	<i>Halesia monticola</i>		40	25	conical/rounded	white bell shaped flowers; yellow fall color	Moderate	No	all
Red Range Tupelo	<i>Nyssa sylvatica</i>	Haymanred	35	20	broadly pyramidal	glossy foliage resistant to leaf spot; bright red in fall	Yes	No	all
Kwanzan Flowering Cherry	<i>Prunus serrulata</i>	Kwanzan	30	20	vase/rounded	pink. double flowers; hardiest <i>P. serrulata</i> ; orange in fall	Moderate	No	all
Forest Green Oak	<i>Quercus Frainetto</i>	Schmidt	50	30	oval	strong central leader	Yes	No	all
Sterling Silver Linden	<i>Tilia tomentosa</i>	Sterling	45	35	pyramidal	dark green/silver underside; fewer aphids	Yes	No	all
Wireless Zelkova	<i>Zelkova serrata</i>	Schmidtlow	25	35	spreading vase	ideal for use under power lines	Yes	Yes	all

Updated Design and Construction Standard Discussion:

Downtown District Street, Sidewalk, and Street Tree Standard Modifications:

The City of Shelton Downtown District boundary is described below, which includes all internal streets and abutting properties:

The properties west of Front Street, south of Cedar Street, east of 7th Street, with the southern limit extending to include properties with frontage on Cota Street between 7th and Front Street.

- A. Downtown District collector and arterial streets designated in the latest City of Shelton Comprehensive Plan shall be constructed to the applicable collector or arterial street standards with on street parking both sides.
- B. All existing local downtown streets improved with Portland cement concrete paving for over 50 percent of the block length shall be reconstructed and/or repaired with Portland cement concrete pavement per City Standard Details.
- C. Full width and length panel replacement repairs are required, unless otherwise approved by the Public Works Director thru a Design Modification Request.
- D. Downtown District sidewalks shall be a minimum of 8 feet in width as measured from the back of curb. A sidewalk of a minimum of 10' in width shall extend from the curb line to the right-of-way for all zero-lot line constructed buildings.
- E. Downtown District street trees (1-1/2" minimum caliper) are to be installed at an average spacing of 30 feet on-center with root barrier to reduce the risk of sidewalk heaving along all existing and proposed right-of-way frontage(s). The "as planted" spacing of the trees will vary site by site and is dependent on the variety of the tree and field modifications to the tree spacing due to streetlights, water meters, fire-hydrants, door entrances, awnings, ADA ramps, etc.
- F. All downtown street trees shall be installed with a metal grate and frame per the current City Standard Drawing.
- G. The maintenance Downtown District right-of-way street trees, and sidewalks, are the responsibility of the City of Shelton Public Works Department.



Franklin Street Concrete Pavement



Downtown Street Tree
(sidewalk to be repaired)

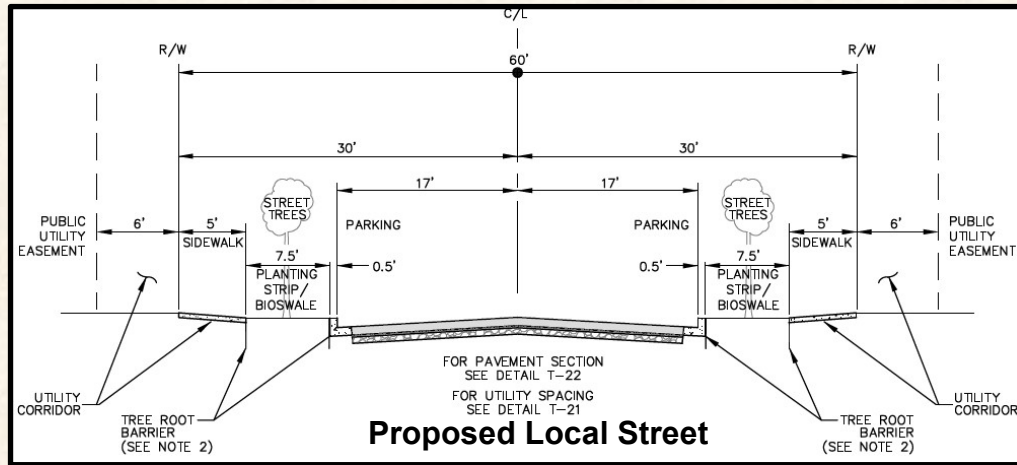
Updated Design and Construction Standard Revisions (continued):

Recommended updates to the Design and Construction Standard Details T-23A, T-23B, T-24, T-25, T-26, and T-27 denote the street standards for Primary Arterial, Secondary Arterial, Major Collector, Minor Collector, Local Residential, Local Industrial/Commercial, and Alley Roadways are noted below:

