

# CITY OF FEDERAL WAY CITY COUNCIL AGENDA BILL

**SUBJECT: ORDINANCE:** Relating to the 2018 amendments to the Federal Way Comprehensive Plan and, Comprehensive Plan Map to realign the future extension of South 324<sup>th</sup> Street further south to connect with Weyerhaeuser Way South.

**POLICY QUESTION:** Should the City approve a request from the Public Works Department for a comprehensive plan amendment to realign the future extension of South 324<sup>th</sup> Street further to the south to connect with Weyerhaeuser Way South?

**COMMITTEE:** Land Use/Transportation Committee (LUTC)

**MEETING DATE:** March 4, 2019

**CATEGORY:**

- |  |   |   |
|--|---|---|
| <input type="checkbox"/> Consent               | <input checked="" type="checkbox"/> Ordinance | <input type="checkbox"/> Public Hearing |
| <input type="checkbox"/> City Council Business | <input type="checkbox"/> Resolution           | <input type="checkbox"/> Other          |

**STAFF REPORT BY:** Principal Planner, Margaret Clark

**DEPT:** Community Development

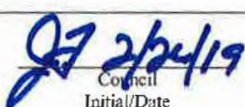
**Attachments:** 1) Draft Adoption Ordinance with Exhibit A; 2) February 12, 2019, Staff Report to the Planning Commission with Exhibits A-I; 3) Draft Minutes of the February 20, 2019, Planning Commission Public Hearing.

**Background:** The Planning Commission conducted a public hearing on February 20, 2019, at the close of which they recommended to the City Council approval of the Mayor's recommendation to realign the future extension of South 324<sup>th</sup> Street further south to connect with Weyerhaeuser Way South. The 2015 comprehensive plan shows the future road alignment as extending over I-5 east to 32<sup>nd</sup> Avenue South.

**Options Considered:** 1) Adopt the Mayor's recommendation as contained in the draft adoption ordinance; 2) Adopt the Mayor's recommendation as modified by the LUTC; 3) Do not adopt the Mayor's recommendation; or 4) Refer the amendments back to the Planning Commission for further proceedings.

**MAYOR'S RECOMMENDATION:** The Mayor recommends adoption of the proposed amendments as written in the draft adoption ordinance.

**MAYOR APPROVAL:**  2/26/19  
Committee Initial/Date

**DIRECTOR APPROVAL:**  2/24/19  
Council Initial/Date

**DIRECTOR APPROVAL:**  2/26/19  
Initial/Date

**COMMITTEE RECOMMENDATION:** *I move to forward the proposed ordinance to First Reading on March 19, 2019,*

\_\_\_\_\_  
Committee Chair

\_\_\_\_\_  
Committee Member

\_\_\_\_\_  
Committee Member

**PROPOSED COUNCIL MOTION(S):**

**FIRST READING OF ORDINANCE (March 19, 2019):** "I move to forward approval of the ordinance to the April 2, 2019, Council Meeting for enactment."

**SECOND READING OF ORDINANCE (April 2, 2019):** "I move approval of the proposed ordinance."

*(BELOW TO BE COMPLETED BY CITY CLERK'S OFFICE)*

**COUNCIL ACTION:**

- APPROVED
- DENIED
- TABLED/DEFERRED/NO ACTION
- MOVED TO SECOND READING (ordinances only)

**COUNCIL BILL #** \_\_\_\_\_

**First reading** \_\_\_\_\_

**Enactment reading** \_\_\_\_\_

**ORDINANCE #** \_\_\_\_\_

**RESOLUTION #** \_\_\_\_\_



## CITY COUNCIL STAFF REPORT

**TO:** Members of the City Council

**VIA:** Mayor Jim Ferrell

**FROM:** Brian Davis, Community Development Director *Brian*  
Robert "Doc" Hansen, Planning Manager *RDH*  
Margaret H. Clark, AICP, Principal Planner *MHC*

**SUBJECT:** Public Hearing – Comprehensive Plan Amendment for the Future Realignment of South 324<sup>th</sup> Street Extension, Files 18-105898-00-SE and 18-105198-UP

**DATE:** March 4, 2019

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### I. BACKGROUND AND FINANCIAL IMPACT

The 2015 comprehensive plan shows the future road alignment as extending over I-5 east to 32nd Avenue South (*Exhibit A*). This comprehensive plan amendment would realign the future extension further south to connect with Weyerhaeuser Way South (*Exhibit B*). The South 324th extension is planned to be constructed no sooner than 2025; although, no construction plans or resources have been allocated towards the project and the amendment is a non-project action. Larger maps of the existing and proposed alignments are shown in *Exhibits C* and *D*.

The action will not result in any financial impact upon the City. Spending impacts from future project actions allowed by the Comprehensive Plan amendment will be evaluated if, and when, such proposals occur.

### II. REASON FOR COUNCIL ACTION

FWRC Chapter 19.80, establishes a process and criteria for comprehensive plan amendments. Consistent with Process VI review, the role of the Council is to review and evaluate the recommendation of a proposal, to find that the plan amendments meet the criteria provided by FWRC.80.140, 19.80.150, and 19.75.130(3), and based upon such information, approve, approve with amendment, or deny a proposal.

### III. PROCEDURAL SUMMARY

The following table indicates the actions that have been taken to bring the proposal for Comprehensive Plan amendment to the Council.

Steps	Date
Issuance of Determination of Nonsignificance (DNS) pursuant to the State Environmental Policy Act (SEPA) ( <i>Exhibit E</i> ) <sup>1</sup>	December 21, 2018
End of SEPA Comment Period	January 4, 2019
Planning Commission Study Session	February 6, 2019
End of SEPA Appeal Period	January 25, 2019
Public Hearing before the Planning Commission	February 20, 2019
LUTC Meeting	March 4, 2019
City Council 1st Reading	March 19, 2019
City Council 2nd Reading	April 2, 2019

#### IV. CITIZEN COMMENTS

Four written comments, as summarized in Table I, were received on this proposed amendment.

**Table I**

No.	Summary of Comments	Names
1	A representative from the BP Olympic Pipe Line states that realigning South 324 <sup>th</sup> Street will impact their 14-inch pipe line that needs to be protected in this area.	Chase Wakefield representing BP Olympic Pipe Line
2	The realignment of the road will direct traffic volume from 5,000 vehicles to Weyerhaeuser Way South, instead of being dispersed to both Weyerhaeuser Way South and 32 <sup>nd</sup> Avenue South. In addition, the 2015 comprehensive plan did not address traffic from the proposed developments of DaVita and the Industrial Realty Group. He also stated that in relationship to the environmental checklist, forest land use has been practiced in the location of the proposed alignment as a "Managed Forest Buffer," and the realignment would also affect a trail in that area.	Richard Pierson
3	They are generally in favor of the realignment, although they have concerns about the increased traffic going to Weyerhaeuser South. They are, however, in favor of the well-paying jobs that DaVita will bring. They state that the proposed road should not result in elimination of the managed forest buffer; if the I-5 off-ramps are constructed, South 324 <sup>th</sup> Street should be the only access point for semi-trucks entering and exiting the CP-1 zoned property located north of South 336 <sup>th</sup> Street; the property is within the Tacoma Smelter Plume zone; the proposed street extension will eliminate portions of recreational trails in the CP-1 zone; and the Weyerhaeuser Headquarters building and likely most of the landscape are eligible for National Historic Register listing.	Lori Sechrist on behalf of Save Weyerhaeuser Campus
4	Has concerns about the increased safety issue related to the proposed intersection being located on a curve at the intersection with Weyerhaeuser Way South as compared to a minimal curve on the connection to Weyerhaeuser Way in the comprehensive plan from South 323 <sup>rd</sup> Street.	Richard Pierson

## V. COMPLIANCE WITH FWRC 19.80.140 AND 19.80.150

1. *FWRC 19.80.140, Factors to be considered in a Comprehensive Plan Amendment* – The city may consider, but is not limited to, the following factors when considering a proposed amendment to the comprehensive plan.

- (1) *The effect upon the physical environment.*

There should be no adverse impact on the physical environment related to future construction of South 324<sup>th</sup> Street in its new alignment. Impacts from the future connection have already been evaluated and will not be increased by this proposal.

Future road construction will be subject to environmental review as required by the Washington State Environmental Policy Act (SEPA) and the National Environmental Policy Act (NEPA), and will be evaluated in accordance with all plans, policies, rules, and regulations adopted as a basis for the exercise of substantive authority under SEPA to approve, condition, or deny the proposed action.

There is a Class II wetland located east of I-5, approximately 275 feet north of the proposed alignment. Class II wetlands have buffers ranging from 75 to 225 feet. There is also a small Class III wetland located where South 324<sup>th</sup> would intersect with Weyerhaeuser Way South. Class III wetlands have buffers ranging from 60 to 225 feet. In addition, there is a major stream, East Hylebos Creek, located approximately 150 feet to the north. Major streams have 100 foot buffers. Refer to *Exhibit H*.

The site is located within the Enhanced Basic Water Quality Treatment Area. Any water-related or erosion-related impacts associated with future development must be mitigated in compliance with the city-adopted *2016 King County Surface Water Manual* (KCSWM) and the City of Federal Way Addendum to the Manual. This requires any erosion-related impacts created during clearing and construction activities to be addressed according to a Temporary Erosion Sedimentation Control Plan (TESC), which is a standard part of engineering review and approval.

- (2) *The effect on open space, streams, and lakes.*

Please refer to responses under Section V (1) (1), above.

- (3) *The compatibility with and impact on adjacent land uses and surrounding neighborhoods.*

Land to the north is zoned OP-1. The road extension is planned to be constructed on land zoned CP-1. Based on language in the 1994 Concomitant Agreement, which established the zoning and allowable uses in each zone, the uses in the respective zones are deemed to be compatible. Any future roadway should also be compatible with the uses in each zone.

- (4) *The adequacy of and impact on community facilities including utilities, roads, public transportation, parks, recreation, and schools.*

Construction of South 324<sup>th</sup> Street, with an alignment further to the south than the existing alignment will not impact community facilities, including utilities, roads, public transportation, parks, recreation, and schools. However, the proposed street extension

will eliminate portions of recreational trails in the CP-1 zone.

(5) *The benefit to the neighborhood, city, and region.*

Moving the future realignment of South 324<sup>th</sup> Street further south would benefit the city because the existing alignment would bisect the future DaVita Campus. DaVita is proposing to expand its campus in two phases. The first phase includes a full site buildout with a 160,000 square building and 681 new parking spaces. The second phase will come at an undetermined time in the future with an expansion of the building to 200,000 square feet. This will benefit the neighborhood, city, and region by providing 640 to 720 well-paying jobs in the first phase expansion. The realignment will also be beneficial for future development in East Campus by providing more land for such development that is not bisected by a road.

(6) *The quantity and location of land planned for the proposed land use type and density and the demand for such land.*

This road or its parallel alternative at South 312<sup>th</sup> Street has been in the comprehensive plan since 1995, and the realignment will not affect the quantity of land required for its construction.

(7) *The current and projected population density in the area.*

The area on which the future road extension would be constructed is zoned CP-1, which does not permit housing, so there is no current or projected population density in the area.

(8) *The effect upon other aspects of the comprehensive plan.*

Realignment of the future extension of South 324<sup>th</sup> Street will not affect other aspects of the comprehensive plan.

2. *FWRC 19.80.150, Criteria for Amending the Comprehensive Plan* – The city may amend the comprehensive plan only if it finds that:

(1) *The proposed amendment bears a substantial relationship to public health, safety, or welfare;*

Realignment of the future extension of South 324<sup>th</sup> Street is related to the public safety as it will provide an alternative safe access from areas east of I-5 to areas to the west. It also improves public welfare by providing more land for development.

(2) *The proposed amendment is in the best interest of the residents of the city.*

Please see responses under Sections V (1) (5) and V (2) (1).

(3) *The proposed amendment is consistent with the requirements of Chapter 36.70A RCW and with the portion of the city's adopted plan not affected by the amendments.*

The comprehensive plan amendment and rezone under consideration is consistent with the following goals of RCW Chapter 36.70A.020 (2) of the *Growth Management Act* (GMA):

- “(i) Transportation. Encourage efficient multimodal transportation systems that are based on regional priorities and coordinated with county and city comprehensive plans.
- “(ii) Economic development. Encourage economic development throughout the state that is consistent with adopted comprehensive plans, promote economic opportunity for all citizens of this state, especially for unemployed and for disadvantaged persons, promote the retention and expansion of existing businesses and recruitment of new businesses, recognize regional differences impacting economic development opportunities, and encourage growth in areas experiencing insufficient economic growth, all within the capacities of the state's natural resources, public services, and public facilities.
- “(iii) Public facilities and services. Ensure that those public facilities and services necessary to support development shall be adequate to serve the development at the time the development is available for occupancy and use without decreasing current service levels below locally established minimum standards.”

The proposal is also consistent with the following goals and policies of the comprehensive plan:

- “TG1 Maintain mobility through a safe, balanced, and integrated transportation system.
- “TG3 Enhance community health, livability, and transportation by providing a connected system of pedestrian, bicycle, and transit ways that are integrated into a coordinated regional network.”

## **VI. COMPLIANCE WITH FWRC 19.75.130(3)**

Site-specific requests are also required to be evaluated for compliance with this section.

- 1) The city may approve the application only if it finds that:
  - a. *The proposed request is in the best interests of the residents of the city.*  
Please see responses under Sections V (1) (5) and V (2) (2).
  - b. *The proposed request is appropriate because either:*
    - (i) *Conditions in the immediate vicinity of the subject property have so significantly changed since the property was given its present zoning that, under those changed conditions, a change in designation is within the public interest; or*
    - (ii) *The rezone will correct a zone classification or zone boundary that was inappropriate when established.*

The area where the road will be constructed was given the CP-1 designation in 1994. Since that time, new developments have been proposed in the area as a result of the purchase of the Weyerhaeuser property. With the Greenline warehouses in the planning stages and with the construction of the new DaVita office buildings, the area is changing significantly.

- c. *It is consistent with the comprehensive plan.*

The comprehensive plan shows the location of the existing road on Map III-3 (*Exhibit I*). The proposed realignment of the South 324th Street extension to the south is substantially in compliance with that location. This connection or its parallel alternative at South 312th Street has been in the plan since 1995.

- d. *It is consistent with all applicable provisions of the title, including those adopted by reference from the comprehensive plan.*

Please refer to the response under Sections V. (2) (3) and VI. (1)(C) above.

- e. *It is consistent with the public health, safety, and welfare.*

Refer to response under Section V. (2) (1) above.

## **VII. PLANNING COMMISSION ACTION**

At a public hearing on February 20, 2019, the Planning Commission heard staff report presented by Community Development and subsequent comments regarding the proposal. After considerable deliberation, the Planning Commission voted to move the Mayor's proposal to the City Council with recommendation for approval. The vote was 6 members recommending approval of the proposal with one Commissioner voting against the recommendation.

## **VII. CITY COUNCIL ACTION**

Consistent with the provisions of FWRC 19.80.240, the City Council may take the following actions regarding the proposed comprehensive plan amendment and rezone request:

1. Approve the comprehensive plan amendment as proposed;
2. Approve the amendment with amendment; or
3. Deny the proposed comprehensive plan amendment;

## **VIII. MAYOR'S RECOMMENDATION**

The Mayor recommends that project number 16-13 in Table III-10, Capital Improvement Program (CIP) – 2016 to 2040, of the Federal Way Comprehensive Plan be amended as follows:

Project Number	Project Description	Cost (2016 \$1,000)
16-13	S 324 <sup>th</sup> St Interchange: Extend 5-lane minor arterial to <del>32nd</del> Ave <del>Weyerhaeuser Way S</del>	134,587

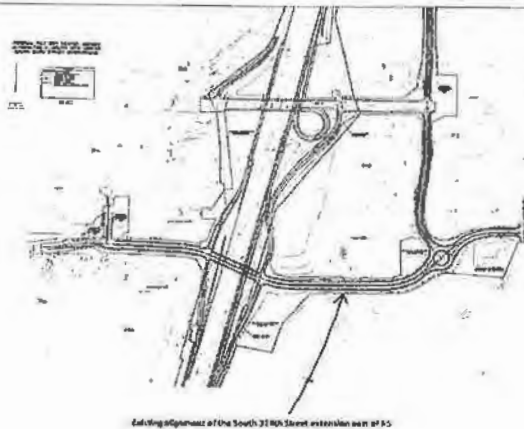
**LIST OF EXHIBITS**

- Exhibit A Existing and Proposed Alignment of South 324th Street Extension
- Exhibit B Vicinity Map – Existing Alignment of South 324th Street Extension
- Exhibit C Vicinity Map – Proposed Alignment of South 324th Street Extension

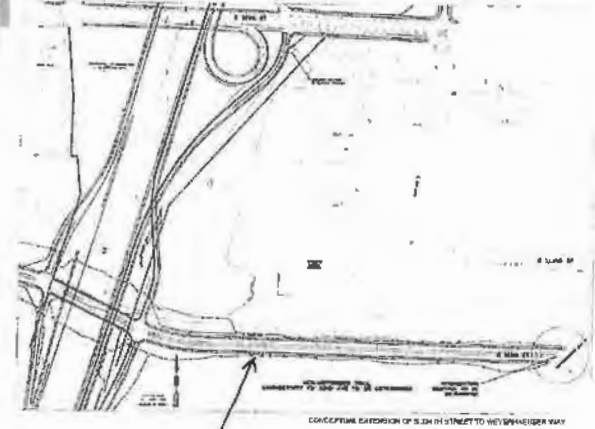


## Exhibit A: Existing and Proposed Alignment of South 324<sup>th</sup> Street

### Realignment of South 324<sup>th</sup> Street Extension



Existing alignment of the South 324th Street extension east of 45



Proposed realignment of the South 324th Street extension east of 45

**Initiated by the City to  
move the alignment  
further south**

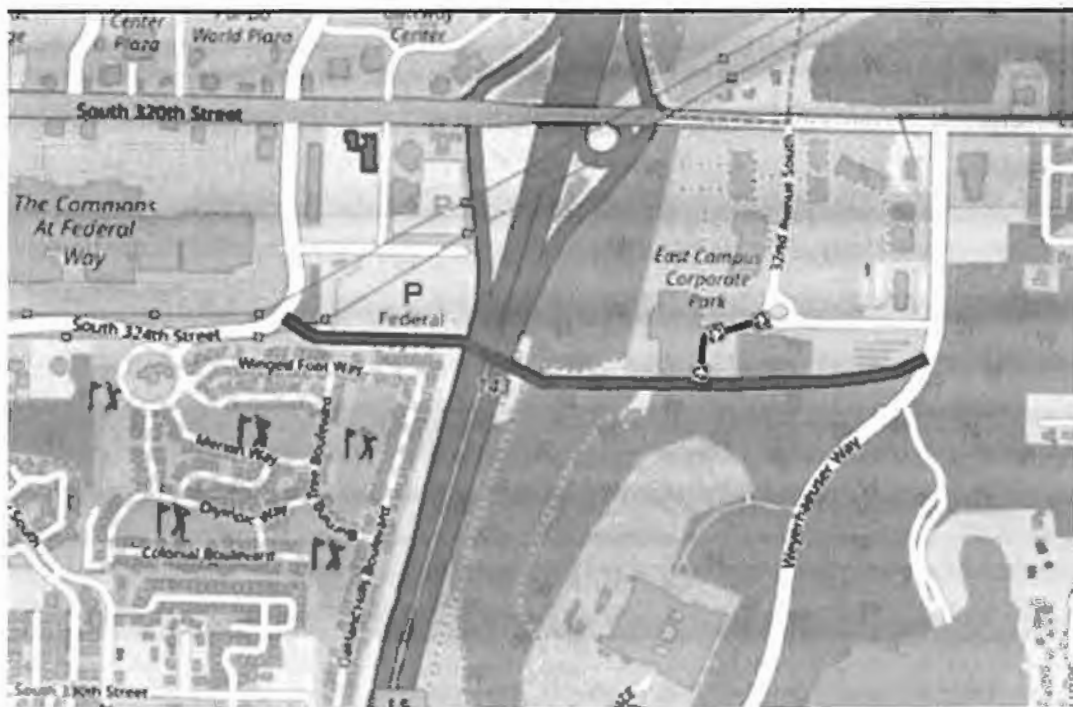
## Exhibit B: Vicinity Map: Existing Alignment of South 324<sup>th</sup> Street

### Complan Alignment - S 324th Street Extension



## Exhibit C: Proposed Alignment of South 324<sup>th</sup> Street

### Future Realignment - S 324th Street Extension



ORDINANCE NO. \_\_\_\_\_

**AN ORDINANCE of the City of Federal Way, Washington, relating to amendments to the Federal Way Comprehensive Plan, amending the Federal Way Comprehensive Plan, and approving a City-initiated Comprehensive Plan amendment to realign the future extension of South 324th Street to connect to Weyerhaeuser Way South instead of 32nd Avenue South. (Amending Ordinance Nos. 90-43, 95-248, 96-270, 98-330, 00-372, 01-405, 03-442, 04-460, 04-461, 04-462, 05-490, 05-491, 05-492, 07-558, 09-614, 10-671, 11-683, 13-736, 13-745, 15-796, 15-798, and 18-843)**

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WHEREAS, the Growth Management Act of 1990 as amended (“Chapter 36.70A RCW” or “GMA”), requires the City of Federal Way to adopt a comprehensive plan that includes a land use element (including a Comprehensive Plan Map, which has also historically been referred to as a land use map), housing element, capital facilities plan element, utilities element, economic development element, transportation element (including transportation system maps), and a parks and recreation element; and

WHEREAS, the GMA also requires the City of Federal Way to adopt development regulations implementing its Comprehensive Plan; and

WHEREAS, the Federal Way City Council adopted its Comprehensive Plan with a Comprehensive Plan Map (the “Plan”) on November 21, 1995, and adopted development regulations and Zoning Map implementing the Plan on July 2, 1996; and

WHEREAS, the Federal Way City Council subsequently amended the Comprehensive Plan, Comprehensive Plan Map, and Zoning Map on: December 23, 1998, September 14, 2000, November 1, 2001, March 27, 2003, July 20, 2004, June 16, 2005, July 16, 2007, June 11, 2009, October 28, 2010, January 27, 2011, January 23, 2013, August 14, 2013, July 29, 2015, and January 26, 2018; and

WHEREAS, the City may consider Plan and development regulation amendments pursuant to Process VI, under Title 19 (Zoning and Development Code) of the Federal Way Revised Code (“FWRC”), Chapter 19.80 FWRC, and Chapter 19.35 FWRC; and

WHEREAS, under RCW 36.70A.130, the Plan and development regulations are subject to continuing review and evaluation; however, subject to certain exceptions, the Plan may be amended no more than one time per year; and

WHEREAS, the Council considered this Comprehensive Plan amendment concurrently with another Comprehensive Plan amendment, Council Bill No. \_\_\_\_\_, both of which were evaluated cumulatively and will be acted on simultaneously and concurrently in order to comply with RCW 36.70A.130; and

WHEREAS, the 2015 Comprehensive Plan shows a future extension of South 324th Street to cross Interstate 5 to connect to 32nd Avenue South; and

WHEREAS, in October 2018, the City’s Public Works Department initiated this Comprehensive Plan amendment to realign the future extension of South 324th Street to connect to Weyerhaeuser Way South instead of 32nd Avenue South; and

WHEREAS, on November 1, 2018, the City complied with RCW 36.70A.106 when it notified the Department of Commerce of the City’s intent to adopt this Comprehensive Plan amendment, which was acknowledged by the Department of Commerce on November 6, 2018; and

WHEREAS, on December 21, 2018, the City’s SEPA Responsible Official issued a Determination of Nonsignificance on the proposed Comprehensive Plan amendment; and

WHEREAS, the Determination of Nonsignificance was not appealed; and

WHEREAS, the City’s Planning Commission held a public hearing on February 20, 2019 , at the close of which it recommended Council approval of the Comprehensive Plan amendment; and  
*Ordinance No. 19-\_\_\_\_\_*

WHEREAS, the Land Use and Transportation Committee of the Federal Way City Council considered the Comprehensive Plan amendment on March 4, 2019, and recommended approval of the same; and

WHEREAS, the City Council, through its staff, Planning Commission, and Land Use and Transportation Committee, received, discussed, and considered the testimony, written comments, and material from the public, and considered the proposed Comprehensive Plan amendment at its regular City Council meeting on March 19, 2019; and

WHEREAS, the City Council desires to approve the change in the Comprehensive Plan to realign the future extension of South 324th Street to connect to Weyerhaeuser Way South instead of 32nd Avenue South.

