

Final EIS

City of Federal Way City Center Planned Action EIS

September 2006



Prepared for:



Prepared by:





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September 8, 2006

The City of Federal Way has prepared this City Center Planned Action Final Environmental Impact Statement (FEIS). Pursuant to State SEPA laws and rules, the City issued a Draft Environmental Impact Statement (DEIS) on July 26, 2006. A 30-day comment period followed the DEIS issuance, during which time verbal and written comment were accepted on the DEIS. A public meeting on the DEIS was held on July 13, 2006. This FEIS includes all comments received during the comment period, responses to comments, and corrections and revisions to the DEIS.

The planned action project area is located in the City Center Sub-area of the City of Federal Way, bounded on the north by South 312th Street; on the south by South 324th Street; on the west by Pacific Highway South and on the east by 23rd Avenue South.

The proposed action specifically consists of the following:

1. Adoption of an ordinance designating a portion of the City Center sub-area as a planned action for the purposes of State Environmental Policy Act (SEPA) compliance, pursuant to RCW 43.21C.031(2)(a) and WAC 197-11-164. The planned action designation would apply to proposed residential, retail, office, hotel, civic and structured parking development falling within the development envelope analyzed in this EIS.
2. Adoption of a new height of structure standard for multi-unit housing in the City Center Core (CC-C), including area outside of the planned action project area. The action alternatives consider height standards of 200' and 145.' The No Action Alternative would not change the existing height standard.

Paper and CD copies may be purchased at FedEx Kinko's Office and Print Center, 31823 Gateway Center Blvd S, Federal Way. The approximate cost of a black and white paper copy of the Draft EIS is \$6.70. CD copies are also available for approximately \$5.00. The document will also be posted on the City's website: www.cityoffederalway.com.

Your interest in the City of Federal Way is greatly appreciated. If you would like more information about this proposal, please contact Patrick Doherty at 253-835-2612.

Sincerely,

A handwritten signature in black ink that reads "Patrick Doherty". The signature is written in a cursive, flowing style.

Patrick Doherty
Economic Development Director

City of Federal Way City Center Planned Action Final EIS

Prepared for:



Prepared by:



September 2006

Project Title

City of Federal Way City Center Planned Action

Proposed Action and Alternatives

Proposed Action

The action proposed by the City of Federal Way consists of the following related actions by the City of Federal Way City Council:

1. Adoption of an ordinance designating a portion of the City Center sub-area as a planned action for the purposes of State Environmental Policy Act (SEPA) compliance, pursuant to RCW 43.21C.031(2)(a) and WAC 197-11-164. The planned action designation would apply to proposed residential, retail, office, hotel, civic, and structured parking development falling within the development envelope analyzed in this EIS.

Two action alternatives (Alternatives 1 and 2) assume the comparable development levels but distribute growth differently. Alternative 1 assumes that growth is focused around South 320th Street. Alternative 2 distributes future growth more evenly around the project area.

2. Adoption of a new height of structure standard for multi-unit housing in the City Center Core (CC-C), including area outside of the planned action project area.

No Planned Action Alternative

The No Action Alternative (Alternative 3) assumes the level and distribution of growth established in the Comprehensive Plan. The existing standard for height of multi-unit structures in the City Center Core zone would continue unchanged.

Comprehensive Plan EIS

The City of Federal Way completed an Environmental Impact Statement (EIS) on the City's GMA Comprehensive Plan and Development Regulations in 1995. This Planned Action EIS incorporates by reference the analysis contained in the 1995 Comprehensive Plan EIS as it relates to the City Center sub-area.

Location

The planned action project area is located in the City Center of the City of Federal Way, bounded on the north by South 312th Street; on the south by South 324th Street; on the west by

Pacific Highway South and on the east by 23rd Avenue South. The proposed Zoning Code amendment would apply to the entire City Center Core zoning designation.