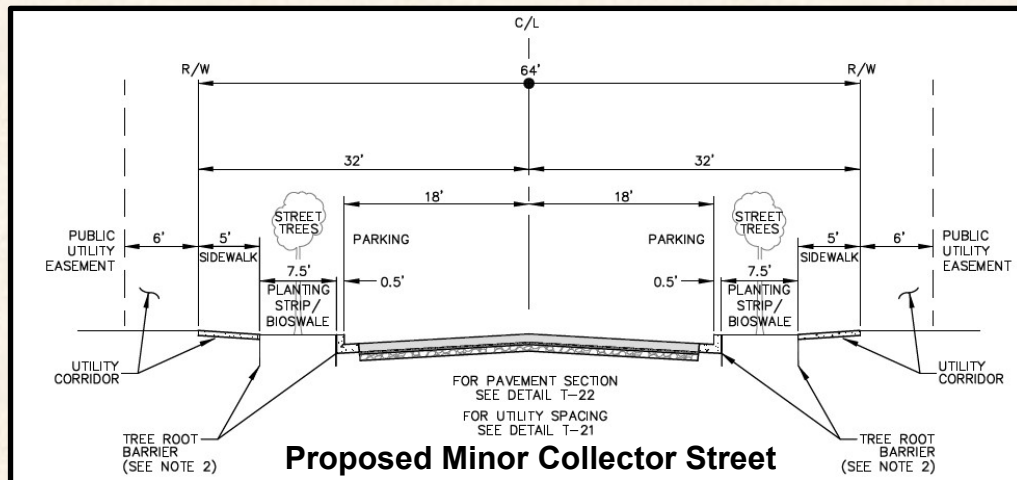
TABLE 2.050: MINIMUM PUBLIC STREET DESIGN STANDARDS

DESIGN STANDARDS	PRINCIPAL ARTERIAL	MINOR ARTERIAL	MAJOR COLLECTOR	MINOR COLLECTOR	LOCAL RESIDENTIAL	LOCAL INDUSTRIAL or COMMERCIAL	ALLEY
a. Access	Limited, 600' min.	Limited, 300' min.	Limited, 100' min.	Limited, 50' min.	Full	Full	Full
b. Parking	None	None	None	Allowed	Allowed	Allowed	None (loading only)
c. Speed	35-45 mph	35-45 mph	35 mph	25 mph	25 mph	25 mph	10-15 mph
d. Min/Max Grade	0.5% to 8.0%	0.5% to 8.0%	0.5% to 8.0%	0.5% to 10.0%	0.5% to 10.0%	0.5% to 10.0%	0.5% to 10.0%
e. Std. Road Crown Slope	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0% (inverted)
f. Horiz. Curve Radius	Per AASHTO	Per AASHTO	Per AASHTO	200-foot min.	200-foot min.	200-foot min.	Per AASHTO
g. Vertical Curves	Per AASHTO	Per AASHTO	Per AASHTO	Per AASHTO	Per AASHTO	Per AASHTO	Per AASHTO
h. Median Island (w/ street trees)	8 feet	8 feet	8 feet	n/a	n/a	n/a	n/a
i. Left Turn Lane (where needed)	12 feet	12 feet	12 feet	n/a	n/a	n/a	n/a
j. Right Turn Lane (at arterial & collect.)	12 feet	12 feet	12 feet	n/a	n/a	n/a	n/a
k. No. Travel Lanes	(2)	(2)	(2)	(2)	(2)	(2)	(2)
l. On Street Bike Lanes	5.0 feet	5.0 feet	5.0 feet	n/a	n/a	n/a	n/a
m. Multi-use Path (alt. to bike lanes) ^{3,5}	12.0 feet	12.0 feet	12.0 feet	n/a	n/a	n/a	n/a
n. Curb to Curb Width	46' (w/ bike lanes)	46' (w/ bike lanes)	46' (w/ bike lanes)	36 feet	34 feet	36 feet	20 feet
o. Sidewalk ^{1,2}	6.0 feet	6.0 feet	6.0 feet	5.0 feet	5.0 feet	5.0 feet	n/a
p. Curb & Gutter	Yes	Yes	Yes	Yes	Yes	Yes	Yes (rolled allowed)
q. Planting Strip/Bio-swale ¹	8.0 feet	8.0 feet	8.0 feet	8.0 feet	8.0 feet	8.0 feet	5.0 feet ⁴
r. Right-of-Way Width	74 feet	74 feet	74 feet	64 feet	60 feet	62 feet	30 feet
s. Street Trees ¹	As Specified	As Specified	As Specified	As Specified	As Specified	As Specified	n/a
t. Public Utility Esmt. (when needed for o/h poles, vault lids, & pedestals)	6.0 feet	6.0 feet	6.0 feet	6.0 feet	6.0 feet	6.0 feet	n/a
¹ Maintenance of right-of-way sidewalks, bio-swales, and street trees are the responsibility of the adjacent property owner or Home Owners Association.	<u>2023 Revisions:</u> 1. Removed one thru lane each direction per comp. plan. 2. Added access spacing distance. 3. Added median island std. & turn lanes where needed. 4. Added the multi-use path option in-lieu of bike lanes. 5. Reduced the curb-curb width from 64' to 46'. 6. Reduced sidewalk width from 8' to 6'. 7. Revised the 7.0' tree corridor to 8.0' with bio-swale option. 8. Added street trees to all roads sections per storm permit req'ts.	<u>2023 Revisions:</u> 1. Removed one thru lane each direction per comp. plan. 2. Added access spacing distance. 3. Added median island std. & turn lanes where needed. 4. Added the multi-use path option in-lieu of bike lanes. 5. Reduced the curb-curb width from 60' to 46'. 6. Reduced sidewalk width from 8' to 6'. 7. Revised the 7.0' tree corridor to 8.0' with bio-swale option. 8. Added street trees per storm permit req'ts.	<u>2023 Revisions:</u> 1. Combined (3) standard details into one detail. 2. Added access spacing distance. Removed on-street parking. 3. Added median island std. & turn lanes only where needed. 4. Added the multi-use path option in-lieu of bike lanes. 5. Reduced the curb-curb width from 48' to 46'. 6. Reduced sidewalk width from 8' to 6'. 7. Added street trees per storm permit req'ts.	<u>2023 Revisions:</u> 1. Prepared detail separate from major collector. 2. Added access spacing distance. 3. Removed on street bike lanes to allow width for parking. Install bike lane "sharrows". 4. Reduced the curb-curb width from 40' to 36'. 5. Added an 8.0' bio-swale option in the planter strip. 6. Added street trees per storm permit req'ts.	<u>2023 Revisions:</u> 1. Combined two details. On street parking both sides of street. 2. Reduced street width from 40' to 34'. 3. Reduced sidewalk width from 6' to 5'. 4. Added street trees per storm permit req'ts.	<u>2023 Revisions:</u> 1. Combined two details. On street parking both sides of street. 2. Reduced street width from 40' to 36'. 3. Reduced sidewalk width from 8' to 5'. 4. Added street trees per storm permit req'ts.	<u>2023 Revisions:</u> 1. Added a street section for Alleys. 2. Added bio-swale or planting strip. 3. Added rolled curbs and inverted road crown section 4. Added street trees where feasible, per storm permit req'ts.
² Sidewalks shall be a minimum of 10 feet in width adjacent to zero lot line developments in all land use zones.							
³ The outside travel lanes increase from 12' to 14' when a multi-use path is constructed in lieu of bike lanes.							
⁴ Planter and utility corridor.							
⁵ Refer to the multi-use path detail and route location map.							