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

Section 1. Findings and Conclusions.

(a) The Proposed Amendment to the text of the Comprehensive Plan, as set forth in Exhibit A, attached hereto and incorporated by this reference, to realign the future extension of South 324th Street to connect to Weyerhaeuser Way South instead of 32nd Avenue South (the “Proposed Amendment”) is consistent with the following goals of Chapter 36.70A RCW:

(i) Transportation. Encourage efficient multimodal transportation systems that are based on regional priorities and coordinated with county and city comprehensive plans.

(ii) Economic development. Encourage economic development throughout the state that is consistent with adopted comprehensive plans, promote economic opportunity for all citizens of this state, especially for unemployed and for disadvantaged persons, promote the retention and expansion of existing businesses and recruitment of new

businesses, recognize regional differences impacting economic development opportunities, and encourage growth in areas experiencing insufficient economic growth, all within the capacities of the state's natural resources, public services, and public facilities.

(iii) Public facilities and services. Ensure that those public facilities and services necessary to support development shall be adequate to serve the development at the time the development is available for occupancy and use without decreasing current service levels below locally established minimum standards.

(b) The Proposed Amendment is consistent with the following goals of the Comprehensive Plan:

Transportation Goal (TG) 1 Maintain mobility through a safe, balanced, and integrated transportation system.

Transportation Goal (TG) 3 Enhance community health, livability, and transportation by providing a connected system of pedestrian, bicycle, and transit ways that are integrated into a coordinated regional network.

(c) The Proposed Amendment is consistent with the economic development vision (as stated in the Comprehensive Plan) to create a sustainable, diversified, and globally-focused economy. To achieve this vision, the City must diversify its employment base. In addition, the City must increase the overall number of jobs in order to improve the balance between jobs and households in the City.

(d) The Proposed Amendment is consistent with the Council vision for the City of Federal Way, and will allow greater connectivity between the City Center and areas east of Interstate 5.

(e) The Proposed Amendment is consistent with the goal of the King County Countywide Planning Policies that the region be served by an integrated, multi-modal transportation system that supports the regional vision for growth, efficiently moves people and goods, and is environmentally and functionally sustainable over the long term.

(f) The Proposed Amendment is consistent with the Puget Sound Regional Council goal of VISION 2040 for long-range transportation planning by emphasizing transportation investments that offer greater mobility options.

(g) The Proposed Amendment will not negatively impact open space, streams, lakes, wetlands, or the physical environment.

(h) The Proposed Amendment bears a substantial relationship to the public health, safety and welfare, is in the best interest of the residents of the City, and is consistent with the requirements of Chapter 36.70A RCW, VISION 2040, the Countywide Planning Policies, and the remainder of the Comprehensive Plan.

(i) The Proposed Amendment is consistent with the applicable provisions of the Comprehensive Plan, bears a substantial relation to public health, safety, and welfare, and is in the best interest of the public and the residents of the City.

(j) The Proposed Amendment has complied with the appropriate processes under state law and the FWRC.

Section 2. Comprehensive Plan Amendments Adoption. The 1995 City of Federal Way Comprehensive Plan, as thereafter amended in 1998, 2000, 2001, 2003, 2004, 2005, 2007, 2009, 2010, 2011, and 2013, 2015, and 2018, copies of which are on file with the Office of the City Clerk, is amended as set forth in Exhibit A, attached hereto and incorporated by this reference. All related maps in the Comprehensive Plan shall be updated to reflect this amendment.



Section 3. Amendment Authority. The adoption of the Comprehensive Plan text amendment in Section 2 above is pursuant to the authority granted by Chapters 36.70A and 35A.63 RCW, and Chapters 19.35 and 19.80 FWRC.

Section 4. Severability. The provisions of this ordinance are declared separate and severable. The invalidity of any clause, sentence, paragraph, subdivision, section, or portion of this ordinance, or the invalidity of the application thereof to any person or circumstance, shall not impact the validity of the remainder of the ordinance, or the validity of its application to other persons or circumstances.

Section 5. Savings Clause. The 1995 City of Federal Way Comprehensive Plan, as thereafter amended in 1998, 2000, 2001, 2003, 2004, 2005, 2007, 2009, 2010, 2011, 2013, 2015, and 2018 shall remain in full force and effect until this amendment becomes operative upon the effective date of this ordinance.

Section 6. Corrections. The City Clerk and the codifiers of this ordinance are authorized to make necessary corrections to this ordinance including, but not limited to, the correction of scrivener/clerical errors, references, ordinance numbering, section/subsection numbers and any references thereto.

Section 7. Ratification. Any act consistent with the authority and prior to the effective date of this ordinance is hereby ratified and affirmed.

Section 8. Effective Date. This ordinance shall take effect concurrently with Council Bill No. \_\_\_\_\_ and be in force five (5) days from and after its passage and publication, as provided by law.

PASSED by the City Council of the City of Federal Way this \_\_\_\_\_ day of \_\_\_\_\_, 20\_\_\_\_.

[Signature Page to Follow]

CITY OF FEDERAL WAY:

\_\_\_\_\_  
JIM FERRELL, MAYOR

ATTEST:

\_\_\_\_\_  
STEPHANIE COURTNEY, CMC, CITY CLERK

APPROVED AS TO FORM:

\_\_\_\_\_  
J. RYAN CALL, CITY ATTORNEY

FILED WITH THE CITY CLERK: \_\_\_\_\_  
PASSED BY THE CITY COUNCIL: \_\_\_\_\_  
PUBLISHED: \_\_\_\_\_  
EFFECTIVE DATE: \_\_\_\_\_  
ORDINANCE NO.: \_\_\_\_\_

# **EXHIBIT A**

**Table III-10  
Capital Improvement Program (CIP) – 2016 to 2040**

Project Number	Project Description	Cost (2016 \$1,000)
<b>Capital Project List</b>		
95-17	SR 99: S 340 <sup>th</sup> St - S 356 <sup>th</sup> St: Construct HOV lanes, install raised median; roundabout at 340 <sup>th</sup> St, turn lanes @ 348 <sup>th</sup> (17)	17,600
97-01	SW 336 <sup>th</sup> Wy / SW 340 <sup>th</sup> St: 26 <sup>th</sup> Pl SW - Hoyt Rd SW: Signal Coordination	283
92-18b	SR 161 @ S 356 <sup>th</sup> St: Add NB left-turn lane, EB right-turn lane, or install roundabout (14)	4,100
92-18a	S 356 <sup>th</sup> St: SR 99 - SR 161: Widen to 5 lane, bike lanes, sidewalks (13)	6,112
16-22	S 352 <sup>nd</sup> St: SR 99 - SR 161: Extend 3 lane principal collector and signal at SR-99 (8)	5,619
16-23	Citywide: Traffic signal modifications (18)	914
16-24	Citywide: Implement Adaptive Traffic Control System (22)	1,000
16-25	16 <sup>th</sup> Ave S: S 344 <sup>th</sup> St - S 348 <sup>th</sup> St: Add SB auxiliary lane (21)	6,105
16-19	1 <sup>st</sup> Ave S @ S 328 <sup>th</sup> St: Install raised median, improve access at 328 <sup>th</sup> (4)	1,897
16-20	S 320 <sup>th</sup> St @ 20 <sup>th</sup> Ave S: Add 2 <sup>nd</sup> left-turn lanes EB, WB (5)	2,856
16-21	Citywide Pedestrian Safety: Install mid-block crossing treatments (28)	640
16-26	S 304 <sup>th</sup> St @ 28 <sup>th</sup> Ave S: Add NB right-turn lane, signal (7)	2,371
94-10b	SR 509: 9 <sup>th</sup> Pl S - 16 <sup>th</sup> Ave S: Widen to 5 lanes, signal at 9 <sup>th</sup> Pl S	8,794
07-06	1 <sup>st</sup> Ave S @ SW 301 <sup>st</sup> St: Install signal or roundabout	404
16-11	8 <sup>th</sup> Ave S @ S 320 <sup>th</sup> St: Add left-turn lanes NB, SB	485
16-13	S 324 <sup>th</sup> St Interchange: Extend 5-lane minor arterial to 32 <sup>nd</sup> Ave S - Weyerhaeuser Way South	134,587
07-07	1 <sup>st</sup> Ave S @ S 308 <sup>th</sup> St: Install signal or roundabout	404
07-04	Military Rd S @ S 296 <sup>th</sup> Pl: Install signal or roundabout	404
16-18	16 <sup>th</sup> Ave S @ S 341 <sup>st</sup> Pl: Add signal	404
16-01	SR 99 @ S 288 <sup>th</sup> St: Add NB right-turn lane	452
98-32	13 <sup>th</sup> Pl S: S 330 <sup>th</sup> St - S 332 <sup>nd</sup> St: Extend 3 lane collector	4,797
94-24	14 <sup>th</sup> Ave S: S 312 <sup>th</sup> St - S 316 <sup>th</sup> St: Ring Road extension	5,472
93-08	S 316 <sup>th</sup> St: SR 99 - 11 <sup>th</sup> Pl S: Ring Road extension	8,291
01-05	SR 99 @ S 312 <sup>th</sup> St: Add 2 <sup>nd</sup> NB left-turn lane (6)	6,708
07-22	16 <sup>th</sup> Ave S: SR 99 - SR 18: Add HOV lanes	22,384
02-01	City Center Access (Phases 1 and 2): S 320 <sup>th</sup> St @ I-5 Bridge Widening: Add HOV lanes through interchange, reconstruct SE quadrant of interchange to realign ramps (1a & 1b)	134,609
10-01	S 373 <sup>rd</sup> St @ SR99: Add Signal or roundabout or two-way left-turn lane	482
05-03	Weyerhaeuser Wy S @ S 344 <sup>th</sup> Wy: Install roundabout (16)	1,763
05-01	SR 509 @ 4 <sup>th</sup> Ave S: Install roundabout	1,009
07-03	30 <sup>th</sup> Ave S @ S 288 <sup>th</sup> St: Install signal or roundabout	404

**Table III-10  
Capital Improvement Program (CIP) – 2016 to 2040**

Project Number	Project Description	Cost (2016 \$1,000)
98-10c	10 <sup>th</sup> Ave SW @ SW Campus Dr: Add SB right-turn lane (2)	1,229
16-09	SR 99 @ S 312 <sup>th</sup> St: Add 2 <sup>nd</sup> left-turn lane EB, WB, and WB right-turn lane	1,696
02-04	SR 18 @ SR 161: Add 3 <sup>rd</sup> thru lane NB, SB. 3 <sup>rd</sup> left-turn lane NB, SB	12,210
98-07	SW 336 <sup>th</sup> y / SW 340 <sup>th</sup> St: 26 <sup>th</sup> Pl SW - Hoyt Rd SW: Widen to 5 lanes (12)	21,821
98-15	Military Rd S: S 288 <sup>th</sup> St - S 304 <sup>th</sup> St: Widen to 5 lanes	23,450
07-01	S Star Lake Rd @ 25 <sup>th</sup> Dr S: Install signal or roundabout	404
16-02	Military Rd S @ S 288 <sup>th</sup> St: Add 2 <sup>nd</sup> left-turn lanes and right-turn lanes eastbound and westbound	2,326
98-10a	SW 344 <sup>th</sup> St: 12 <sup>th</sup> Ave SW - 21 <sup>st</sup> Ave SW: Extend 3-lane principal collector with bike lanes, sidewalks (3)	10,164
99-02	S 320 <sup>th</sup> St @ 1 <sup>st</sup> Ave S: Add 2 <sup>nd</sup> left lanes all legs, WB, SB right-turn lane, widen 1 <sup>st</sup> Ave S to 5 lanes to S 316 <sup>th</sup> St (15)	10,460
98-01	S 304 <sup>th</sup> St @ SR 99: Add left-turn lanes on 304 <sup>th</sup>	1,454
10-01	S Star Lake Rd: @ Military Rd S: Add right-turn lane on S Star Lake Rd	401
16-15	SR 99 @ S 324 <sup>th</sup> St: Add 2 <sup>nd</sup> left-turn lanes NB, SB, and NB right-turn lane	3,052
16-16	21 <sup>st</sup> Ave SW @ SW 336 <sup>th</sup> St: Add 2 <sup>nd</sup> left-turn lanes NB, SB, and SB right-turn lane	3,052
00-12	S 308 <sup>th</sup> St: 14 <sup>th</sup> Ave S - 18 <sup>th</sup> Ave S: Widen to 3 lanes	3,198
16-17	S 336 <sup>th</sup> St: SR 99 - 20 <sup>th</sup> Ave S: Widen to 5 lanes, add 2 <sup>nd</sup> left-turn lanes EB, WB @ SR 99	3,721
98-34	21 <sup>st</sup> Ave SW @ SW 320 <sup>th</sup> St: Add WB left-turn lane, interconnect to 26 <sup>th</sup> Ave SW (9)	6,169
92-22	1 <sup>st</sup> Ave S: S 348 <sup>th</sup> St - S 356 <sup>th</sup> St: Widen to 5 lanes, add 2 <sup>nd</sup> SB right-turn lane @ 356 <sup>th</sup>	7,213
93-09	1 <sup>st</sup> Ave S: S 366 <sup>th</sup> St - SR 99: Extend 2-lane road, signal or roundabout at SR 99	7,550
98-05	S 324 <sup>th</sup> St: SR 99 - 23 <sup>rd</sup> Ave S: Widen to 5 lanes	10,552
92-20	47 <sup>th</sup> Ave SW @ SW 320 <sup>th</sup> St: Signalize (10)	569
95-07	S 288 <sup>th</sup> St: 19 <sup>th</sup> Ave S - Military Rd S: Widen to 5 lanes	12,364
93-07c	21 <sup>st</sup> Ave SW: SW 344 <sup>th</sup> St - SW 356 <sup>th</sup> St: Widen to 5 lanes, add 2 <sup>nd</sup> SB right-turn lane @ 356 <sup>th</sup>	21,639
92-14	Military Rd S: S Star Lake Rd - S 288 <sup>th</sup> St Widen to 5 lanes, sidewalks, and illumination	35,456
16-10	23 <sup>rd</sup> Ave S: S 316 <sup>th</sup> St - S 317 <sup>th</sup> St: Add NB lane	678
16-12	11 <sup>th</sup> Pl S @ S 320 <sup>th</sup> St: Add 2 <sup>nd</sup> NB left-turn lane	678
00-02	28 <sup>th</sup> Ave S @ S 312 <sup>th</sup> St: Add SB right-turn lane (11)	771
07-14	23 <sup>rd</sup> Ave S @ S 320 <sup>th</sup> St: Add SB left-turn lane, NB thru and right-turn lanes	8,705
98-13	SW 344 <sup>th</sup> St & 35 <sup>th</sup> Ave SW: 21 <sup>st</sup> Ave SW - SW 340 <sup>th</sup> Street: Bike lanes, sidewalks	12,360
10-01	Military Rd S @ Camelot: Roundabout	1,392
01-03	SR 509 @ 26 <sup>th</sup> Pl SW: Add WB left-turn lane	1,017
07-05	Military Rd S @ S 298 <sup>th</sup> St: Install signal or roundabout	404

**Table III-10  
Capital Improvement Program (CIP) – 2016 to 2040**

Project Number	Project Description	Cost (2016 \$1,000)
14-01	Weyerhaeuser Wy S: S 336 <sup>th</sup> St - 33 <sup>rd</sup> Pl S: Widen to 5 lanes	2,826
92-23	S 304 <sup>th</sup> St: SR 99 - 28 <sup>th</sup> Ave S: Widen to 3 lanes	11,513
16-03	SR 509 @ SW 301 <sup>st</sup> St: Add WB right-turn lane	226
16-14	S 324 <sup>th</sup> St: 11 <sup>th</sup> Pl S - SR 99: Widen to 5 lanes	1,809
07-12	6 <sup>th</sup> Ave SW @ SW 320 <sup>th</sup> St: Install signal or roundabout	404
07-18	Military Rd S @ S 328 <sup>th</sup> St: Install signal or roundabout	404
92-06b	S 356 <sup>th</sup> St: 1st Ave S - SR 99: Widen to 5 lanes	16,416
98-20	S 312 <sup>th</sup> St: 1 <sup>st</sup> Ave S - 14 <sup>th</sup> Ave S: Widen to 5 lanes	28,726
07-20	SW Campus Dr: 1 <sup>st</sup> Ave S - 21 <sup>st</sup> Ave SW: Add HOV lanes	63,956
16-07	SR 509 @ SW 312 <sup>th</sup> St: Add 2 <sup>nd</sup> WB left-turn lane	904
93-12	SR 509 @ 47 <sup>th</sup> Ave SW: Install roundabout	1,009
05-04	S 312 <sup>th</sup> St @ 18 <sup>th</sup> Ave S: Install signal	404
98-17	S Star Lake Rd: S 272 <sup>nd</sup> St - Military Rd S: Widen to 3 lanes (see 10-1) for intersection improvement	9,327
98-39	1 <sup>st</sup> Ave S: SW 301 <sup>st</sup> St - SW 312 <sup>th</sup> St: Widen to 3 lanes	11,725
98-24	Hoyt Rd SW: SW 320 <sup>th</sup> St - SW 340 <sup>th</sup> St: Widen to 3 lanes	12,059
93-07a	21 <sup>st</sup> Ave SW: SW 312 <sup>th</sup> St - SW 320 <sup>th</sup> St: Widen to 5 lanes	12,364
16-04	SR 509 @ SW 308 <sup>th</sup> St: Install roundabout	1,346
16-05	SR 509 @ SW 306 <sup>th</sup> St/12 <sup>th</sup> Ave SW: Install roundabout	1,346
16-06	SR 509 @ 16 <sup>th</sup> Ave SW: Install roundabout	1,346
16-08	8 <sup>th</sup> Ave SW @ SW 312 <sup>th</sup> St: Install roundabout	1,346
94-11	S 308 <sup>th</sup> St: 5 <sup>th</sup> Pl S - 8 <sup>th</sup> Ave S: Extend 2-lane street	1,938
07-13	SR 99 @ S 320 <sup>th</sup> St: Add NB right-turn lane	2,883
98-23	47 <sup>th</sup> Ave SW: SR 509 - SW 318 <sup>th</sup> St: Widen to 3 lanes	5,034
98-14	S 288 <sup>th</sup> St: Military Rd S - I-5: Widen to 5 lanes	11,541
94-10a	SR 509: 1 <sup>st</sup> Ave S - 9 <sup>th</sup> Pl S: Widen to 3 lanes	15,634
94-17	SR 509: 1 <sup>st</sup> Ave S - 16 <sup>th</sup> Ave SW: Widen to 3 lanes	29,846
05-02	City Center Couplet: S 316 <sup>th</sup> St/S 324 <sup>th</sup> St: 11 <sup>th</sup> Pl S - 23 <sup>rd</sup> Ave S: Restripe for clockwise couplet	808
07-02	SR 99 @ S 288 <sup>th</sup> St: Add EB left-turn lane	1,131
07-15	25 <sup>th</sup> Ave S @ S 320 <sup>th</sup> St: Add 2 <sup>nd</sup> EB left-turn lane, NB right-turn lane	13,001
98-18	28 <sup>th</sup> Ave S: S 304 <sup>th</sup> St - S 317 <sup>th</sup> St: Widen to 3 lanes	16,416
98-57	SR 509: 30 <sup>th</sup> Ave SW - 47 <sup>th</sup> Ave SW: Widen to 3 lanes	18,760
98-58	SR 509: 47 <sup>th</sup> Ave SW - West City Limits: Widen to 3 lanes	23,450
07-19	1 <sup>st</sup> Wy S @ S 336 <sup>th</sup> St: Add 2nd SB left-turn lane	7,365