Proponent

City of Federal Way

Date of Implementation

2006, with phased development following necessary permit approvals

Lead Agency

City of Federal Way

Responsible Official

Kathy McClung, Director, Community Development Services Department

Contact Person

Patrick Doherty, Economic Development Director
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Required Approvals

- Planned Action Designation and Ordinance Adoption
- Adoption of Zoning Code Amendment for Multi-Unit Residential Structures in the City Center Core Zone

EIS Authors and Principal Contributors

The Final EIS has been prepared under the direction of the City of Federal Way.

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Public Comment

A public comment period was held between June 26, 2006 and July 25, 2006, during which time written comment on the Draft EIS was invited. A public meeting regarding the DEIS was held on July 13, 2006 for interested parties to provide verbal comment.

Date of Draft EIS Issuance

June 26, 2006

Date of Final EIS Issuance

September 8, 2006

Final EIS Purchase Price

Paper and CD copies may be purchased at FedEx Kinko's Office and Print Center, 31823 Gateway Center Blvd S, Federal Way. The approximate cost of a black and white paper copy of the Final EIS is \$6.70 plus tax. CD copies are also available for approximately \$5.00.

Previous Environmental Documents

City of Federal Way Comprehensive Plan EIS, including the following documents;

CityShape From Vision to Plan Comprehensive Plan Draft EIS, issued November 19, 1993

City of Federal Way Comprehensive Plan & Development Regulations Final EIS, issued July 1995

Development Regulations to Implement the Federal Way Comprehensive Plan EIS Addendum, issued June 1995

Location of Background Information

City of Federal Way Community Development Services Department. See Lead Agency and Responsible Official Address listed above.

City of Federal Way City Center Planned Action Final EIS

Prepared for:

City of Federal Way
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September 2006

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1.1 Introduction

This chapter summarizes information contained in this Planned Action Environmental Impact Statement (EIS). It contains a summary of the alternatives, significant impacts, mitigation measures, and significant unavoidable adverse impacts. This summary is intentionally brief; the reader should consult individual sections of ~~the~~ Draft EIS for detailed information concerning the affected environment, impacts and mitigation measures. Text that has been inserted or deleted since the Draft EIS is shown in cross-out or underline format.

1.2 Proposed Action and Location

Proposed Action

The Proposed Action consist of two related elements:

- Adoption of an ordinance designating a portion of the City Center sub-area as a “planned action” for the purposes of State Environmental Policy Act (SEPA) compliance, pursuant to RCW 43.21C.031(2)(a) and WAC 197-11-164. The planned action would apply to residential, retail, office, lodging, civic and structured parking development projects falling within the development envelope and project area analyzed in this EIS. The planned action designation would apply to development that occurs through 2014.

This action may also include procedural text amendments to the Federal Way Municipal Code (FWMC) Chapter 22 (Zoning Code) to recognize the Planned Action designation and process. These changes are not expected to have an environmental impact and are not discussed further in this EIS.

- Adoption of a new structure height standard for multi-unit housing in the City Center Core zoning designation in the City Center sub-area.

Location

The City Center project area is located within the City of Federal Way; bounded on the south by South 324th Street; on the north by South 312th Street; on the west by Pacific Highway South; and on the east by 23rd Avenue South.

For the purpose of this EIS the planned action project area has been divided into three smaller analysis areas, referred to as Blocks 1, 2 and 3:

- Block 1 consists of the northern portion of the project area and is bounded on the north by S 312th Street, on the west by Pacific Highway South, on the south by South 316th Street and on the east by 23rd Avenue S;
- Block 2 is located in the central portion of the project area and is bounded on the north by S 316th Street, on the west by Pacific Highway South, on the south by S 320th Street and on the east by 23rd Avenue S.; and
- Block 3 located in the southern portion of the project area and consists mainly of The Commons at Federal Way. Block 3 is bounded on the north by S 320th Street, on the west by Pacific Highway South, on the south by S 324th Street and on the east by 23rd Avenue S.