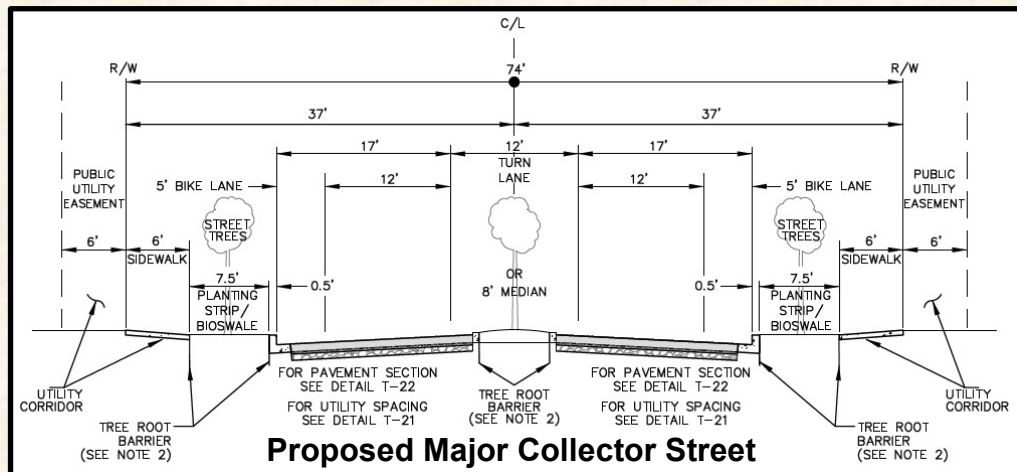
Updated Design and Construction Standard Revisions (continued):



Local Street Example



Major Collector Example



Any Questions?

Next Steps:

1. **Are all of the suggested changes acceptable, or do some standards need clarification, or is additional information needed?**
2. **Draft of the proposed changes to the Engineering Standards Manual and Municipal Code can be prepared and submitted to Council for further consideration in the near future.**

Please feel free to call or email me with any additional questions.

Thank You.

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