**Table III-10  
Capital Improvement Program (CIP) – 2016 to 2040**

Project Number	Project Description	Cost (2016 \$1,000)
98-30	10 <sup>th</sup> Ave SW @ SW 334 <sup>th</sup> St: Signalization or roundabout	404
11-01	21 <sup>st</sup> Ave S @ S 320 <sup>th</sup> St: Install signal	404
98-26	S 320 <sup>th</sup> St @ 5 <sup>th</sup> Ave S: Signalization	404
00-07	S 348 <sup>th</sup> St @ 9 <sup>th</sup> Ave S: Add 2 <sup>nd</sup> SB left-turn lane	2,326
92-12	4 <sup>th</sup> Ave S; S 312 <sup>th</sup> St - S 316 <sup>th</sup> Pl: improve vertical alignment	3,1978
95-02	S 312 <sup>th</sup> St; 23 <sup>rd</sup> Ave S - 28 <sup>th</sup> Ave S: Widen to 3 lanes	7,461
98-31	SW 356 <sup>th</sup> St @ 13 <sup>th</sup> Wy SW/14 <sup>th</sup> Ave SW: Signalization	404
07-16	Military Rd S @ S 320 <sup>th</sup> St: Add 2 <sup>nd</sup> NB left-turn lane	5,620
98-29	SW 320 <sup>th</sup> St @ 11 <sup>th</sup> Ave SW: Signalization	404
14-02	SR 509 @ 30 <sup>th</sup> Ave SW: Install roundabout	1,009
98-28	SW 320 <sup>th</sup> St @ 7 <sup>th</sup> Ave SW: Signalization	404
98-19	S 308 <sup>th</sup> St; 8 <sup>th</sup> Ave S - 14 <sup>th</sup> Ave S: Install curb, gutter, sidewalks	5,330
92-11	SW Campus Dr: 1 <sup>st</sup> Ave S - 7 <sup>th</sup> Wy SW: Widen lanes/sidewalk	2,073
00-16	SR 99 @ Spring Valley Montessori School: Add NB left-turn lane	6,977
95-20	Military Rd S; S 320 <sup>th</sup> St - SR 18: Widen to 3 lanes	38,373
<b>Subtotal Capital Projects</b>		<b>1,015,244</b>
<b>Non-Motorized Capital Projects</b>		
Project Number	Project Description	2016 cost
00-06b	S 314 <sup>th</sup> St; 20 <sup>th</sup> Ave S - 23 <sup>rd</sup> Ave S: Add sidewalks and street lights (23)	2,665
98-41	1 <sup>st</sup> Ave S; S 292 <sup>nd</sup> St - S 312 <sup>th</sup> St: Shoulder improvement (24)	3,770
16-30	S 336 <sup>th</sup> St; SR 99 - 20 <sup>th</sup> Ave S: Add sidewalk north side (25)	639
16-29	21 <sup>st</sup> Ave S; S 316 <sup>th</sup> St - S 320 <sup>th</sup> St: Install sidewalk on west side (26)	1,356
16-27	SR 509; 11 <sup>th</sup> Pl S - 16 <sup>th</sup> Ave S: Install sidewalk on south side (27)	1,500
16-28	20 <sup>th</sup> Ave S & S 316 <sup>th</sup> St: I install sidewalk on east and south sides (29)	395
98-39	9 <sup>th</sup> Ave S; S 332 <sup>nd</sup> St - S 348 <sup>th</sup> St: Widen for Bike Lanes	15,634
98-42	S Park & Ride Trail: SR99 @ 352 <sup>nd</sup> - S 348 <sup>th</sup> @ 9 <sup>th</sup> : Extend Trail	1,493
<b>Subtotal Non-Motorized CIP</b>		<b>27,452</b>
<b>Total City Expenditures</b>		<b>1,042,696</b>

# **Public Hearing**

**Amendment to the Comprehensive Plan  
Extension of 324<sup>th</sup> to Weyerhaeuser Way**

**City of Federal Way Planning Commission**

**February 20, 2019**



# City of Federal Way Study Session

2018 Comprehensive Plan Amendments

February 6, 2019  
Presentation to the Planning  
Commission



1

## Background– Site-specific Requests

- **The 2018 Comprehensive Plan Amendments originally included:**
- **Two City-initiated requests**
  - **The Milton Road Legislative Rezone**
  - **The realignment of the South 324<sup>th</sup> Street Extension**
- **One citizen-initiated request, which has been withdrawn**



2

## Realignment of South 324<sup>th</sup> Street Extension



Initiated by the City to move the alignment further south

## Background

City-initiated request to realign the South 324<sup>th</sup> Street Extension east of I-5 further south to connect with Weyerhaeuser Way South

Table III-10. Capital Improvement Program (CIP) – 2016 to 2040

Project Number	Project Description	Cost (2016 \$1,000)
<b>Capital Project List</b>		
94-10b	SR 509: 9th Pl S - 16th Ave S: Widen to 5 lanes, signal at 9th Pl S	8,794
07-06	1st Ave S @ SW 301st St: Install signal or roundabout	404
16-11	8th Ave S @ S 320th St: Add left-turn lanes NB, SB	485
16-13	S 324th St Interchange: Extend 5-lane minor arterial to 32nd Ave Weyerhaeuser Way S	134,587

4



## Procedural Summary

Date	Step
12/21/18	SEPA Issued (14 Day Comment & 21 Day Appeal Period)
2/06/19	Planning Commission Study Session
2/20/19	Planning Commission Public Hearing

## Questions?

**City of Federal Way  
Hearing**

**2018 Comprehensive Plan Amendments**


**February 20, 2019  
Presentation to the Planning  
Commission**



1

**Proposed 324<sup>th</sup> Extension  
Comprehensive Plan  
Amendment**

**Proposal from Planned Extension of  
324<sup>th</sup> to 32<sup>nd</sup> amended to plan  
extension from 324<sup>th</sup> to  
Weyerhaeuser Way South**



## Background- Site-specific Requests

City-initiated request to realign the South 324<sup>th</sup> Street Extension east of I-5 further south to connect with Weyerhaeuser Way South

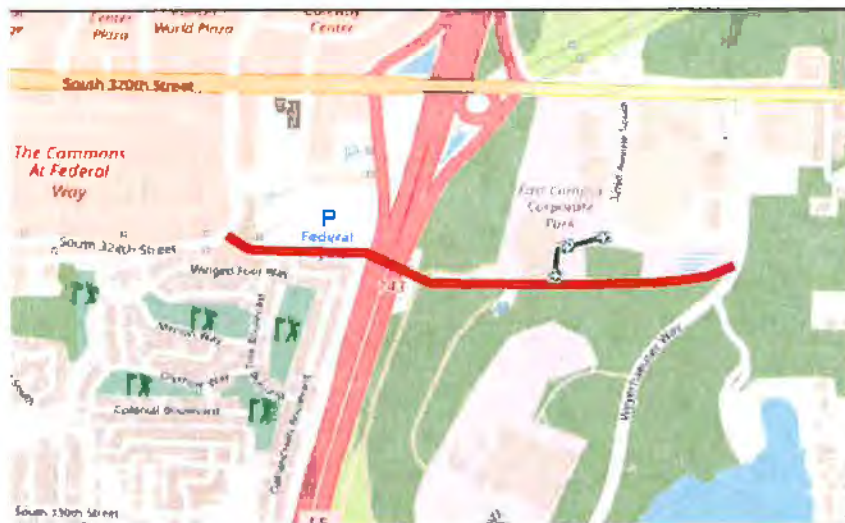
Table III-10. Capital Improvement Program (CIP) - 2016 to 2040

Project Number	Project Description	Cost (2016 \$1,000)
<b>Capital Project List</b>		
94-10b	SR 509: 9th Pl S - 16th Ave S: Widen to 5 lanes, signal at 9th Pl S	8,794
07-06	1st Ave S @ SW 301st St: Install signal or roundabout	404
16-11	8th Ave S @ S 320th St: Add left-turn lanes NB, SB	485
16-13	S 324th St Interchange: Extend 5-lane minor arterial to 32nd Ave Weyerhaeuser Way S	134,587

3



## Future Realignment - S 324th Street Extension



## Complan Alignment - S 324th Street Extension



## Realignment of South 324th Street Extension



Initiated by the City to  
move the alignment  
further south

## Options for PC to Consider

- \* Recommend Adoption of the Mayor's Proposal
- \* Recommend Changes to the Mayor's Proposal and Adoption with Changes
- \* Recommend Denial of the Proposed Rezone
- \* Pass on to Council with No Recommendation



# Questions?






## PLANNING COMMISSION STAFF REPORT

February 12, 2019

TO: Wayne Carlson, Federal Way Planning Commission Chair

FROM: Brian Davis, Community Development Director   
Robert "Doc" Hansen, Planning Manager  
Margaret H. Clark, AICP, Principal Planner

SUBJECT: **Public Hearing – Comprehensive Plan Amendment for the Future Realignment of South 324<sup>th</sup> Street Extension, Files 18-105898-00-SE and 18-105198-UP**

MEETING DATE: February 20, 2019

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### I. BACKGROUND

The 2015 comprehensive plan shows the future road alignment as extending over I-5 east to 32nd Avenue South (*Exhibit A*). This comprehensive plan amendment would realign the future extension further south to connect with Weyerhaeuser Way South (*Exhibit B*). The South 324th extension is planned to be constructed no sooner than 2025; although, no construction plans or resources have been allocated towards the project and the amendment is a non-project action. Larger maps of the existing and proposed alignments are shown in *Exhibits C and D*.

### II. REASON FOR PLANNING COMMISSION ACTION

FWRC Chapter 19.80, "Council Rezones," establishes a process and criteria for comprehensive plan amendments. Consistent with Process VI review, the role of the Planning Commission is as follows:

1. To review and evaluate the requests for comprehensive plan amendments;
2. To determine whether the proposed comprehensive plan amendments meet the criteria provided by FWRC.80.140, 19.80.150, and 19.75.130(3); and
3. To forward a recommendation to the City Council regarding adoption of the proposed comprehensive plan amendments.



### III. PROCEDURAL SUMMARY

Steps	Date
Issuance of Determination of Nonsignificance (DNS) pursuant to the State Environmental Policy Act (SEPA) ( <i>Exhibit E</i> ) <sup>1</sup>	December 21, 2018
End of SEPA Comment Period	January 4, 2019
Planning Commission Study Session	February 6, 2019
End of SEPA Appeal Period	January 25, 2019
Public Hearing before the Planning Commission	February 20, 2019
LUTC Meeting	March 4, 2019
City Council 1st Reading	March 19, 2019
City Council 2nd Reading	April 2, 2019

### IV. CITIZEN COMMENTS

Four written comments (*Exhibit G*), as summarized in Table I, were received on this proposed amendment.

**Table I**

No.	Summary of Comments	Names
1	A representative from the BP Olympic Pipe Line states that realigning South 324 <sup>th</sup> Street will impact their 14-inch pipe line that needs to be protected in this area.	Chase Wakefield representing BP Olympic Pipe Line
2	The realignment of the road will direct traffic volume from 5,000 vehicles to Weyerhaeuser Way South, instead of being dispersed to both Weyerhaeuser Way South and 32 <sup>nd</sup> Avenue South. In addition, the 2015 comprehensive plan did not address traffic from the proposed developments of DaVita and the Industrial Realty Group. He also stated that in relationship to the environmental checklist, forest land use has been practiced in the location of the proposed alignment as a "Managed Forest Buffer," and the realignment would also affect a trail in that area.	Richard Pierson
3	They are generally in favor of the realignment, although they have concerns about the increased traffic going to Weyerhaeuser South. They are, however, in favor of the well-paying jobs that DaVita will bring. They state that the proposed road should not result in elimination of the managed forest buffer; if the I-5 off-ramps are constructed, South 324 <sup>th</sup> Street should be the only access point for semi-trucks entering and exiting the CP-1 zoned property located north of South 336 <sup>th</sup> Street; the property is within the Tacoma Smelter Plume zone; the proposed street extension will eliminate portions of recreational trails in the CP-1 zone; and the Weyerhaeuser Headquarters building and likely most of the landscape are eligible for National Historic Register listing.	Lori Sechrist on behalf of Save Weyerhaeuser Campus

<sup>1</sup>Refer to *Exhibit F* – Agencies that were sent a copy of the DNS and environmental checklist.

No.	Summary of Comments	Names
4	Has concerns about the increased safety issue related to the proposed intersection being located on a curve at the intersection with Weyerhaeuser Way South as compared to a minimal curve on the connection to Weyerhaeuser Way in the comprehensive plan from South 323 <sup>rd</sup> Street.	Richard Pierson

**V. COMPLIANCE WITH FWRC 19.80.140 AND 19.80.150**

1. *FWRC 19.80.140, Factors to be considered in a Comprehensive Plan Amendment* – The city may consider, but is not limited to, the following factors when considering a proposed amendment to the comprehensive plan.

*(1) The effect upon the physical environment.*

There should be no adverse impact on the physical environment related to future construction of South 324<sup>th</sup> Street in its new alignment. Impacts from the future connection have already been evaluated and will not be increased by this proposal.

Future road construction will be subject to environmental review as required by the Washington State Environmental Policy Act (SEPA) and the National Environmental Policy Act (NEPA), and will be evaluated in accordance with all plans, policies, rules, and regulations adopted as a basis for the exercise of substantive authority under SEPA to approve, condition, or deny the proposed action.

There is a Class II wetland located east of I-5, approximately 275 feet north of the proposed alignment. Class II wetlands have buffers ranging from 75 to 225 feet. There is also a small Class III wetland located where South 324<sup>th</sup> would intersect with Weyerhaeuser Way South. Class III wetlands have buffers ranging from 60 to 225 feet. In addition, there is a major stream, East Hylebos Creek, located approximately 150 feet to the north. Major streams have 100 foot buffers. Refer to *Exhibit H*.

The site is located within the Enhanced Basic Water Quality Treatment Area. Any water-related or erosion-related impacts associated with future development must be mitigated in compliance with the city-adopted *2016 King County Surface Water Manual (KCSWM)* and the City of Federal Way Addendum to the Manual. This requires any erosion-related impacts created during clearing and construction activities to be addressed according to a Temporary Erosion Sedimentation Control Plan (TESC), which is a standard part of engineering review and approval.

*(2) The effect on open space, streams, and lakes.*

Please refer to responses under Section V (1) (1), above.

*(3) The compatibility with and impact on adjacent land uses and surrounding neighborhoods.*

Land to the north is zoned OP-1. The road extension is planned to be constructed on land zoned CP-1. Based on language in the 1994 Concomitant Agreement, which established the zoning and allowable uses in each zone, the uses in the respective zones are deemed to be compatible. Any future roadway should also be compatible with the uses in each zone.

- (4) *The adequacy of and impact on community facilities including utilities, roads, public transportation, parks, recreation, and schools.*

Construction of South 324<sup>th</sup> Street, with an alignment further to the south than the existing alignment will not impact community facilities, including utilities, roads, public transportation, parks, recreation, and schools. However, the proposed street extension will eliminate portions of recreational trails in the CP-1 zone.

- (5) *The benefit to the neighborhood, city, and region.*

Moving the future realignment of South 324<sup>th</sup> Street further south would benefit the city because the existing alignment would bisect the future DaVita Campus. DaVita is proposing to expand its campus in two phases. The first phase includes a full site buildout with a 160,000 square building and 681 new parking spaces. The second phase will come at an undetermined time in the future with an expansion of the building to 200,000 square feet. This will benefit the neighborhood, city, and region by providing 640 to 720 well-paying jobs in the first phase expansion. The realignment will also be beneficial for future development in East Campus by providing more land for such development that is not bisected by a road.

- (6) *The quantity and location of land planned for the proposed land use type and density and the demand for such land.*

This road or its parallel alternative at South 312<sup>th</sup> Street has been in the comprehensive plan since 1995, and the realignment will not affect the quantity of land required for its construction.

- (7) *The current and projected population density in the area.*

The area on which the future road extension would be constructed is zoned CP-1, which does not permit housing, so there is no current or projected population density in the area.

- (8) *The effect upon other aspects of the comprehensive plan.*

Realignment of the future extension of South 324<sup>th</sup> Street will not affect other aspects of the comprehensive plan.

2. *FWRC 19.80.150, Criteria for Amending the Comprehensive Plan* – The city may amend the comprehensive plan only if it finds that:

- (1) *The proposed amendment bears a substantial relationship to public health, safety, or welfare;*

Realignment of the future extension of South 324<sup>th</sup> Street is related to the public safety as it will provide an alternative safe access from areas east of I-5 to areas to the west. It also improves public welfare by providing more land for development.

- (2) *The proposed amendment is in the best interest of the residents of the city.*

Please see responses under Sections V (1) (5) and V (2) (1).

- (3) *The proposed amendment is consistent with the requirements of Chapter 36.70A RCW and with the portion of the city's adopted plan not affected by the amendments.*

The comprehensive plan amendment and rezone under consideration is consistent with the following goals of RCW Chapter 36.70A.020 (2) of the *Growth Management Act* (GMA):

“(i) Transportation. Encourage efficient multimodal transportation systems that are based on regional priorities and coordinated with county and city comprehensive plans.

“(ii) Economic development. Encourage economic development throughout the state that is consistent with adopted comprehensive plans, promote economic opportunity for all citizens of this state, especially for unemployed and for disadvantaged persons, promote the retention and expansion of existing businesses and recruitment of new businesses, recognize regional differences impacting economic development opportunities, and encourage growth in areas experiencing insufficient economic growth, all within the capacities of the state's natural resources, public services, and public facilities.

“(iii) Public facilities and services. Ensure that those public facilities and services necessary to support development shall be adequate to serve the development at the time the development is available for occupancy and use without decreasing current service levels below locally established minimum standards.”

The proposal is also consistent with the following goals and policies of the comprehensive plan:

“TG1 Maintain mobility through a safe, balanced, and integrated transportation system.

“TG3 Enhance community health, livability, and transportation by providing a connected system of pedestrian, bicycle, and transit ways that are integrated into a coordinated regional network.”

## **VI. COMPLIANCE WITH FWRC 19.75.130(3)**

Site-specific requests are also required to be evaluated for compliance with this section.

- 1) The city may approve the application only if it finds that:

a. *The proposed request is in the best interests of the residents of the city.*

Please see responses under Sections V (1) (5) and V (2) (2).

b. *The proposed request is appropriate because either:*

- (i) *Conditions in the immediate vicinity of the subject property have so significantly changed since the property was given its present zoning that, under those changed conditions, a change in designation is within the public interest; or*
- (ii) *The rezone will correct a zone classification or zone boundary that was inappropriate when established.*

The area where the road will be constructed was given the CP-1 designation in 1994. Since that time, new developments have been proposed in the area as a result of the purchase of the Weyerhaeuser property. With the Greenline warehouses in the planning stages and with the construction of the new DaVita office buildings, the area is changing significantly.

- c. *It is consistent with the comprehensive plan.*

The comprehensive plan shows the location of the existing road on Map III-3 (*Exhibit I*). The proposed realignment of the South 324th Street extension to the south is substantially in compliance with that location. This connection or its parallel alternative at South 312th Street has been in the plan since 1995.

- d. *It is consistent with all applicable provisions of the title, including those adopted by reference from the comprehensive plan.*

Please refer to the response under Sections V. (2) (3) and VI. (1)(C) above.

- e. *It is consistent with the public health, safety, and welfare.*

Refer to response under Section V. (2) (1) above.

## VII. MAYOR’S RECOMMENDATION

The Mayor recommends that project number 16-13 in Table III-10, Capital Improvement Program (CIP) – 2016 to 2040, of the Federal Way Comprehensive Plan be amended as follows:

Project Number	Project Description	Cost (2016 \$1,000)
16-13	S 324 <sup>th</sup> St Interchange: Extend 5-lane minor arterial to 32 <sup>nd</sup> Ave Weyerhaeuser Way S	134,587

## VIII. PLANNING COMMISSION ACTION

Consistent with the provisions of FWRC 19.80.240, the Planning Commission may take the following actions regarding each proposed comprehensive plan amendment and rezone request:

- 1 Recommend to City Council adoption of the proposed comprehensive plan amendment as proposed;

2. Recommend to City Council that the proposed comprehensive plan amendment not be adopted;
3. Forward the proposed comprehensive plan amendment to City Council without a recommendation; or
4. Modify the proposed comprehensive plan amendment and recommend to City Council adoption of the amendment as modified.