The proposed change to the height standard for multi-unit residential structures would apply to all area within the City-Center Core zone. This area is generally bounded by Pacific Highway South on the west, South 324th Street on the south, Interstate 5 on the east and South 316th and 317th streets on the north.

1.3 Description of Alternatives

This EIS describes two action alternatives and one no-action alternative for the proposed action. These different scenarios are intended to allow the City to test the impacts of two different growth patterns and to bracket the range of growth that is likely to occur within the project area. If adopted, the planned action designation would based on the total development envelope described in Chapter 2. Adoption of a specific action alternative is not necessary for implementation of the proposal.

Similarly, the alternative height scenarios are associated with different alternatives for the purpose of analysis in this EIS. They are not dependent on either alternative and the City may adopt either height standard regardless of any decisions related to the planned action designation.

Alternative 1

The proposed land use pattern would create a dense, mixed-use urban neighborhood within the City Center. Growth would be focused around South 320th Street, with 47% of the new growth occurring in Block 2 and 41% in Block 3. This alternative would increase the permitted structure height for multi-unit housing in the City Center Core to 200 feet.

Alternative 2

The proposed land use pattern in Alternative 2 would be similar to Alternative 1, however, growth would be distributed more evenly throughout the project area. Under this Alternative, approximately 30% of the new growth would occur in Block 3, with the remaining growth spread between Blocks 1 and 2. This alternative would increase the permitted structure height for multi-unit housing in the City Center Core to 145 feet.

Alternative 3 (No Action)

Alternative 3 assumes the level and distribution of growth will continued as currently established in the Comprehensive Plan. Existing structure height standards would continue unchanged.

1.4 Summary of Potential Impacts and Mitigation Measures

Table 1-1 provides a summary of the environmental impacts for each element of the environment evaluated in Chapter 3 of the Draft EIS. For a complete discussion of the elements of the environment considered in the Draft EIS, please refer to Draft EIS Chapter 3.

Table 1-1. Summary of Potential Impacts of Proposed Action and No Action Alternative

Proposed Action	Alternative 1 South 320 th Street Focus	Alternative 2 Distributed Development	Alternative 3 No Action
Air Quality			
Short Term Impacts			
Impacts Common to All Alternatives			
Impacts during construction	Temporary, localized impacts caused by fugitive dust during construction		
Odors	Short term and localized odors could result during paving operations using tar and asphalt		
Exhaust emissions	Emissions would be temporary and localized		
Long Term Impacts			
Carbon monoxide (CO) concentrations	Alternative 1 is predicted to generate higher vehicle trips than any other alternative. CO concentrations at each intersection modeled for Alternative 1 are all below the allowable ambient air quality standards. Thus, no significant operational air quality impacts are expected.	CO concentrations expected to be less than Alternative 1.	CO concentrations expected to be less than Alternative 1.

Proposed Action	Alternative 1 South 320 th Street Focus	Alternative 2 Distributed Development	Alternative 3 No Action
Mitigation Measures			
Short Term			
Construction activities related to development approved under the Planned Action Designation could generate fugitive dust, which could be mitigated using the following best management practices:			
<ul style="list-style-type: none"> • Use water sprays or other non-toxic dust control methods on unpaved roadways. • Minimize vehicle speed while traveling on unpaved surfaces. • Prevent trackout of mud onto public streets. • Cover soil piles when practical. • To the extent practical, minimize work during periods of high winds. • Burning of slash or demolition debris is not permitted without express approval from the Puget Sound Clean Air Authority (PSCAA). No slash burning is anticipated for any construction projects in the City Center. 			
<p>Mobile construction equipment and portable stationary engines would emit air pollutants including nitrogen dioxide (Nox), CO, and particulate matter smaller than 10 microns (PM10). These emissions would be temporary and localized. It is highly unlikely that the temporary emissions would cause ambient concentrations at adjoining parcels to approach the National Ambient Air Quality Standards (NAAQS) limits. Typical mitigation measures to minimize air quality and odor issues caused by tailpipe emissions include the following:</p>			
<ul style="list-style-type: none"> • Maintain the engines of construction equipment according to manufacturers' specifications. • Minimize idling of equipment while the equipment is not in use. 			
Long Term			
<p>The CO concentrations modeled for this air quality assessment account for intersection improvements already included as part of the proposed action to mitigate traffic impacts. The analysis presented in this section indicates all of the project alternatives would result in compliance with applicable carbon monoxide standards. Consequently, no significant air quality impacts would be expected, and no consideration of special air quality mitigation measures is necessary.</p>			