## **LIST OF EXHIBITS**

Exhibit A	Existing Alignment of South 324th Street Extension
Exhibit B	Proposed Realignment of South 324th Street Extension
Exhibit C	Vicinity Map – Existing Alignment of South 324th Street Extension
Exhibit D	Vicinity Map – Proposed Alignment of South 324th Street Extension
Exhibit E	Determination of Nonsignificance and Checklist
Exhibit F	Agencies That Were Sent a Copy of the DNS and Environmental Checklist
Exhibit G	Written Comments
Exhibit H	Critical Areas Map
Exhibit I	Map III-3 of the City of Federal Way Comprehensive Plan

FEDERAL WAY CITY CENTER ACCESS  
ALTERNATIVE 2 - SOUTH CITY CENTER  
SOUTH 324TH STREET INTERCHANGE



LEGEND	
—	EXISTING HIGHWAY
—	PROPOSED HIGHWAY
—	PROPOSED RAMP
—	PROPOSED BRIDGE
—	PROPOSED INTERCHANGE
—	PROPOSED ALIGNMENT
—	PROPOSED ALIGNMENT WITH 100' BUFFER

SCALE 1" = 100'

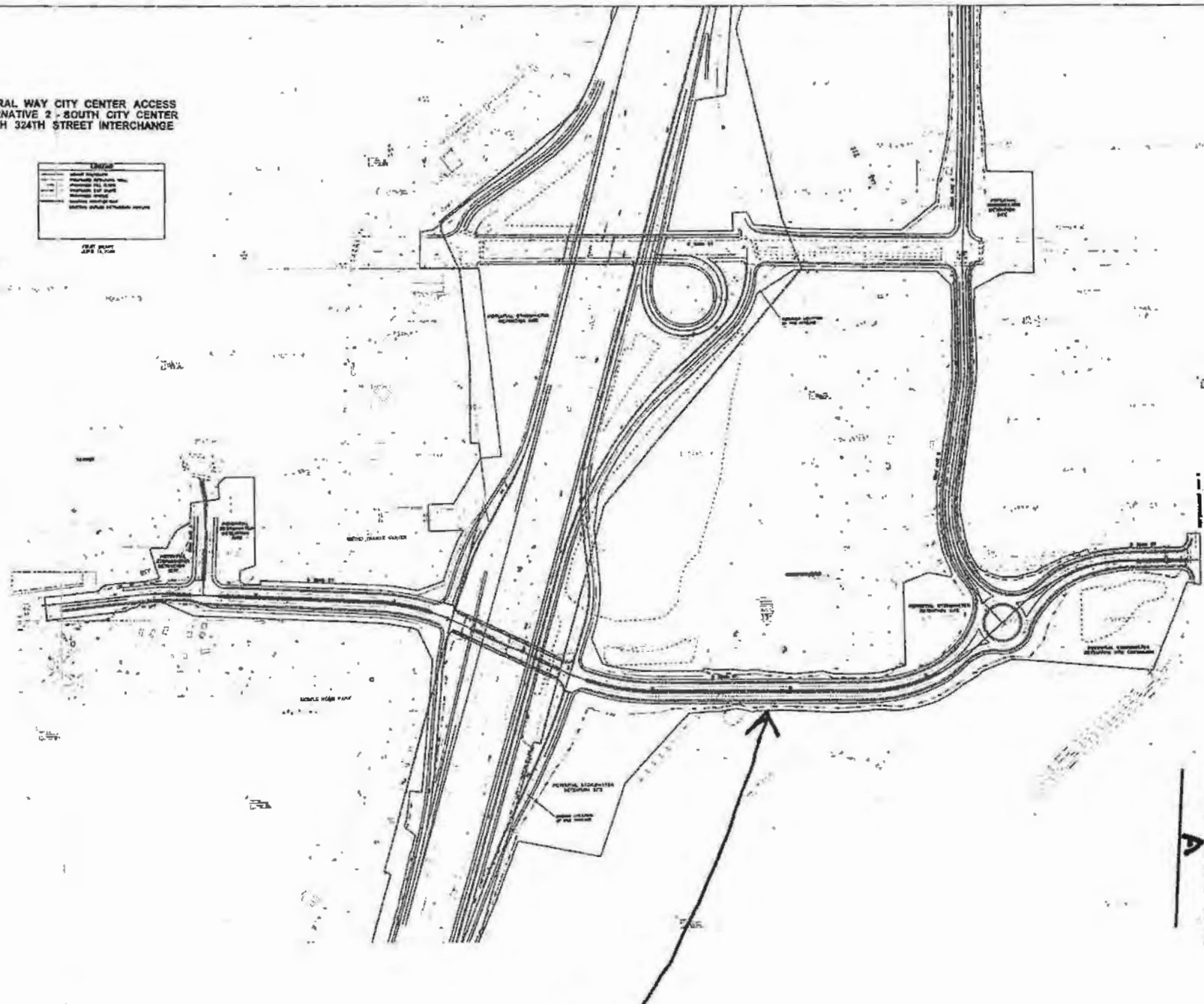
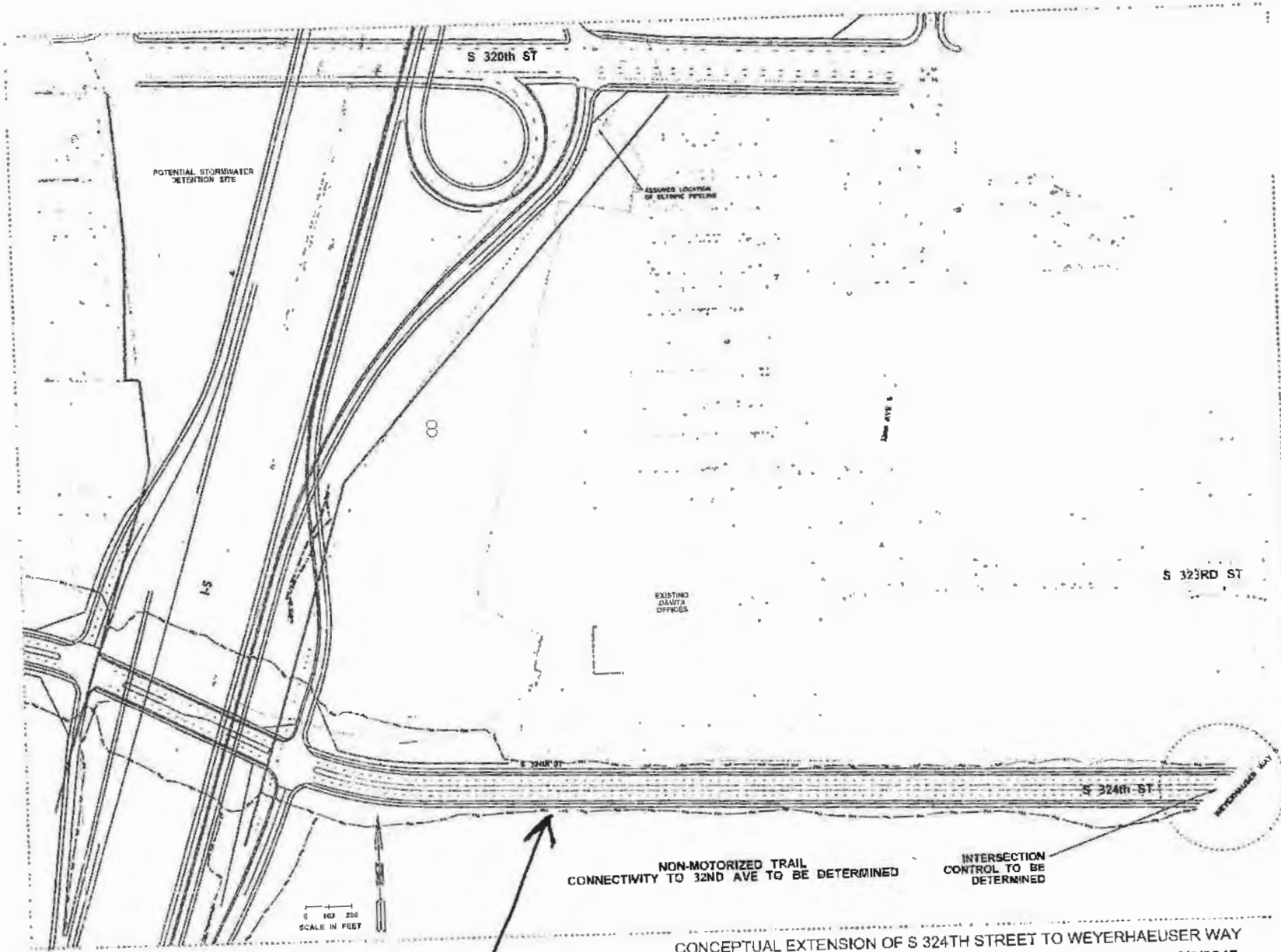


EXHIBIT  
A

Existing alignment of the South 324th Street extension east of I-5



NON-MOTORIZED TRAIL  
CONNECTIVITY TO 32ND AVE TO BE DETERMINED

INTERSECTION  
CONTROL TO BE DETERMINED

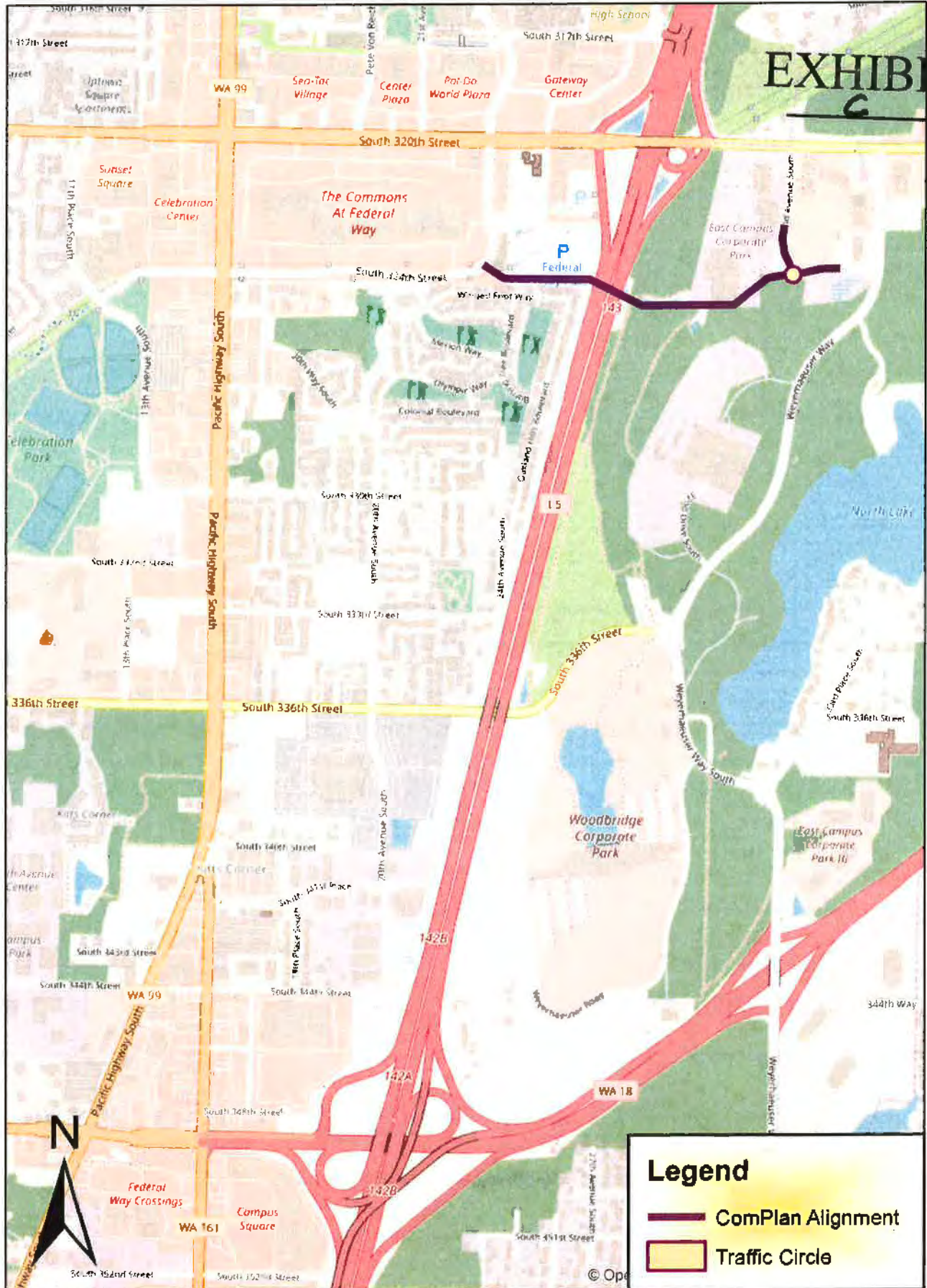
CONCEPTUAL EXTENSION OF S 324TH STREET TO WEYERHAEUSER WAY  
3/9/2017

**Proposed realignment of the South 324th Street extension east of I-5**



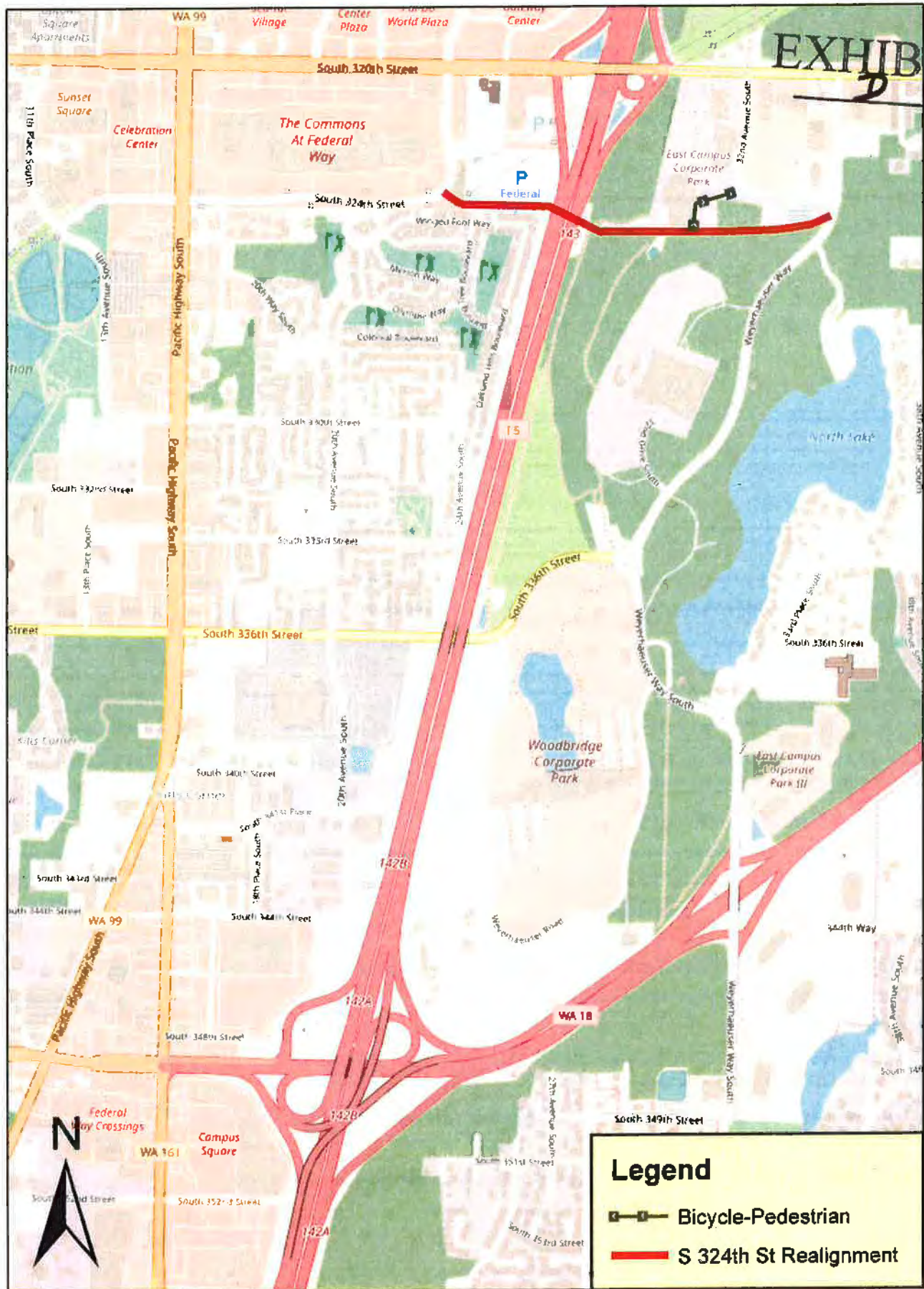
# Complan Alignment - S 324th Street Extension

EXHIBIT  
C



# Future Realignment - S 324th Street Extension

EXHIBIT  
2



**DETERMINATION OF NONSIGNIFICANCE (DNS)**

**Comprehensive Plan Amendment to realign the extension of South 324<sup>th</sup> Street east of I-5  
(Non-Project Action)  
File No: 18-105898-00-SE**

**Description:** The 2015 Comprehensive Plan shows the future road alignment of South 324<sup>th</sup> Street as extending over I-5 east to 32<sup>nd</sup> Avenue South. This non-project comprehensive plan amendment would allow for the realignment of the future extension further south to connect with Weyerhaeuser Way South. The South 324<sup>th</sup> extension is planned to be constructed no sooner than 2025.

**Applicant:** Public Works Department - Traffic Division

**Lead Agency:** City of Federal Way

**Staff Contact:** Principal Planner Margaret Clark – 253-835-2646, [margaret.clark@cityoffederalway.com](mailto:margaret.clark@cityoffederalway.com)


The city's Responsible Official has determined that the proposal does 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.

A completed environmental checklist and supporting documents are available for review at the City of Federal Way Community Development Department (Federal Way City Hall, 33325 8<sup>th</sup> Avenue South, Federal Way, WA 98003, 253-835-7000), from 8 a.m. to 5 p.m., Monday through Friday.

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 **January 4, 2019**. Unless modified by the city, this determination will become final following the comment deadline. Any person aggrieved by the city's determination may file an appeal with the city within 21 days of the above comment deadline. You may appeal this determination to the Federal Way City Clerk (address above), no later than 5:00 p.m. on **January 25, 2019**, by a written letter stating the reason for the appeal of the determination. You should be prepared to make specific factual objections.

**Responsible Official:** Brian Davis  
**Title:** Director of Community Development/SEPA Official  
**Address:** 33325 8<sup>th</sup> Avenue South, Federal Way, WA 98003

**Date Issued:** December 21, 2018

**Signature:**  for BRIAN DAVIS



Department of Community Development  
33325 8th Avenue South  
Federal Way, WA 98003-8325  
253-835-2607; Fax 253-835-2809  
[www.cityoffederalway.com](http://www.cityoffederalway.com)

## SEPA ENVIRONMENTAL CHECKLIST

### ***Purpose of checklist:***

Governmental agencies use this checklist to help determine whether the environmental impacts of your proposal are significant. This information is also helpful to determine if available avoidance, minimization, or compensatory mitigation measures will address the probable significant impacts, or if an environmental impact statement will be prepared to further analyze the proposal.

### ***Instructions for applicants:***

This environmental checklist asks you to describe some basic information about your proposal. Please answer each question accurately and carefully, to the best of your knowledge. You may need to consult with an agency specialist or private consultant for some questions. *You may use "not applicable" or "does not apply" only when you can explain why it does not apply and not when the answer is unknown.* You may also attach or incorporate by reference additional studies and/or reports. Complete and accurate answers to these questions often avoid delays with the SEPA process, as well as later in the decision-making process.

The checklist questions apply to *all parts of your proposal*, even if you plan to do them over a period of time or on different parcels of land. Attach any additional information that will help describe your proposal or its environmental effects. The agency to which you submit this checklist may ask you to explain your answers or provide additional information reasonably related to determining if there may be significant adverse impact.

### ***Instructions for Lead Agencies:***

Additional information may be necessary to evaluate the existing environment, all interrelated aspects of the proposal, and an analysis of adverse impacts. The checklist is considered the first, but not necessarily the only source of information needed to make an adequate threshold determination. Once a threshold determination is made, the lead agency is responsible for the completeness and accuracy of the checklist and other supporting documents.

### ***Use of checklist for nonproject proposals:***

For nonproject proposals (such as ordinances, regulations, plans, and programs), complete the applicable parts of sections A and B, plus the SUPPLEMENTAL SHEET FOR NONPROJECT ACTIONS (part D). Please completely answer all questions that apply and note that the words "project," "applicant," and "property or site" should be read as "proposal," "proponent," and "affected geographic area," respectively. The lead agency may exclude (for nonprojects) questions in Part B (Environmental Elements) that do not contribute meaningfully to the analysis of the proposal.

**A. BACKGROUND**

**1. Name of proposed project, if applicable:**

Comprehensive Plan Amendment to realign the extension of South 324<sup>th</sup> Street east of I-5, File Numbers 18-105198-UP and 18-105898-SE

**2. Name of applicant:**

Federal Way Public Works Department – Rick Perez

**3. Address and phone number of applicant and contact person:**

Contact Person

Margaret Clark  
33325 8<sup>th</sup> Avenue South,  
Federal Way, WA 98003.  
(253) 835-2646

**4. Date checklist prepared:**

November 3, 2018

**5. Agency requesting checklist:**

City of Federal Way

**6. Proposed timing or schedule (including phasing, if applicable):**

Planning Commission Public Hearing – February 20, 2019  
Land Use/Transportation Committee Public Meeting –March 4, 2019  
City Council Public Meeting with 1<sup>st</sup> Reading of Ordinance –March 19, 2019  
City Council Public Meeting with 2<sup>nd</sup> Reading of Ordinance – April 2, 2019

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

The 2015 Comprehensive Plan shows the future road alignment on Map III-3 (Exhibit A) as extending over I-5 east to 32<sup>nd</sup> Avenue South (Exhibit B). This comprehensive plan amendment would realign the future extension further south to connect with Weyerhaeuser Way South (Exhibit C). The south 324<sup>th</sup> extension is planned to be constructed no sooner than 2025, although no construction plans or resources have been allocated towards the project and the amendment is a non-project action.

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

If the future road extension is constructed and federal funds are used, the proposal must be evaluated pursuant to the National Environmental Policy Act (NEPA), which would be adopted by the City to satisfy the State Environmental Policy Act (SEPA).

9. Do you know whether applications are pending for governmental approvals of other proposals directly affecting the property covered by your proposal? If yes, explain.

This is non-project proposal.

10. List any government approvals or permits that will be needed for your proposal, if known.

Refer to Section A.8. of this Checklist

11. Give brief, complete description of your proposal, including the proposed uses and the size 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. (Lead agencies may modify this form to include additional specific information on project description.)

Refer to the response under Section A.7. of this Checklist.

12. Location of the proposal. Give sufficient information for a person to understand the precise location of your proposed project, including a street address, if any, and section, township, and range, if known. 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, if reasonably available. 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.

Refer to Exhibit C – New South 324<sup>th</sup> Street road alignment located in NW15-21-04, NE16-21-04, and NW 16-21-04.

**Staff concurs with the checklist.**

## B. ENVIRONMENTAL ELEMENTS

### 1. Earth

- a. General description of the site  
(Underline/circle one): Flat, rolling, hilly, steep slopes, mountainous, other \_\_\_\_\_

The site is fairly flat.

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

The steepest slope is approximately 17 percent, just southwest of the existing DaVita Business Office.

- 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.**

Based on the City of Federal Way Regional Soils Map, the future extension as realigned would be built on Alderwood Gravelly Sandy Loam (AgC) (6-15 percent slope).

- d. Are there surface indications or history of unstable soils in the immediate vicinity? If so, describe.**

Based on the city's Critical Areas Map (Exhibit D), there are no surface indications or history of unstable soils in the immediate vicinity.

- e. Describe the purpose, type, total area, and approximate quantities and total affected area of any filling, excavation, and grading proposed. Indicate source of fill.**

The proposal is a non-project action. Any future road construction will be subject to its own review pursuant to the *State Environmental Policy Act (SEPA)*, if applicable.

- f. Could erosion occur as a result of clearing, construction, or use? If so, generally describe.**

This is a non-project action. It is unlikely that erosion could occur as a result of clearing, construction, or use as this is a fairly flat area. Please refer to response under Section B.1.h.

- g. About what percent of the site will be covered with impervious surfaces after project construction (for example, asphalt or buildings)?**

This is a non-project action. However, the future road would have a C Cross Section, (Exhibit E) consisting of a 106 foot wide right-of-way with 18 feet of landscaping, therefore approximately 83 percent would be impervious.

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

This is a non-project action. Any future project specific action will be subject to environmental review as required by the *SEPA Rules*, and will be evaluated in accordance with all plans, policies, rules, and regulations adopted as a basis for the exercise of substantive authority under *SEPA* to approve, condition or deny the proposed action. In addition, when a future project is submitted, any erosion-related impacts created during clearing and construction activities will be mitigated in compliance with the 2016 *King County Surface Water Manual (KCSWM)*, as amended by the city. This requires any erosion-related impacts created during clearing and construction activities to be addressed according to a Temporary Erosion Sedimentation Control Plan (TESC), which is a standard part of engineering review and approval.

## **Staff concurs with the checklist.**

### **2. Air**

- a. What types of emissions to the air would result from the proposal during construction, operation, and maintenance when the project is completed? If any, generally describe and give approximate quantities if known.**

This is a non-project action. However, increased emissions to the air are expected, temporary emissions during construction due to use of construction vehicles and after construction by increased vehicle traffic in the area. Quantities of the increased emissions are unknown.

- b. Are there any off-site sources of emissions or odor that may affect your proposal? If so, generally describe.**

No.

- c. Proposed measures to reduce or control emissions or other impacts to air, if any.**

Any future development will be subject to City of Federal Way requirements for air emissions as addressed in FWRC Title 7, Public Nuisances.

**Staff concurs with the checklist.**

**3. Water**

**a. Surface Water**

- 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, wetlands)? If yes, describe type and provide names. If appropriate, state what stream or river it flows into.**

There is a Class II wetland located east of I-5, approximately 275 feet north of the proposed alignment. Class II wetlands have buffers ranging from 75 to 225 feet. There is also a small Class III wetland located where South 324<sup>th</sup> would intersect with Weyerhaeuser Way South. Class III wetlands have buffers ranging from 60 to 225 feet. There is also a major stream, East Hylebos Creek, located approximately 150 feet to the north. Major streams have 100 foot buffers. Refer to Exhibit D – Critical Areas Map.

- 2) Will the project require any work over, in, or adjacent to (within 200 feet) the described waters? If yes, please describe and attach available plans.**

See response to above question.

- 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.**

This is a non-project action. No future filling or dredging of the wetland is anticipated.

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

This is a non-project action. No surface water withdrawals or diversions are expected, but will have to be evaluated at the time of a specific proposal.



- 5) **Does the proposal lie within a 100-year floodplain? If so, note the location on the site plan.**

Based on the Washington State Coastal Atlas (Flood Hazard Maps), there are no floodplains in this area.

- 6) **Does the proposal involve any discharges of waste materials to surface waters? If so, 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.**

This is a non-project action. However, based on the Lakehaven Water & Sewer District Wellhead Protection Maps, there are no wells in this area.

- 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. . . ; 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.**

No septic tanks or other similar sources of pollutants associated with the future construction of the South 324<sup>th</sup> road extension are anticipated.

**c. Water runoff (including stormwater):**

- 1) **Describe the source of runoff (including stormwater) and method of collection and disposal, if any (include quantities, if known). Where will this water flow? Will this water flow into other waters? If so, describe.**

Stormwater facilities will be constructed to take care of runoff from the road per regulations when, and if, a facility is constructed.

- 2) **Could waste materials enter ground or surface waters? If so, generally describe.**

Runoff from any future road will discharge to an approved stormwater treatment and detention system and the closest wetland is approximately 275 feet north of the proposed alignment.

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

Since this is a non-project action, it is unknown whether future construction of the road will alter drainage patterns in the vicinity.

**d. Proposed measures to reduce or control surface, ground, and runoff water, and drainage**

**pattern impacts, if any:**

At the time of any road construction, any water-related impacts will be mitigated in compliance with the City-adopted *2016 King County Surface Water Manual*, or its successors as amended by the City.

**Staff concurs with the checklist.**

**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
- orchards, vineyards, or other permanent crops
- wet soil plants: cattail, buttercup, bullrush, skunk cabbage, other
- water plants: water lily, eelgrass, milfoil, other
- other types of vegetation - meadows

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

It is unknown at this time what kind and amount of vegetation will be removed or altered for any proposed project.

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

There are no known threatened or endangered species in the vicinity.

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

If a road was to be constructed, there would be a six foot wide planting strip on each side of the paved roadway surface (Refer to Exhibit E – Roadway Cross Section C).

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

There are no known noxious weeds or invasive species on or near the site.

**Staff concurs with the checklist.**

**5. Animals**

**a. List any birds and other animals which have been observed on or near the site, or are known to be on or near the site. Examples include:**

birds: hawk, heron, eagle, songbirds, other:   x    
mammals: deer, bear, elk, beaver, other:   x    
fish: bass, salmon, trout, herring, shellfish, other   x  

A variety of birds, mammals, and fish native to the Pacific Northwest are found within the City of Federal Way. Species vary depending on whether the area is in a natural versus developed state.

**b. List any threatened and endangered species known to be on or near the site.**

There are no known threatened or endangered species in this area.

**c. Is the site part of a migration route? If so, explain.**

Federal Way is located within the Pacific Flyway migration route utilized by waterfowl migrating north into Alaska and northern Canada. It is unknown whether there are key rest stops in this area.

**d. Proposed measures to preserve or enhance wildlife, if any.**

There are no proposed measures at this time to preserve or enhance wildlife.

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

None known.

**Staff concurs with the checklist.**

**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.**

It is anticipated that there will be street lights along the road if one is constructed. Energy for the lights would be provided by Puget Sound Energy (PSE).

**b. Would your project affect the potential use of solar energy by adjacent properties? If so, generally describe.**

Any road construction would not affect the potential use of solar energy by adjacent properties.

**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, if any.**

There are no plans proposed at this time, and any proposed measures to reduce or control energy impacts can only be determined once a proposal is made.

**Staff concurs with the checklist.**

**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? If so, describe.**

There are none.

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

There is no known contamination in this area.

- 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.**

The Olympic Pipeline runs parallel to I-5 on the east and a high pressure natural gas line runs north to south through the area (Exhibit F).

- 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.**

If a road was constructed, no toxic or hazardous chemicals will be stored, used, or produced during the project's development or construction, or at any time during the operating life of the project.

- 4) Describe special emergency services that might be required.**

No special emergency services will be required for this amendment.

- 5) Proposed measures to reduce or control environmental health hazards, if any.**

No measures are proposed to reduce or control environmental health hazards.

**b. Noise**

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

There are no known types of noise that would affect any future road construction

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

If a road was constructed, there would be short-term noise associated with construction equipment and long-term noise associated with traffic if South 324<sup>th</sup> Street is extended to Weyerhaeuser Way South.

- 3) Proposed measures to reduce or control noise impacts, if any:**

As a non-project action, no measures are proposed to control noise impacts.

### Staff concurs with the checklist.

#### 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.**

The site is currently vacant land. Current use to the north, moving from east to west is a wetland, detention pond, vacant commercial land, DaVita office building, and a detention pond. Current use to the south is vacant commercial land. The proposed road construction will not affect these adjacent uses.

- 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?**

It is unknown if any of the sites have been used for agriculture or as forest land in the past.

- 1) **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.**

There are no surrounding working farms or forest land normal business operations, such as oversize equipment access, the application of pesticides, tilling, and harvesting.

- c. **Describe any structures on the site.**

The site is vacant.

- d. **Will any structures be demolished? If so, what?**

There are no structures on the site.

- e. **What is the current zoning classification of the site?**

The site is currently zoned Corporate Park-1 (CP-1).

- f. **What is the current comprehensive plan designation of the site?**

The current comprehensive plan designation is Corporate Park.

- g. **If applicable, what is the current shoreline master program designation of the site?**

The site is not located in a designated shoreline master program area.

- h. Has any part of the site been classified as a critical area by the city or county? If so, specify.**

The proposed realignment for the South 324<sup>th</sup> road extension is not designated as a critical area, however there is a small Class III wetland to the north of the proposed road terminus at Weyerhaeuser Way South.

- l. Approximately how many people would reside or work in the completed project?**

Not applicable. This is a non-project action.

- j. Approximately how many people would the completed project displace?**

Not applicable. This is a non-project action.

- k. Proposed measures to avoid or reduce displacement impacts, if any.**

Not applicable.

- l. Proposed measures to ensure the proposal is compatible with existing and projected land uses and plans, if any.**

Land to the north is zoned OP-1. The road extension is planned to be constructed on land zoned CP-1. Based on language in the 1994 Concomitant Agreement which established the zoning and allowable uses in each zone, the uses in the respective zones were deemed to be compatible. Any future roadway should also be compatible with the uses in each zone.

- m. Proposed measures to ensure the proposal is compatible with nearby agricultural and forest lands of long-term commercial significance, if any.**

There are no agricultural and forest lands of long-term commercial significance within the city.

**Staff concurs with the checklist.**

**9. Housing**

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

Not applicable.

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

Not applicable.

- c. Proposed measures to reduce or control housing impacts, if any.**

Not applicable.

**Staff concurs with the checklist.**

**10. Aesthetics**

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

If a road was constructed, the tallest structure would be street lighting poles that extend over the roadway. Height of poles needs to exceed the limit for tall vehicle clearance by enough to not need warning signs. This is often around 40 feet on arterial roadways.

- b. What views in the immediate vicinity would be altered or obstructed?**

Trees would be removed with any future road construction.

- c. Proposed measures to reduce or control aesthetic impacts, if any.**

Not applicable. This is a non-project action and aesthetic impacts would have to be determined if a project is proposed.

**Staff concurs with the checklist.**

**11. Light and Glare**

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

There would be light emitted from street lighting poles after dark if a project is proposed.

- 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?**

None.

- d. Proposed measures to reduce or control light and glare impacts, if any.**

Federal Way Revised Code (FWRC) 19.105.030, Lighting regulation, prohibits light sources both directable and nondirectable from extending on to adjacent properties.

**Staff concurs with the checklist.**

**12. Recreation**

- a. What designated and informal recreational opportunities are in the immediate vicinity?**

North Lake, located to the southeast, offers seasonal fishing opportunities for largemouth bass and rainbow trout. There are also a wide variety of recreational opportunities in the greater Federal Way area. These opportunities include Dash Point State Park, a 398-acre state park on the west side of the city, operated and maintained by Washington State Parks; Celebration Park, an 84-acre

city-owned community park located approximately in the middle of the City with ballfields and walking trails; Town Square Park, a four acre city-owned community park located in the City Center; and recreation trails in the Bonneville Power Administration right-of-way.

- b. **Would the proposed project displace any existing recreational uses? If so, describe.**

The proposed realignment of the South 324<sup>th</sup> Street extension would not displace any existing recreational uses.

- c. **Proposed measures to reduce or control impacts on recreation, including recreation opportunities to be provided by the project or applicant, if any.**

Not applicable.

### **Staff concurs with the checklist.**

#### **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.**

The former Weyerhaeuser Corporate Headquarters, now "Greenline," opened in 1971, making it over 45 years of age. However, it is not listed in any national, state, or local preservation registers.

- 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.**

It is unknown whether there are any landmarks or evidence of Indian or historic use or occupation in the area.

- 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.**

The Notice of Determination of Non-significance (DNS) will be sent to the Department of Archeology and Historic Preservation and to the Puyallup Suquamish, and Muckleshoot tribes.

- 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.**

No measures will be proposed until, and if, a project is proposed.

### **Staff concurs with the checklist.**



**14. Transportation**

- a. Identify public streets and highways serving the site or affected geographic area and describe proposed access to the existing street system. Show on site plans, if any.**

There are no streets serving the area proposed for realignment of the road extension. However, if the roadway extension is constructed it will connect the existing South 324<sup>th</sup> Street at 23<sup>rd</sup> Avenue South west of I-5 with Weyerhaeuser South, east of I-5.

- b. Is the site or affected geographic area currently served by public transit? If so, generally describe. If not, what is the approximate distance to the nearest transit stop?**

Sound Transit, King County Metro, and Pierce Transit provide service to the city. There is also a dial-a-ride-transit (DART) service, as well as two park and ride facilities (Twin Lakes and Redondo Heights) and the Federal Way Transit Center. Two operate routes through the Weyerhaeuser site. Pierce County's Route 402 runs on Weyerhaeuser Way South from Tacoma and west on South 336<sup>th</sup> Street to the Federal Way Transit Center every hour. Additionally, King Count Metro Transit Route 181 runs on South 320<sup>th</sup> Street connecting Federal Way Transit Center to Auburn and the Green River Community Center every 30 minutes.

- c. How many additional parking spaces would the completed project or non-project proposal have? How many would the project or proposal eliminate?**

Not applicable.

- d. Will the proposal require any new or improvements to existing roads, streets, pedestrian, bicycle, or state transportation facilities, not including driveways? If so, generally describe (indicate whether public or private).**

The proposed comprehensive plan amendment would allow the realignment of the South 324<sup>th</sup> Street extension east of I-5, and would not require any improvements to existing roads, streets, pedestrian, bicycle, or state transportation facilities.\*\*\*

- e. Will the project or proposal use (or occur in the immediate vicinity of) water, rail, or air transportation? If so, generally describe.**

No.

- 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 non-passenger vehicles). What data or transportation models were used to make these estimates?**

The City uses travel demand modelling based on PSRC's regional model with detail added within and near Federal Way with current 2040 land use forecasts. If constructed, the new roadway is estimated to carry approximately 5,000 vehicles per day. However, other land use proposals in the area may increase these volumes significantly, so those projects will evaluate their impacts on this roadway as they move forward. Similarly, another roadway improvement project may result in the addition of freeway ramps to and from I-5 at South 324<sup>th</sup> Street, which would also alter the traffic volume forecasts.

- g. **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.**

Federal Way is considered an Urban area, and there is little agricultural or forestry activity.

- h. **Proposed measures to reduce or control transportation impacts, if any.**

Not applicable.

**Staff concurs with the checklist.**

**15. Public services**

- a. **Would the project result in an increased need for public services (for example: fire protection, police protection, public transit, health care, schools, other)? if so, generally describe.**

No.

- b. **Proposed measures to reduce or control direct impacts on public services, if any.**

Not applicable.

**Staff concurs with the checklist.**

**16. Utilities**

- a. **Underline/circle utilities currently available at the site: electricity, natural gas, water, refuse service, telephone, sanitary sewer, septic system, other.**

It is unlikely that any utilities are available along the proposed realignment as this is presently vacant commercial land.

- 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.**

If the road is constructed, street lights are expected to be installed at the same time as the roadway. Puget Sound Energy would provide the electricity for the lights.

**Staff concurs with the checklist.**

**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.

Signature: Margaret H Clark

Printed Name of Signee: Margaret H. Clark

Position and Agency/Organization: Principal Planner, City of Federal Way

Date Submitted: December 10, 2018

Reviewed and concurred with:

Signature: Brian Davis

Printed Name of Signee: Brian Davis

Position and Agency/Organization: Community Development Director, City of Federal Way

Date reviewed: 12/18/18

**LIST OF EXHIBITS**

- Exhibit A Map 3-111 of the City of Federal Way Comprehensive Plan
- Exhibit B Existing alignment of the South 324<sup>th</sup> Street extension east of I-5
- Exhibit C Proposed realignment of the South 324<sup>th</sup> Street extension east of I-5
- Exhibit D Critical Areas Map
- Exhibit E Roadway Cross Section C
- Exhibit F Known Pipelines

## D. SUPPLEMENTAL SHEET FOR NONPROJECT ACTIONS

(IT IS NOT NECESSARY to use this sheet for project actions.)

Because these questions are very general, it may be helpful to read them in conjunction with the list of the elements of the environment.

When answering these questions, be aware of the extent the proposal, or the types of activities likely to result from the proposal, would affect the item at a greater intensity or at a faster rate than if the proposal were not implemented. Respond briefly and in general terms.

1. **How would the proposal be likely to increase discharge to water; emissions to air; production, storage, or release of toxic or hazardous substances; or production of noise?**

The comprehensive plan amendment related to realigning the future extension will not in itself increase discharge to water; emissions to air; production, storage, or release of toxic or hazardous substances; or production of noise. However construction of the future roadway extension will result in increased emissions to air due to increased vehicle traffic in the area.

**Proposed measures to avoid or reduce such increases are:**

None.

2. **How would the proposal be likely to affect plants, animals, fish, or marine life?**

Construction of the future roadway extension permitted by this amendment would result in removal of vegetation and may act as a barrier to movement of wildlife between the north and south sides of the road.

**Proposed measures to protect or conserve plants, animals, fish, or marine life are:**

None.

3. **How would the proposal be likely to deplete energy or natural resources?**

The proposal should not deplete energy or natural resources?

**Proposed measures to protect or conserve energy and natural resources are:**

None.

4. **How would the proposal be likely to use or affect environmentally sensitive areas or areas designated (or eligible or under study) for governmental protection; such as parks, wilderness, wild and scenic rivers, threatened or endangered species habitat, historic or cultural sites, wetlands, floodplains, or prime farmlands?**

The City makes every attempt to construct roads outside of wetland, streams, and their respective buffers. However, if a road is constructed and encroachment into an environmentally sensitive area is

unavoidable, compliance with FWRC, Chapter 19.145, Environmentally Critical Areas and SEPA would be required.

**Proposed measures to protect such resources or to avoid or reduce impacts are:**

See response above.

- 5. How would the proposal be likely to affect land and shoreline use, including whether it would allow or encourage land or shoreline uses incompatible with existing plans?**

This area is not within the shoreline master program area.

**Proposed measures to avoid or reduce shoreline and land use impacts are:**

None.

- 6. How would the proposal be likely to increase demands on transportation or public services and utilities?**

Future construction of a road along the proposed new alignment, allowed by this amendment, will not increase demands on transportation since the east-west link already exists within the Comprehensive Plan. The amendment is to move the road southward.

**Proposed measures to reduce or respond to such demand(s) are:**

None.