Proposed Action	Alternative 1 South 320 th Street Focus	Alternative 2 Distributed Development	Alternative 3 No Action
3.2 Land Use			
Land Use Patterns			
Focus of new growth	New development will be focused in Blocks 2 and 3. Block 1 will also experience new growth but at a relatively lower level than in Blocks 2 and 3.	Similar total amount of development as Alternative 1 but development will be more evenly distributed throughout the project area. Block 1 would experience greater growth and diversity of uses than in Alternative 1, but the overall development levels on Block 1 would continue to be less intensive than Blocks 2 and 3.	Development will increase and diversify in the project area but to a significantly lesser degree than under the other Alternatives.
New development through 2014			
New retail space:	750,000 sf	Same as Alternative 1	220,270 sf
New office space:	350,000 sf	Same as Alternative 1	104,446 sf
New hotel rooms:	600	Same as Alternative 1	-
New residential units:	750	Same as Alternative 1	270
New structured parking stalls:	750	Same as Alternative 1	-
Civic Uses:	100,000 sf	Same as Alternative 1	-
Impacts Common to All Alternatives			
	Land use patterns will intensify and the mix of uses will increase to create a greater diversity in land use pattern.		
	Over time, the scale of buildings may also increase as new development occurs and building heights are maximized along with density consistent with the Zoning Code.		
Land Use Compatibility			

Proposed Action	Alternative 1 South 320 th Street Focus	Alternative 2 Distributed Development	Alternative 3 No Action
Multi-Unit Residential Structure Height:	Proposed increase to 200' for multi-unit structures may be incrementally noticeable within the City Center Core zone, but is generally compatible with building height and bulk standards within this zoning designation.	Proposed increase to 145' for multi-unit structures would be comparable to the current height limit for office structures and would be compatible with existing standards for other uses within this zoning designation.	Current height limit for multi-unit structures would remain unchanged. No significant impacts are anticipated.
Impacts Common to All Alternatives			
Land use compatibility impacts could result under any of the alternatives and during any of the time periods. As vacant land is developed and other properties are redeveloped, uses that are currently separated and buffered from each other will be required to co-exist in closer proximity. The potential for conflict between uses with differing activity levels will increase as development results in a greater diversity and mix of uses in the project area. Neighborhoods around the edges of the project area with lower intensity uses, such as single and multi-family residential areas could experience impacts.			
Population, Employment Housing			
Impacts Common to All Alternatives	New residential and employment population would be most concentrated in Blocks 2 and 3.	New residential and employment population would be more distributed throughout the project area than in Alternative 1.	There would be significantly less residential and employment population compared to Alternatives 1 and 2.
Mitigation Measures			
Under all alternatives, future residential and employment populations will increase, though at different rates and amounts. Existing development standards along the edges of the Planned Action area appear to be adequate to allow for a compatible transition from more intensive to less intensive uses. However, as development occurs, this transition area should be evaluated to confirm that long-term land use compatibility impacts are not being created. If necessary, new development standards for edge areas should be considered. Techniques could include site and building lighting limits, requirements for landscaping, noise control and other measures.			