- 7. Identify, if possible, whether the proposal may conflict with local, state, or federal laws or requirements for the protection of the environment.**

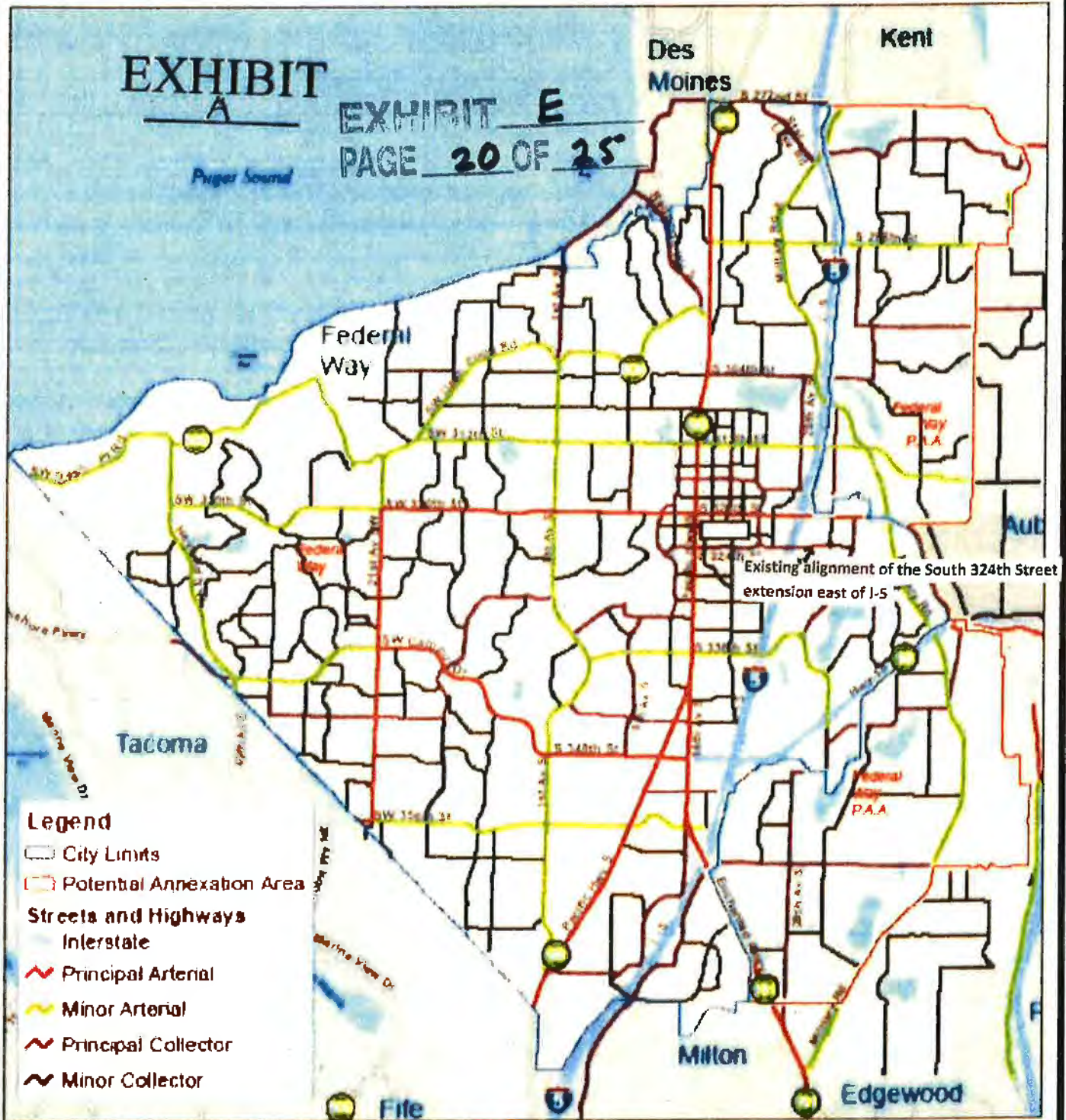
The proposed comprehensive plan amendment does not conflict with local, state, or federal laws or requirements for the protection of the environment.

K:\Comprehensive Plan\2018 Comprehensive Plan Amendments\SEPA\S 324th Extension  
Realignment\Checklist.docx

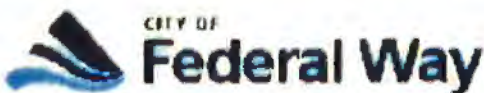
Map III - 3  
Functional Classification of Existing  
and Planned Streets and Highways

EXHIBIT  
A

EXHIBIT E  
PAGE 20 OF 25



Transportation Element



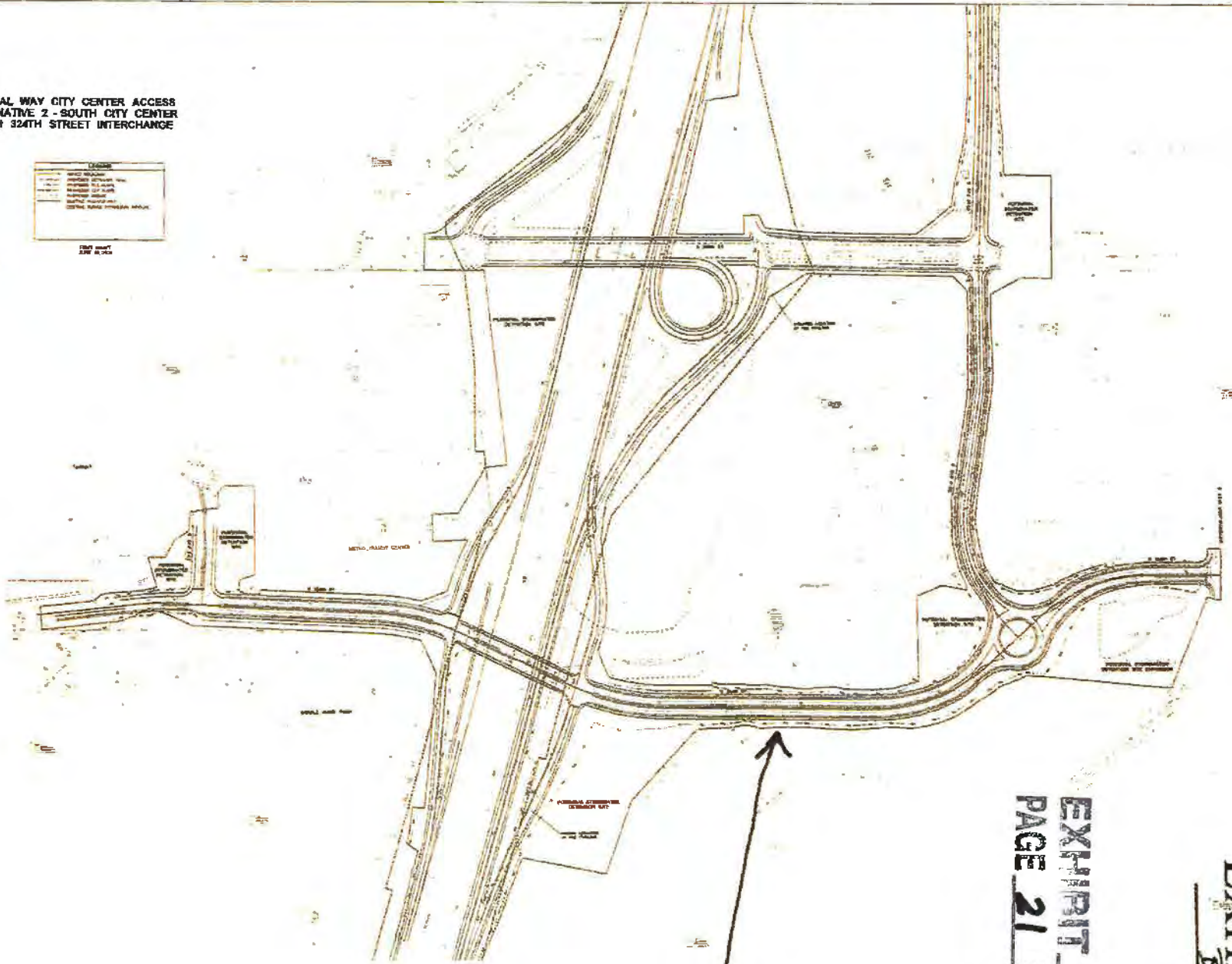
This map is intended for use as a graphical representation. The City of Federal Way makes no warranty as to its accuracy.

FEDERAL WAY CITY CENTER ACCESS  
ALTERNATIVE 2 - SOUTH CITY CENTER  
SOUTH 324TH STREET INTERCHANGE



1" = 100'

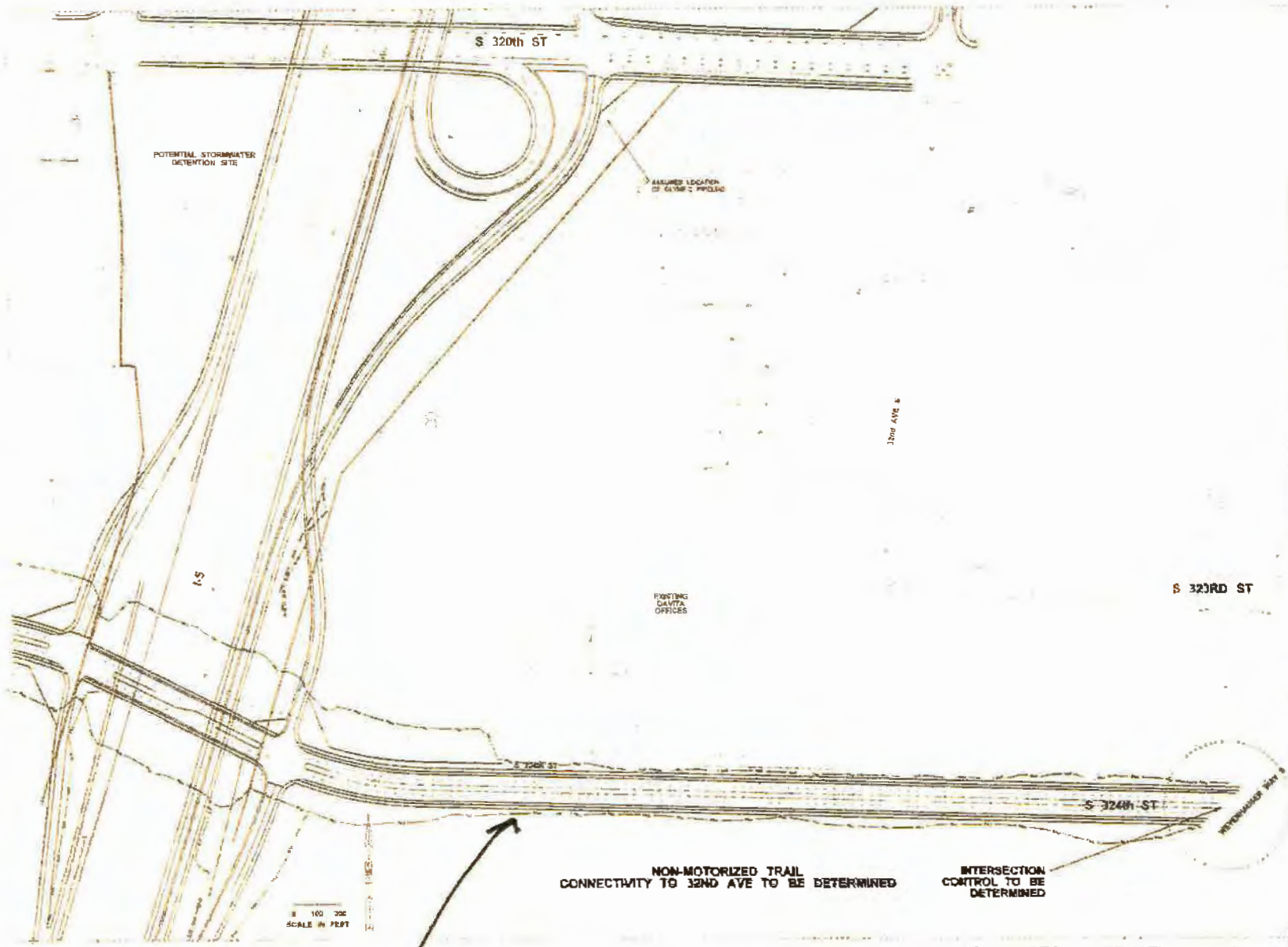
Symbol	Description
(Solid line)	Proposed Interchange
(Dashed line)	Proposed Roadway
(Dotted line)	Proposed Right-of-Way
(Thin solid line)	Proposed Utility
(Thick solid line)	Proposed Median
(Thin dashed line)	Proposed Easement
(Thin dotted line)	Proposed Boundary
(Thin solid line with dashes)	Proposed Structure
(Thin solid line with dots)	Proposed Fencing
(Thin solid line with crosses)	Proposed Signage
(Thin solid line with triangles)	Proposed Lighting
(Thin solid line with squares)	Proposed Stormwater
(Thin solid line with circles)	Proposed Pedestrian
(Thin solid line with diamonds)	Proposed Bicycle
(Thin solid line with stars)	Proposed Other



Existing alignment of the South 324th Street extension east of I-5

EXHIBIT E  
PAGE 21 OF 25

EXHIBIT  
5



NON-MOTORIZED TRAIL  
 CONNECTIVITY TO 32ND AVE TO BE DETERMINED

INTERSECTION  
 CONTROL TO BE DETERMINED

CONCEPTUAL EXTENSION OF S 324TH STREET TO WEYERHAEUSER WAY  
 3/9/2017

Proposed realignment of the South 324th Street extension east of I-5



# Critical Areas

## EXHIBIT D

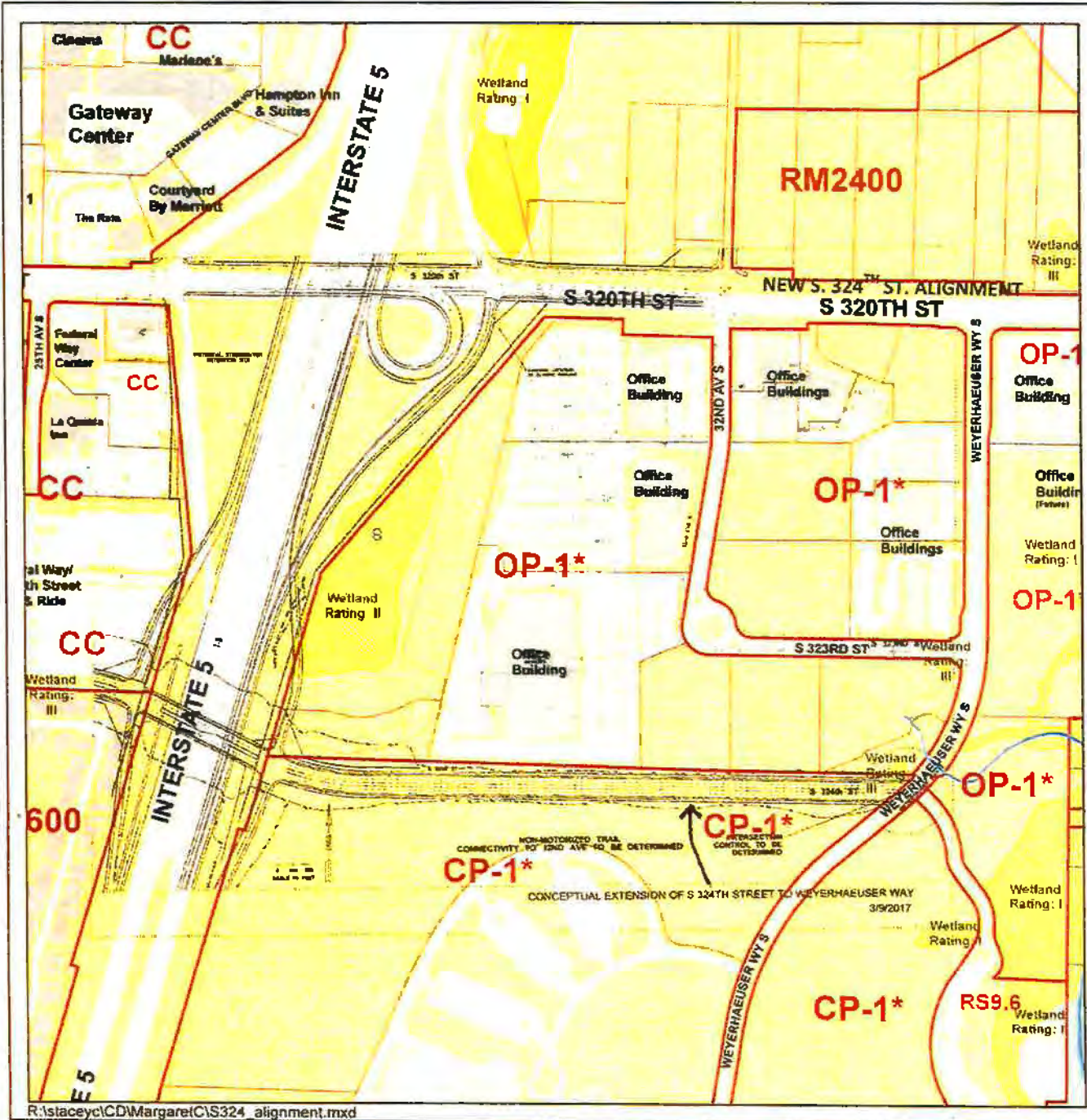
### Legend

- Zoning Boundary\*
- Buildings
- Streets
- Streams (City Survey)
- Wetlands (1998 City Survey)
- Landslide Hazard Areas
- Erosion Hazard Area
- GREEN RIVER BASIN
- HYLEBOS CREEK BASIN
- LOWER PUGET SOUND BASIN
- MILL CREEK BASIN
- Hylebos Creek
- Lower Green River
- Lower Puget Sound
- Mill Creek
- White River

Note: An asterisk (\*) next to a zoning designation indicates the property is governed by a development agreement.

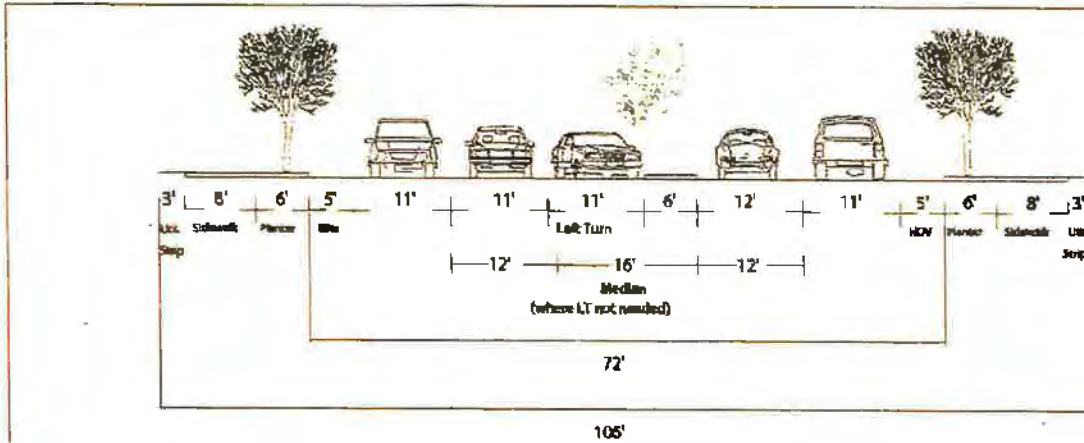


This map is accompanied by no warranties, and is simply a graphic representation.



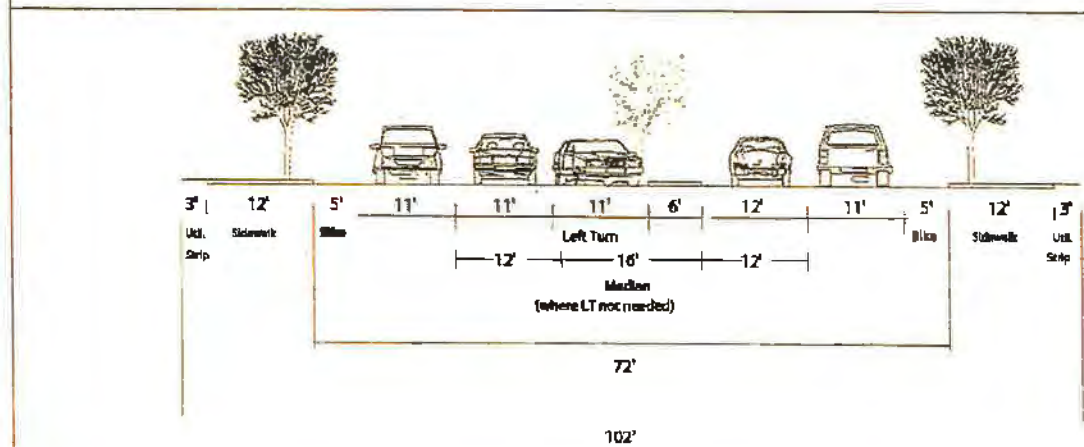
R:\stacey\CD\Margaret\CIS324\_alignment.mxd

EXHIBIT E  
PAGE 23 OF 25



**Cross Section C**

**4 Lanes + Bike  
+ Median**



**Cross Section D**

**4 Lanes + Bike  
+ Median**

**In City Center**

EXHIBIT E  
PAGE 24 OF 25

**Roadway Cross Section C & D**



**FIG. III-3 (c-d)**

# Weyerhaeuser Campus

# Known Pipelines



# EXHIBIT

F

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FISHERIES DIVISION  
ENVIRONMENTAL REVIEWER  
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NE TAC NEIGHBORHOOD COUNCIL  
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TACOMA WA 98402-3793

LAND USE SVC KCDDDES  
35030 SE DOUGLAS ST # 210  
SNOQUALMIE, WA 98065-9266

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KENT WA 98032

KRISTI KYLE  
PSE REGIONAL STRUCTURE  
PO BOX 97034  
BELLEVUE WA 98009-9734

Tina Piety

---

**From:** Margaret Clark  
**Sent:** Friday, January 04, 2019 1:19 PM  
**To:** Rick Perez; Brian Davis; Doc Hansen  
**Subject:** FW: TPR 10978 New Road Connection from S 324th Street East of I-5  
**Attachments:** TPR 10978 Mapping.pdf; TPE - BPPL OPL Design and Construction Standards 2018 (2).pdf

**From:** Wakefield, Chase (SALEM LAND) [<mailto:chase.wakefield@bp.com>]  
**Sent:** Friday, January 04, 2019 10:06 AM  
**To:** Margaret Clark  
**Cc:** Fehr, Timothy (SALEM LAND); Boyle, Keith (SALEM LAND)  
**Subject:** TPR 10978 New Road Connection from S 324th Street East of I-5

Good Morning Margaret,

We have received the Comprehensive Plan Amendment to realign the extension of South 324<sup>th</sup> Street East of I-5. After reviewing the project, it will impact our 14" High Pressure Pipe Line that needs to be protected in that area. I have attached a map showing the approximate location of the 14" Olympic Pipe Line and our General Design and Construction Standards (GDCS). If you can meet our GDCS it will expedite the approval process.

Please note: Our Third Party Request (TPR) number is in the subject line so we can readily reference the project when we are contacted.

Thank you,

*Chase Wakefield*

Chase Wakefield (Salem Land)  
3<sup>rd</sup> Party Right of Way Agent

*Representing:*

**BP Olympic Pipe Line**  
**600 Southwest 39<sup>th</sup> Street**  
**Renton, WA 98057**

Email: [chase.wakefield@bp.com](mailto:chase.wakefield@bp.com)

Lync: 360-526-3057

Office: 425-981-2575

## Margaret Clark

---

**From:** Richard Pierson <EconoForester@msn.com>  
**Sent:** Friday, January 04, 2019 3:48 PM  
**To:** Margaret Clark  
**Subject:** Comments, File No. 18-105898-00-SE

Brian Davis, Director of Community Development, City of Federal Way (e-mail [Margaret Clark@cityoffederalway.com](mailto:Margaret.Clark@cityoffederalway.com)):

I am aggrieved by the City of Federal Way determination of Nonsignificance (File No. 18-105898-00-SE) the extension of proposed South 324<sup>th</sup> Street to Weyerhaeuser Way South with the elimination of the connection to 32<sup>nd</sup> Avenue South for the following reasons at this point:

1-Subjecting Weyerhaeuser Way South to approximately 5,000 vehicles per day (p.14) does not recognize the traffic dispersion incorporated into the 2015 Comprehensive Plan utilizing both 32<sup>nd</sup> Ave. S. (to S.320<sup>th</sup> and North) and Weyerhaeuser Way S. (via S 323<sup>rd</sup> Street). Under the proposed determination all of the increased traffic volume of 5,000 vehicles will go onto Weyerhaeuser Way South instead of being dispersed both onto Weyerhaeuser Way South and 32<sup>nd</sup> Ave. South and its extension north. In addition the 2015 Comprehensive Plan did not recognize the proposed developments of DaVita and Industrial Reality Group's permit estimates to be initially 7,000 additional vehicles and 800 trucks per day.

2-Relative to the SEPA Environmental Check List item 8. b., forest land use has been practiced on the proposed street extension consistent with 1994 Concomitant Agreement requiring a "Managed Forest Buffer" around the perimeter of the property.

3- Check list item 12. b. statement that the extension of S.324<sup>th</sup> street would "not displace any existing recreational use is challenged given the depiction of a trail in the City of Federal Way's "Weyerhaeuser Headquarters Site Conditions and Considerations" document, January 2015.

Richard Pierson, 3516 S. 336<sup>th</sup> St., Federal Way, WA 98001, 253-205-1951

January 4, 2019

Brian Davis  
Director of Community Development/SEPA Official  
City of Federal Way  
33325 8th Avenue South, Federal Way, WA 98003

**Re: Comments on Comprehensive Plan Amendment to Realign the Extension of South 324th Street East of I-5 (Non-Project Action) File No: 18-105898-00-SE**

Dear Mr. Davis,

We generally favor the proposed realignment of the South 324th Street extension east of Interstate 5, although we have concerns about the increased traffic that will be funneled to Weyerhaeuser Way.

But city officials have told us that this proposed realignment will support DaVita's plan to create a campus with a new office building that will bring well-paying jobs to the city. This is the type of development that Save Weyerhaeuser Campus has been advocating as appropriate for the area east of Interstate 5 that includes the historic Weyerhaeuser campus.

However, in reviewing the SEPA checklist for this non-project action, we have these comments:

1. The proposed road should not eliminate the forested buffer that is required around the perimeter of the CP-1 property, under the terms of the 1994 concomitant zoning agreement. The CZA does not specify reduction of the buffer when a new road is constructed. The buffer should remain 50 feet on the north CP-1 zone boundary and 100 feet along I-5, including future ramps.
2. If the Interstate 5 off-ramps are constructed, the South 324th Street extension should be required to become the only access point for semi-trucks entering and exiting the CP-1 zoned property located north of South 336th Street (currently proposed as the Greenline Business Park).
3. Section 7, Environmental Health, should specify potential arsenic contamination in the soil. The property is within the plume zone of the now-defunct Asarco plant in Tacoma. Arsenic has been found in nearby North Lake, and the University of Washington is continuing studies to determine if arsenic is entering the lake from soil runoff.
4. Section 12, Recreational Use, should specify that the proposed street extension will eliminate portions of recreational trails in the CP-1 zone that have been used by the public for more than 40 years.
5. Section 13, Historic and Cultural Preservation, should state that the historic Weyerhaeuser headquarters building (and likely most of the landscape) are eligible for National Historic Register listing, as determined over a year ago by the state Department of Archaeology and Historic Preservation.

We may have additional comments in the future as the comprehensive plan amendment works its way through the review/approval process.

Respectfully submitted,

Lori Sechrist  
President  
Save Weyerhaeuser Campus



## Margaret Clark

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**From:** Richard Pierson <EconoForester@msn.com>  
**Sent:** Tuesday, January 15, 2019 2:30 PM  
**To:** Margaret Clark  
**Subject:** Comprehensive Plan

Would you please send me a link to the above?

Also the other item that I am concerned about relative to File No. 18-105898-00-SE is the increased safety issue related to the proposed intersection being located on a curve at the intersection with Weyerhaeuser Way South as compared to a minimal curve on the connection to Weyerhaeuser Way in the Comprehensive Plan from South 323<sup>rd</sup> Street. Please consider this as part of my public comments for the above DNS or let me know if I need to send in a sperate document.

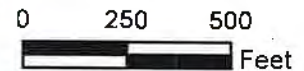
Richard Pierson  
3516 S. 336<sup>th</sup> St.  
Federal Way, WA 98001

# Critical Areas

## Legend

- Zoning Boundary\*
- Buildings
- Streets
- Streams (City Survey)
- Wetlands (1998 City Survey)
- Landslide Hazard Areas
- Erosion Hazard Area
- GREEN RIVER BASIN
- HYLEBOS CREEK BASIN
- LOWER PUGET SOUND BASIN
- MILL CREEK BASIN
- Hylebos Creek
- Lower Green River
- Lower Puget Sound
- Mill Creek
- White River

Note: An asterisk (\*) next to a zoning designation indicates the property is governed by a development agreement.



This map is accompanied by no warranties, and is simply a graphic representation.

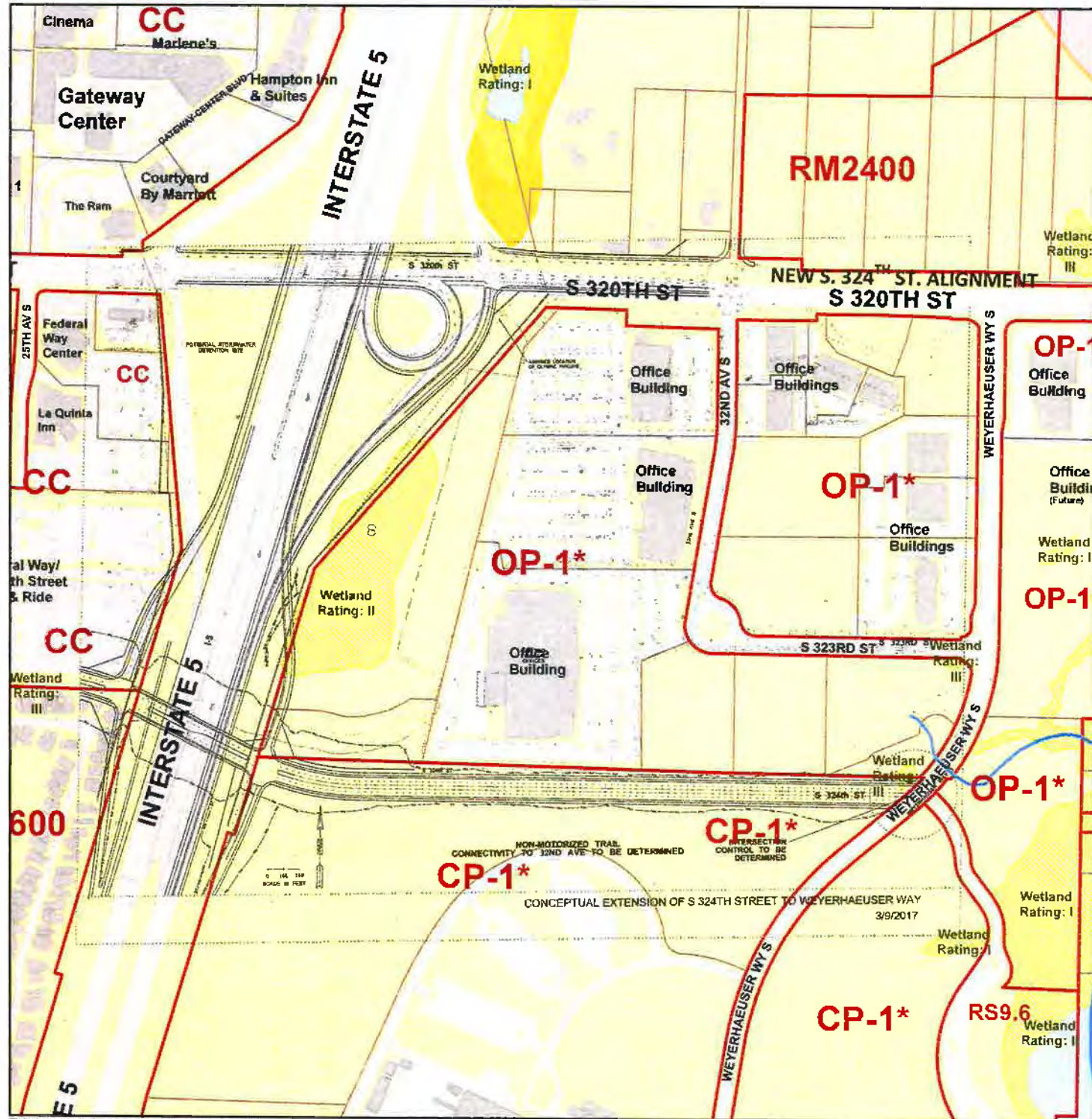
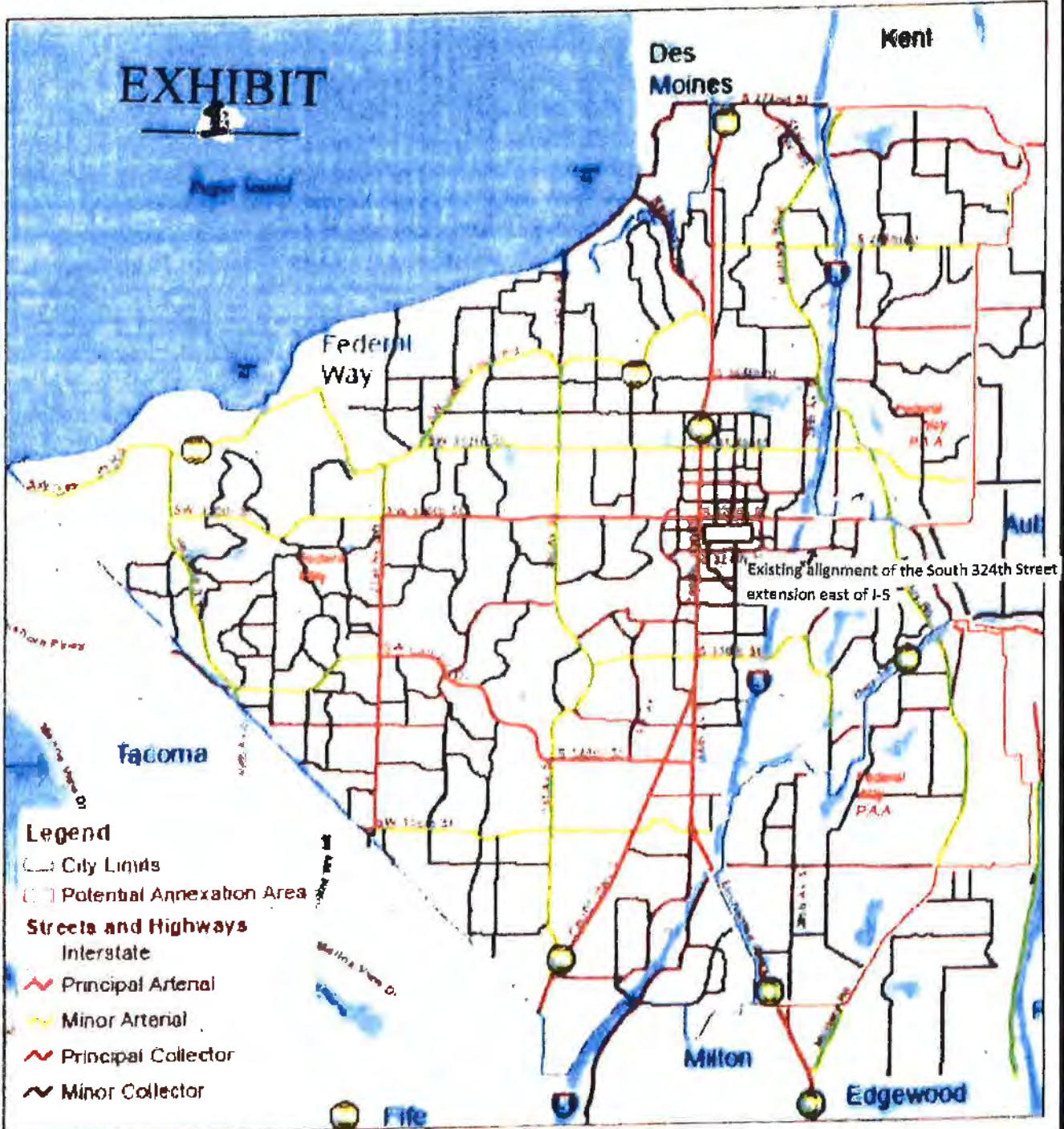


EXHIBIT  
M

### Map III - 3 Functional Classification of Existing and Planned Streets and Highways

Map Date: April 2014  
City of Federal Way  
City Manager  
31329 SW Ave 3  
Federal Way, WA 98003  
253-876-1000  
www.cityoffederalway.com



- EXHIBIT**
- Legend**
- City Limits
  - Potential Annexation Area
  - Streets and Highways**
  - Interstate
  - Principal Arterial
  - Minor Arterial
  - Principal Collector
  - Minor Collector

Existing alignment of the South 324th Street extension east of I-5

Transportation Element



This map is intended for use as a graphical representation. The City of Federal Way makes no warranty as to its accuracy.

Map prepared by: [unreadable] Updated: [unreadable]

**Draft Minutes of the February 20, 2019,  
Planning Commission Public Hearing**

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**CITY OF FEDERAL WAY  
PLANNING COMMISSION**

February 20, 2019  
6:30 p.m.

City Hall  
City Council Chambers

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**MEETING MINUTES**

Commissioners present: Wayne Carlson, Lawson Bronson, Hope Elder, Tom Medhurst, Tim O’Neil, Diana Noble-Gulliford, Dawn Meader McCausland, Dale Couture, and Eric Olsen. Commissioners absent: None. City Staff present: Community Development Director Brian Davis, Planning Manager Robert “Doc” Hansen, Principal Planner Margaret Clark, City Traffic Engineer Rick Pérez, Deputy City Attorney Mark Orthmann, and Administrative Assistant E. Tina Piety.

**CALL TO ORDER**

Chair Carlson called the meeting to order at 6:30 P.M.

**APPROVAL OF MINUTES**

The February 6, 2019, minutes were approved as presented.

**AUDIENCE COMMENT**

None

**ADMINISTRATIVE REPORT**

None

**COMMISSION BUSINESS**

**PUBLIC HEARING: 2018 Comprehensive Plan Amendments/324<sup>th</sup> Road Extension**

City Traffic Engineer Perez delivered the staff presentation. He went over the proposal and its history. The original reason for an extension of 324<sup>th</sup> is to improve access to and from the City Center. As part of the proposal, staff recommends bicycle/pedestrian access to 32<sup>nd</sup> from 324<sup>th</sup> as part of the continuation of the BPA trail. Commissioner O’Neil asked for clarification that the city will get the land from IRG. Engineer Perez stated that when they develop, they will give the city the land for the road (and thereby will not have to pay any traffic impact fees). Commissioner O’Neil asked who will pay for the road. Engineer Perez replied that the city is working on funding. Chair Carlson opened the meeting for public testimony.

*Richard Pierson* – He has written comments he will submit. He is opposed to the proposed extension. One reason is he feels it will have adverse effects on other aspects of the comprehensive plan. He feels the existing alignment is a way to add a ring road on the east side. He commented that to access 32<sup>nd</sup> from the proposed extension, one would have to make two left turns and a right. Left turns lead to more accidents than right turns. He is also concerned with the safety of the intersection of the proposed 324<sup>th</sup> and Weyerhaeuser Way because it will be on a curve. It is not clear how the proposed road will bisect East Campus.

*Suzanne Vargo* – She spoke in opposition of the proposal. She noted that the retention pond that was put into place in the 70s will be removed and a large retention pond put on North Lake. She does not think this is a good idea for the hydrology and environmental sensitivity of the area. We need to leave something for the future. She also noted that the Olympic pipeline would have to be moved and is concerned about the safety (mentioned the pipeline accident that had happened in Whatcom County). An accident could be catastrophic for our area as these are the headwaters of the Hylebos.

Public testimony was closed.

Commissioner O'Neil is concerned over the amount of road building that would be necessary for this project. Can DaVita work with the city to leave the plan as it is? Engineer Perez commented that they presently lease a building to the west and want only a parking lot between the buildings. The city was unable to come up with an alignment that would allow this. In the current plan, the road would go right through their proposed building. Commissioner O'Neil asked if the city will plan for a round-about at Weyerhaeuser Way and 324<sup>th</sup>. Engineer Perez stated the city will consider it. It would help address the concern with left turns. He went on to say the city will be looking for some of the funding to come from the state. It will be a multi-phase project with a cost likely of over ¼ billion. He expects it will be six to ten years for the first phase. Commissioner O'Neil asked if the city will be moving the retention pond as stated. Engineer Perez stated the city has no plans to move the retention pond.

Commissioner Medhurst commented that he feels the proposal will lead to a redundant road to accommodate a developer; a road that from a traffic standpoint we don't need. Engineer Perez commented that since staff hasn't completed an analysis for 324<sup>th</sup>, we don't know if the original plan would be sufficient to accommodate the proposed traffic.

Commissioner Meader McCausland asked for clarification of the timing of this proposal. Why is the proposed extension needed right now? Engineer Perez stated that DaVita has submitted their land use plans to the city and will be unable to develop according to their plans unless the proposed extension realignment is granted. They will abandon the project, and likely the city has a whole, if the realignment is not approved. The actual construction of the road likely won't happen for another ten years.

Chair Carlson asked staff to show where the Olympic pipeline runs through the city. Engineer Perez commented that the city will have to deal with the pipeline whether this proposal is accepted or not.

Commissioner Bronson suggested the Commission table until this fall until we know more about what will happen at the crossing where 324<sup>th</sup> crosses I-5. Deputy City Attorney Orthmann explained that since this is a public hearing, the commission must take action as outlined in the staff report (adopt, not adopt, no recommendation, or adopt as modified). Timing is critical for the DaVita project.

Commissioner Bronson *moved* and Commissioner Noble-Gulliford *seconded* to recommend that the proposed amendment not be adopted. Discussion was held of how denial of the proposed amendment will affect the DaVita project. The city doesn't have a firm timeline, but knows DaVita wants to break ground as soon as possible. Community Development Director Davis commented that DaVita may choose not to relocate to Federal Way if the realignment is denied. DaVita wants to consolidate their operations and their current proposed project is the best way for them to do that. The project is not feasible with the current road plan. He stated the proposed realignment is about connectivity and the road will remain in the comprehensive plan whether as currently proposed or realigned. The road will be needed because there is not enough capacity on 320<sup>th</sup> to handle the future traffic. Chair Carlson commented that he supports the proposal. He appreciates that the city is considering a bicycle/pedestrian route. In addition, he feels employment opportunities should be considered. Commissioner O'Neil commented that he has

walked in the area and feels there is no “good” answer, but considering it could bring in jobs, supports the proposal. Commissioner Bronson feels there much is going on in the area that are not certain and feels there hasn’t been enough study of the impacts. A roll-call vote was held (Carlson, no; Medhurst, no; Bronson, yes; Elder, no; Noble-Gulliford, no; Meader McCausland, no; O’Neil, no) and the motion *failed*. Commissioner Bronson *moved* and Commissioner Elder *seconded* to recommend that the proposed amendment be adopted. There was no further discussion. The vote was held and the motion *carried* (unanimous). The public hearing was closed.