Proposed Action	Alternative 1 South 320 th Street Focus	Alternative 2 Distributed Development	Alternative 3 No Action
3.3 Aesthetics, Light Glare			
Visual Character	Proposed increase to 200' for multi-unit structures may be incrementally noticeable, but would be compatible with existing development standards in the City Center Core zoning designation. The proposed change is not expected to result in significant impacts to visual character.	Proposed increase to 145' for multi-unit structures would be comparable to the current height limit for office structures and is not expected to result in significant impacts to visual character in the City Center Core zoning designation.	Current height limit for multi-unit structures would remain unchanged.
Impacts Common to All Alternatives			
Visual Character	Under all Alternatives, the visual character of the project area will change over time from that of a typical low-scale suburban commercial center to a more intensive mid-rise and high-rise mixed-use center. The magnitude of this change would be greater under Alternatives 1 and 2 than under Alternative 3.		
Light and Glare	Light generated from traffic, street lights, parking lots and buildings would increase as a result of redevelopment under any of the alternatives. There is also the potential for increased glare depending on the type of building materials used in the new development. The magnitude of this impact is likely to be higher under Alternatives 1 and 2.		
Views	Development of new high and mid-rise buildings could result in decreased views for the remaining low-rise building located near these sites and from public rights-of-ways. No impact to public facilities, such as schools or parks is anticipated.		
Shading Conditions	There is a potential for increased shadow impacts from development of taller buildings. In the short term, this will be most noticeable at existing low-rise development adjacent to new taller buildings. In the long term, as the area redevelops with taller buildings located in closer proximity to one another, the potential for greater shading through the project area could increase. Alternatives 1 and 2 will have taller buildings in a more compact development pattern, resulting in the potential for greater shading impacts compared to development in Alternative 3.		
Mitigation Measures			
Continued use of the City's Community Design Guidelines and review/approval process to monitor and mitigate potential impacts associated with light and glare, shadows, and aesthetic impacts resulting from new development.			
Increased building height for multi-unit structures in the City Center Core zone would be permitted only with review through the City's design review and public benefits review processes as set forth in the Community Design Guidelines.			
Monitor shade conditions as development occurs and amend the City's Community Design Guidelines to require site-specific shadow analysis in public places as needed.			

Proposed Action	Alternative 1 South 320 th Street Focus	Alternative 2 Distributed Development	Alternative 3 No Action
3.4 Transportation			
2009 Traffic Operations	<p>PM Peak Hour – Five intersections exceed the City's deficiency threshold, focused along S 272nd Street and Pacific Highway South.</p> <p>AM Peak Hour – Two intersections exceed the City's deficiency threshold, located at the I-5 northbound ramp and Military Road S/S 272nd Street.</p> <p>Saturday Peak Hour – Four intersections exceed the City's deficiency threshold, located around the project area.</p>	<p>PM Peak Hour – Five intersections exceed the City's deficiency threshold, focused along S 272nd Street and Pacific Highway South.</p> <p>AM Peak Hour – Two intersections exceed the City's deficiency threshold, located at the I-5 northbound ramp and Military Road S/S 272nd Street.</p> <p>Saturday Peak Hour – Four intersections exceed the City's deficiency threshold, located around the project area.</p>	<p>PM Peak Hour – Five intersections exceed the City's deficiency threshold, focused along S 272nd Street and Pacific Highway South.</p> <p>AM Peak Hour – Two intersections exceed the City's deficiency threshold, located at the I-5 northbound ramp and Military Road S/S 272nd Street.</p> <p>Saturday Peak Hour – Two intersections exceed the City's deficiency threshold, located at S 320th Street/20th Ave S and S 320th Street/23rd Ave S.</p>
2014 Parking Requirements	<p>In 2014, a total of approximately 4,000<u>4,334</u> spaces would be required compared to the No Action Alternative. The cumulative parking requirement for the City Center project area would be approximately 11,490<u>11,823</u> stalls.</p>	<p>In 2014, a total of approximately 4,000<u>4,334</u> additional spaces would be required compared to the No Action Alternative. The cumulative parking requirement for the City Center project area would be approximately 11,490<u>11,823</u> stalls.</p>	<p>In 2014, a total of approximately 1,540 parking spaces would be required for new development. The cumulative parking requirement for the City Center project area would be approximately 7,485 stalls.</p>