**PUBLIC HEARING: 2018 Comprehensive Plan Amendments/Milton Road Area Legislative Rezone**  
Planning Manager Hansen delivered the staff report. He went over the history of the proposal. He also explained the SEPA process, significance, and the differences between project and non-project actions. The city received 37 comments in opposition to the proposal and two in favor. Manager Hansen gave a summary of the comments. He noted they deal with *project* issues as opposed to the *non-project* proposal. Project issues will be considered when a project is applied for. He noted the only change proposed is the change to the zone (apartments are not allowed in the proposed zone). Chair Carlson opened the hearing for public testimony.

*Suzanne Vargo* – She is speaking for the animals and trees/vegetation. The typography is Vashon Till (sandy loam). She asks that the city perform an EIS for the entire area. She noted the restoration of the Ellingson wetland has not been fulfilled and it has been two years. The city sounds like they expect nothing to happen once the rezone takes effect. People will build more houses once the rezone is in effect. She is concerned for the pipeline, the aquifer, and typography. She requests the city have a hydrological critical areas assessment done.

*Roger VonDoenhoff* – He is against the proposal. It will lead to traffic, crime, and detrimental environmental impacts. The city says this is a non-project action, and therefore project issues don’t matter, but the *intent* is to allow projects to happen. Yes, there are regulations, but the intent is to make developments work. This is the appropriate time for us to express our concerns. The city needs to consider all the impacts and how to mitigate them. He asks that the city consider RS 15 zoning and that the road through his property be deleted.

*Mark Spaur* – He gave the Assistant Piety a copy of his PowerPoint presentation to be included with the minutes. He disagrees with what Manager Hansen said that project issues should not be considered as part of a non-project action. Future development needs to be considered. The 1995 EIS didn’t consider this area because it was not a part of Federal Way at that time. He went over a number of regulations he feels the city did not address adequately. A number of projects have been done in *this* area and the city should do a comprehensive EIS that considers all the changes. He asks the city *take* into account regulations for low impact development.

*Rick Beard* – One of the original applicants for the proposed rezone. The Puget Sound area is in the midst of a housing crisis. In order to keep people from homelessness, we need houses. Building more homes will help everyone.

*Lesley Roth* – She lives in Brittany Lane. She is concerned with the environment and pipeline. She suggested an updated EIS be done to consider all factors. She is not against growth, but it needs to be done in a measured and understood way.

*Pam Otteson* – She lives within the rezone area. She is in favor of the proposal. When you drive down 19<sup>th</sup> Way South you will discover it ends in a barrier, like it should have gone farther. There are 19 driveways on it and the road is wide with adequate sight distance for each driveway. There are 12 driveways on Milton Road, but the road is not very wide and the driveways all have inadequate sight distance. If the area is developed, Milton Road would be widened and there will be sidewalks.

*Yuri Zaharchuk* – He is opposed to the proposal. A lot of older people and kids walk and ride their bikes on 19<sup>th</sup> Way South. He is concerned for their safety. They have a lot of problems with crime.

*Robert Coleman* – He agrees with the idea of removing the proposed minor collector from the comprehensive plan. It will become a major through thru if it is built. There is a major school bus stop in the area. There is a sign stating compression brakes may not be used, meaning truck traffic is allowed.

*Mary Perron* – She lives near Wild Waves and sees a lot of crime. People park on the outskirts of the park and ignore the no parking signs. She doesn't feel safe. They hang out in the cars and drive too fast.

*Darrin Beam* – Punching through the road will lead to more traffic. They have a fantastic neighborhood that would be destroyed. There is a lot of drug activity in the area. Punching the road through will lead to more homelessness in the area.

*Arnie Ellingson* – One of the original applicants. He has four properties in the area. He has been trying for five years to rezone. He wants to retire. Most of the people testifying have houses already. They want his trees to stay to protect them from the noise. The city has an ordinance stating that a certain number of trees must stay if the property is development. He wants to be able to develop his land.

*Edith Neether* – She is one of the original applicants. She has lived in the area since 1968. She went over the history of the area and noted she has a right to develop her property. She feels her area is neglected. The road is dirty and traffic is very bad. She and her husband want to move.

*Alex Costin* – Regency Woods and Brittany Lane are one of the best kept secrets in Federal Way. It is shielded from the noise of I-5 by the trees in the proposed rezone area. If the trees go, the noise will become unbearable. He is also very concerned about the crime in the area. He feels he is forced to keep loaded guns in his house due to the crime in the area. The city needs to consider the long-term impacts. Many people have already moved out of the area because of crime and traffic, and the rezone will only increase the problems.

*Sherri Stanton* – She lives in Regency Woods. She opposes the rezone. She suspects the rezone will have a negative impact on her neighborhood. Families in the neighborhood want a safe place to raise their kids. They want to feel the city supports them. And they want a clean environment.

*Roger Swenson* – He lives next to Wild Waves. He has seen a lot of wildlife in his yard (including cougars and bears). When they redid Milton Road not long ago, they made his driveway steeper. More work on the road will make it even steeper. This makes it hard for him and his wife to get out of the driveway. He sees people doing drugs and has had people attempt to steal his vehicles. Growth happens, but he is concerned with the crime it is bringing.

The public testimony was closed.

Commissioner O'Neil agrees that if the area is rezoned, people will soon begin to develop the area. He is concerned with the infrastructure. We need to be sure we have the infrastructure to support the development. Specifically, he is concerned if the city will be able to support the traffic and if the schools will be able to support the influx of students. In addition, he has heard that Lloyds plans to redevelop with multi-family, which while not in Federal Way, will send more traffic through Federal Way.



Commissioner Noble-Gulliford asked how citizens would apply to remove the proposed road from the comprehensive plan. Engineer Perez explained the procedure. She then asked if a cluster development be allowed. Manager Hansen responded that currently cluster development is a demonstration project in the code. Per the current code, there would not be a change of density with a cluster development. There would have to be a code amendment to allow a cluster development in this area.

Discussion was held about how many houses might be developed in the proposed rezone area. Staff feels when taking constraints into consideration, up to 144 houses could be developed in the area.

Commissioner Medhurst doesn't understand why the city is pursuing a rezone of this area when the owner (Mr. VonDoenhoff) of 20 percent of the land opposes the rezone. Manager Hansen commented that the city is considering the long range impacts. It takes into consideration the comprehensive plan policy of infill development. The city's analysis shows that an area zoned compatible with adjacent areas is "protected" and will create an area in which the density is not increased. He also noted that changing the zoning doesn't require the property to make changes.

Discussion was held in regards to the proposed 376<sup>th</sup> street. Engineer Perez noted that one of the concern of the city is connectivity, which is why 376<sup>th</sup> is shown extended. Engineer Perez has heard that Lloyd's is interested in developing warehouses. If this happens, Federal Way would be opposed to any plans that would send trucks to the north. The city would expect developers to improve roads to allow trucks to travel south.

Commissioner Meader McCausland asked if there are any planned improvements to Milton Road. Engineer Perez commented that is in the comprehensive plan to be widened to two lanes, but this is not a high priority, so is many years away. There are many competing priorities. Commissioner Meader McCausland would like to see an additional environmental study in this area.

Commissioner O'Neil asked if the school district has any say in the proposed rezone. Manager Hansen replied that the city notified the school district of the proposal and they had no comment. Attorney Orthmann commented that school impact fees will help with any impacts.

Commissioner Bronson *moved* and Commissioner Noble-Gulliford *seconded* to recommend that the proposed amendment be adopted as proposed. There was no additional discussion. The vote was held and the motion *carried* (six yes and one no). The public hearing was closed.

## **ADDITIONAL BUSINESS**

None

## **ADJOURN**

The meeting adjourned at 9:30 P.M.

Thank you Council for this opportunity to speak.

Suzanne Vargo

Here are the reasons why changing the zoning for this area is a bad idea.

Topography: The make up of the land according to soils Maps are Vashon Till, with Sandy Loam being prevalent. And we have the Lloyd's sand pit as visual. The zoning according to an 1952 King County Planning Commission study has this to say about decisions regarding this Highly Sensitive Area.:

The Soils Map shows soils with slide characteristics and slopes more than 25%, that the slide potential is such that permanent forests use is recommended and residential development at its densest should be no more than one house per acre.

The Commission adds that the slide characteristics do not manifest themselves until, land is cleared, roads are constructed and so on. It is too late to fix the problems.

The zoning in this area one home per 35,000:These are the reason given for this zoning.

- A designation of low density designation is considered as an additional means to limit the amount and rate of surface water runoff and soil erosion with in the Hylebos Creek Drainage Basin.
- Urban design and aesthetics are important to the community and affected by density. Low density designations are made in portions of Federal Way as a means of protecting a rural character, preserving a visual image of trees and protecting the edges of the FW Community.
- The KC Comprehensive Plan's INTENT to consider neighborhood characteristics and community sentiment in determining the appropriate level of density is reaffirmed.
- In fact on April 9, 1979 the County Council passed Motion No. 4132 approving reclaim reclassification.
- To preserve and protect environmentally sensitive areas and agricultural land.

- The winery is a beautiful example of how low density can be attractive economical, and helpful to the lands. The city should be more receptive to supporting these unique businesses in our sensitive areas.
- Aquifer: This area is also a part of the Redondo-Milton Channel Aquifer. Just one more reason it is considered Highly Sensitive. Please consider FWRC Title 19, Chapter 145, Article V Critical Aquifers and read on the restrictions for development. Also note the Aquifer FWRC 19.145.80 "Prohibited Activities in Six-Month and One Year Capture Zones would apply.
- The Olympic pipeline runs under the desired rezoning areas well. The pipeline according to City code should not be allowed at this time. Installed in the 60's the line is aged out, and permits must be required from all stake holders in which FW is one. The #1 failure to these pipelines is developers. We can not afford to have a Whatcom County in our Conservancy area. No amount of money should allow such a terrible idea. I ask that the City conduct a Hydrogeological Critical Area Assessment Report prepared by a qualified groundwater scientist determining the potential impacts of contamination on the aquifer.
- Also please consider the critical buffer of trees as they serve our community well. These trees were protected for a reason. It is the mitigation for Brittany Lanes Wild Waves and Regency Woods. Why when more pressures than ever on this area, would we think these could be removed without any consequences. This is foolish thinking. As planners it is important to know your history. Some percentage must remain in any said area of development. The allotments have been done. Buildout was accomplished. You can't keep taking the same percentage of the pie every time you develop.
- These trees aid in the macrobenthic invertebre that are the primary food for the salmon. They travel throughout the creek and depend on the trees, stones, and waters for food and habitat. Destroying this critical tree buffer is depleting the creek that supports our aquifer and the habitat that dwell with in it.
- 
- I will stop here and say I don't understand how topography and hydrology, historical facts, and past recommendations and not important factors here. This land was completely dismantled in the 50's with the construction of I-5.

This area gets built out with Wild Waves, Brittany Lanes, Regency Woods, Todd Beamer and Park 16. All mentioned in your Hylebos Plan as areas we should never allow in the future. Example Wild Waves being allowed to use Mud Lake and turn it into an impervious water feature. When is enough, enough? What has been saved in our city? Why is nothing more important than the all mighty dollar? City Comp Plans state sit is the cities responsibility to provide healthy, high quality of life now and for generations to come.

- This is why we come to you. You are the only that will make these decisions. What BAS do you have that would warrant going against past King County Commissions logical and thoughtful zoning for this area?
- Thank you for your time. I hope this information will be heavily considered in your up coming decision.

February 20, 2019

Federal Way Planning Commission:

I am aggrieved by the City of Federal Way determination of Nonsignificance (File No. 18-105898-00-SE) the extension of proposed South 324<sup>th</sup> Street to Weyerhaeuser Way South with the elimination of the connection to 32<sup>nd</sup> Avenue South for the following reasons at this point:

Subjecting Weyerhaeuser Way South to approximately 5,000 vehicles per day (p.14) does not recognize the traffic dispersion incorporated into the 2015 Comprehensive Plan utilizing both 32<sup>nd</sup> Ave. S. (to S.320<sup>th</sup> and North) and Weyerhaeuser Way S. (via S 323<sup>rd</sup> Street). For traffic to proceed on the possible ring road to the East of I-5 going from the comp plan S 324<sup>th</sup> St. to S 312<sup>th</sup> St and onward to Military Road., with the extension of 324<sup>th</sup> to Weyerhaeuser Way S., this "ring road" traffic whose apparent objective is to disperse traffic from the city center will have to take a left turn onto Weyerhaeuser Way South and then another left turn onto S. 320<sup>th</sup> St. and finally a right turn onto 32<sup>nd</sup> Ave S (north transit of "ring road") to S. 312<sup>th</sup> St. where it will pass over I-5 to the edge of the current city center. This is a needles revision of traffic volumes created by the proposed extension of 324<sup>th</sup> St. adding driving time and additional safety risks created by two additional left turns and a right turn to get back on the extension of 32<sup>nd</sup> Ave S. North, Exhibit B of the DNS (12/21/ 2018) clearly shows the extension of 32<sup>nd</sup> Ave. S to the north of S. 320<sup>th</sup> St. This will have an adverse effect on the other aspects of the comp plan. Also an added safety issue related to the intersection of the proposed extension and Weyerhaeuser Way which at that point is on a curve was not reviewed.

This proposed change in response to Staff Comments VI. 1 (5) is not clear how this extension prevents the bisecting of a road through what they call the East Campus. 324<sup>th</sup> St. will go primarily along the north boundary of CP-1 and per the comp plan into OP-1 to the North.

In addition by my estimate the extension will require about 200 more feet of road construction requiring extra costs and crossing a gas pipeline which will bring

additional costs to the project and more environmental loss associated with road building.

Also under the proposed determination all of the increased traffic volume of 5,000 vehicles will go onto Weyerhaeuser Way South instead of being dispersed both onto Weyerhaeuser Way South and 32nd Ave. South and its extension north. In addition to the 5,000 vehicles, cited in the DNS the 2015 Comprehensive Plan and no evidence has been presented that the 5,000 vehicles above recognized the proposed developments of DaVita and Industrial Reality Group's permit estimates to be initially 7,000 additional vehicles and 800 trucks per day. Staff did not provide a response to review of their data in light of the additional traffic from city applications for development.

Relative to the SEPA Environmental Check List item 8. b., forest land use has been practiced on the proposed street extension consistent with 1994 Concomitant Agreement requiring a "Managed Forest Buffer" around the perimeter of the property. Not constructing the extension of S.324<sup>th</sup> St. to Weyerhaeuser Way South will maintain the retention of the Managed Forest Buffer along the proposed realignment.

Check list item 12. b. statement that the extension of S.324<sup>th</sup> street would "not displace any existing recreational use is challenged given the depiction of a trail in the City of Federal Way's "Weyerhaeuser Headquarters Site Conditions and Considerations" document, January 2015. Staff did not dispute this fact.

I recommend that the City of Federal Way not adopted the proposed comp plan amendment for the extension of 324<sup>th</sup> S. to Weyerhaeuser Way as proposed in this DNS. It does have significant impacts to traffic safety, recreation, budget and the environment.

Richard Pierson



3516 S. 336<sup>th</sup> St.

Federal Way, WA 98001

# MILTON ROAD REZONE

mark  
Spaur

# NONPROJECT ACTIONS

- WASHINGTON STATE DEPARTMENT OF ECOLOGY GIVE GUIDANCE ON NONPROJECT ACTIONS:
  - "WHEN A NONPROJECT ACTION INVOLVES A COMPREHENSIVE PLAN OR SIMILAR PROPOSAL GOVERNING FUTURE PROJECT DEVELOPMENT, THE PROBABLE ENVIRONMENTAL IMPACTS THAT WOULD BE ALLOWED FOR THE FUTURE DEVELOPMENT NEED TO BE CONSIDERED."
  - "SEPA REVIEW FOR NONPROJECT ACTIONS REQUIRES AGENCIES TO CONSIDER THE "BIG PICTURE" BY:
    - CONDUCTING COMPREHENSIVE ANALYSIS
    - ADDRESSING CUMULATIVE IMPACTS
    - CONSIDERING POSSIBLE ALTERNATIVES
    - OUTLINING SUCCESSFUL MITIGATION MEASURES"



# CITY OF FEDERAL WAY EIS

- THE ENVIRONMENT IMPACT STATEMENT (EIS) FOR CITY DEVELOPMENT WAS DRAFTED IN 1993 AND FINALIZED IN 1995
- DOES NOT CONSIDER THE AREA NEAR THE MILTON ROAD – AREA NOT ANNEXED UNTIL AFTER THE EIS.
- SINCE THE LAST EIS, FEDERAL WAY IS CONSIDERING REDEVELOPMENT OF THE WEYERHAEUSER PROPERTY, HIGH DENSITY DEVELOPMENT NEAR THE COMMONS AND THE MILTON ROAD REZONE.
- HYLEBOS WATER SHED PLAN WAS COMPLETED AFTER THE EIS.
- WAC 197-11-172 ( PLANNED ACTIONS—PROJECT REVIEW) STATES THAT THE CITY SHOULD VERIFY "THAT THE PROBABLE SIGNIFICANT ADVERSE ENVIRONMENTAL IMPACTS OF THE PROJECT HAVE BEEN ADEQUATELY ADDRESSED IN THE EIS PREPARED UNDER WAC 197-11-164 (1)(B)
- **IS IT TIME FOR THE CITY TO STEP BACK AND DO A COMPREHENSIVE EIS FOR THE ENTIRE CITY?**

## TRAFFIC IMPACT ANALYSIS (TIA)

- TIA ASSUMES THAT THE S. 376<sup>TH</sup> STUB IS EXTENDED FROM REGENCY WOODS TO THE MILTON ROAD. THIS EXTENSION IS IN THE EXISTING COMPREHENSIVE PLAN.
- TIA DOESN'T CONSIDER THE IMPACT OF TRUCKS FROM THE GRAVEL QUARRY AND PROPOSED WAREHOUSES IN MILTON ON 19<sup>TH</sup> WAY.
- **CAN THE COMMISSION DIRECT STAFF TO DO AN ANALYSIS OF THE REZONE WITHOUT THE EXTENSION? THE EXTENSION IS NOT WANTED BY LOCAL RESIDENTS.**

## S. 376<sup>TH</sup> STREET EXTENSION TO THE MILTON ROAD

- ROAD EXTENSION WOULD GO THROUGH A DESIGNATED WETLAND
- WOULD INCREASE TRAFFIC IN FRONT OF A COMMUNITY PARK
- FEDERAL WAY NO LONGER HAS AN EASEMENT FOR THIS EXTENSION
- NEW ROAD ALIGNMENT IS WITHIN 20 FEET OF AN EXISTING HOME
- INCREASED TRUCK TRAFFIC INSIDE A RESIDENTIAL NEIGHBORHOOD
- **CAN WE ELIMINATE THIS EXTENSION IN THE COMPREHENSIVE PLAN?**

## LOWER IMPACT DEVELOPMENT (LID)

- SECTION 6.1 OF THE HYLEBOS WATERSHED PLAN STATES "URBAN DEVELOPMENT CAUSES REDUCTION/ DEGRADATION OF HABITAT." IN ORDER TO COMBAT THAT DEGRADATION, THE WATERSHED PLAN SAYS TO "MANDATE LOW IMPACT DEVELOPMENT (LID)/GREEN STORMWATER INFRASTRUCTURE (GSI) METHODS FOR NEW DEVELOPMENTS."
  - PERMEABLE PAVEMENT FOR ROADS AND DRIVEWAYS IN THE NEWLY DEVELOPED AREA
  - TREE RETENTION AND PLANTING IN THE AREA.
  - CURVILINEAR ROAD MAPS AND CLUSTERED HOUSING TO REDUCE IMPERVIOUS SURFACES.
  - MINIMAL EXCAVATION FOUNDATIONS.
  - BIORETENTION PONDS AND ROOF RAINWATER COLLECTION AND DISPERSION SYSTEMS.
- **THE HYLEBOS WATER SHED PLAN MANDATES LID WITH DEVELOPMENT INSIDE THE WATER SHED.**  
THE LID CONCEPTS IN THE HYLEBOS BASIN PLAN GO BEYOND THE KING COUNTRY SURFACE WATER MANUAL.
- **CONSIDER ZONING TO R7.2 OR R9.6 RATHER THAN THE R5.0 THAT IS PROPOSED IN KEEPING WITH THE REST OF THE DEVELOPMENT IN THE AREA.**

## SUMMARY

- IF POSSIBLE, ELIMINATE THE EXTENSION OF S. 376<sup>TH</sup> TO THE MILTON ROAD IN THE COMPREHENSIVE PLAN.
- EXTENSION OF S. 376<sup>TH</sup> TO THE MILTON ROAD IS NOT WANTED. FURTHER ANALYSIS OF TRAFFIC IMPACTS WITHOUT THIS EXTENSION IS WARRANTED.
- THE EIS IS 24 YEARS OLD AND DOESN'T ADDRESS THE ANNEXED SOUTH END. A NEW EIS SHOULD BE DONE.
- IF THE AREA IS REZONED, LOWER DENSITY AND LOW IMPACT DEVELOPMENT SHOULD BE MANDATED.