Proposed Action	Alternative 1 South 320 th Street Focus	Alternative 2 Distributed Development	Alternative 3 No Action
2014 Traffic Volumes	During the PM peak hour, an additional nearly 2,400 trips would be added between 2010 and 2014, concentrated on S 320 th Street and Pacific Highway South. Total PM peak hour traffic growth resulting from Alternative 1 would be approximately 5,100 trips. During the AM peak hour, nearly 1,100 trips would be added between 2010 and 2014, focused on South 320 th Street. Total AM peak hour traffic growth resulting from Alternative 1 would be approximately 2,200 trips. During the Saturday peak hour, slightly over 2,500 trips would be added in the project area and vicinity between 2010 and 2014. Total Saturday peak hour traffic growth resulting from Alternative 1 would be approximately 12,100 trips.	During the PM peak hour, an additional nearly 2,400 trips would be added between 2010 and 2014, concentrated on S 320 th Street and Pacific Highway South. Total PM peak hour traffic growth under Alternative 2 would be approximately 5,100 trips. During the AM peak hour, nearly 1,100 trips would be added between 2010 and 2014, focused on South 320 th Street. Total AM peak hour traffic growth resulting from Alternative 2 would be approximately 2,200 trips. During the Saturday peak hour, slightly over 2,500 trips would be added between 2010 and 2014 in the project area and vicinity. Total Saturday peak hour traffic growth resulting from Alternative 2 would be approximately 12,100 trips.	Approximately an additional 420 new PM peak hour trips would be added to area roadways between 2010 and 2014. Total PM peak hour traffic growth under Alternative 3 would be approximately 860 trips. During the AM peak hour, an additional 214 trips would be added. Total AM peak traffic growth resulting from Alternative 3 would be approximately 450 trips. During the Saturday peak hour, approximately 440 trips would be added between 2010 and 2104. Total Saturday peak hour traffic growth resulting from Alternative 3 would be approximately 1,050 trips.
Impacts Common to All Alternatives			
Traffic Safety	Probability of traffic collisions would increase with increased traffic.		
Transit Service	Ridership demand at the Federal Way Transit Center may increase with increased development in the project area		
Pedestrian Accessibility	Increased pedestrian activity would be expected with increased development in the project area.		
Bicycle Mobility	Bicycle facilities proposed in the Comprehensive Plan would connect destinations in the project area.		
Mitigation Measures			
PM Peak Hour	Same as Alternative 3: 2 nd northbound left turn lane at S 312 th Si/Pacific Highway South Optimize signal timing at S 336 th Si/Pacific Highway South	Same as Alternative 3: 2 nd northbound left turn lane at S 312 th Si/Pacific Highway South Optimize signal timing at S 336 th Si/Pacific Highway South	2 nd northbound left turn lane at S 312 th Si/Pacific Highway South Optimize signal timing at S 336 th Si/Pacific Highway South

Proposed Action	Alternative 1 South 320 th Street Focus	Alternative 2 Distributed Development	Alternative 3 No Action
AM Peak Hour	No mitigation is required.	No mitigation is required.	No mitigation is required.
Saturday Peak Hour	<p>Mitigation required as shown under Alternative 3:</p> <p>Southbound and northbound right turn lanes at S 320th St/20th Ave S</p> <p>Second northbound right turn lane at S 320th St/23rd Ave S</p> <p>In addition, the following additional measures are required <u>address impacts of for</u> Alternatives 1 or 2:</p> <p>Eastbound right turn lane at S 316th St/Pac Hwy S</p> <p>Northbound right turn lane at S 320th St/Pacific Highway South</p> <p>Westbound right turn lane at S 320th St/23rd Ave S</p>	<p>Mitigation required as shown under Alternative 3:</p> <p>Southbound and northbound right turn lanes at S 320th St/20th Ave S</p> <p>Second northbound right turn lane at S 320th St/23rd Ave S</p> <p>In addition, the following additional measures are required <u>for</u> would address impacts of Alternatives 1 or 2:</p> <p>Eastbound right turn lane at S 316th St/Pac Hwy S</p> <p>Northbound right turn lane at S 320th St/Pacific Highway South</p> <p>Westbound right turn lane at S 320th St/23rd Ave S</p>	<p>Southbound and northbound right turn lanes at S 320th St/20th Ave S</p> <p>Second northbound right turn lane at S 320th St/23rd Ave S</p>
Additional mitigation	<p>Additional mitigation to reduce area traffic impacts, improve on-site circulation or meet city and state commuter trip reduction and transportation demand management requirements may include the following:</p> <ul style="list-style-type: none"> • On-site improvements • Non-motorized mode improvements • Grid roadway development • Right-of-way dedication • Transportation demand management measures 		

Proposed Action	Alternative 1 South 320 th Street Focus	Alternative 2 Distributed Development	Alternative 3 No Action
3.5 Public Services			
Police LOS	Expected growth will result in an increased need of approximately 8 officers by 2014 to maintain the current LOS.	Same as Alternative 1.	Expected future growth will result in an increased need of approximately 2 officers by 2014 to maintain current LOS.
Park and Recreation LOS	Additional residents will result in an increased demand for 19.3 acres of new park land <u>in the City</u> to maintain current LOS.	Same as Alternative 1.	Additional residents will result in an increased demand for 7 acres of new park land <u>in the City</u> to maintain current LOS.
Impacts Common to All Alternatives			
Police & Fire	Construction activity in the City Center may affect the response times of emergency vehicles.		
Fire	Future development will result in an incremental increase in calls for emergency service and future traffic growth may impact response time. Federal Way Fire Department reports that it has adequate existing and planned capacity to meet the increased demand under any of the alternatives.		
Mitigation Measures			
<ul style="list-style-type: none"> • Coordinate with Federal Way Police and Fire Departments during final design, construction, and operation of future development under proposed action to ensure that reliable emergency access is maintained. • Coordinate with the Federal Way Parks and Recreation Department to identify opportunities for increased recreational open space for general public use throughout the project area, and within new development proposals. • Reduce public safety impacts thru adherence to <u>crime prevention through environmental design (CPTED)</u> design standards. • Provide emergency service providers with advanced notice of construction schedules and any planned street closures or blockages. • Avoid or minimize street closures or blockages during construction to avoid impact to emergency response times. 			

Proposed Action	Alternative 1 South 320 th Street Focus	Alternative 2 Distributed Development	Alternative 3 No Action
3.6 Utilities			
Impacts Common to all Alternatives			
Water and Sanitary Sewer Service	Lakehaven Utility District states that it has available capacity to provide domestic water and sanitary sewer service to the City Center under any of the Alternatives. Alternative 1 and 2 will have the same water demand and sewer discharge rate. Alternative is expected to have slightly less demand.		
Energy	Construction activities could result in disruption of electric service, with the need to relocate service lines, and other construction related impacts. Over the long term, development under any of the Alternatives will increase demand for energy, both electric and gas. Puget Sound Energy (PSE) indicates it has planned for growth and reports adequate capacity to serve the increased demand resulting under any of the Alternatives.		
Telecommunication	Increased residential and employment population will increase the use of and demand for telecommunications products. Service providers had indicated the have adequate capacity for the demand.		
Mitigation Measures			
<ul style="list-style-type: none"> • Ensure that all new development complies with local, state and federal standards for energy conservation. • Encourage drought-tolerant landscaping (xeriscaping) for new development. • Encourage new commercial, civic and residential development to incorporate appropriate water conservation measures, such as recycling, into their operations. 			

1.5 Issues to Be Resolved

Adoption of a Planned Action Ordinance and concurrent Zoning Code amendments to increase the multi-unit residential structure height standard in the City Center Core zone would support development and re-development of the area to a more intensive mixed-use character consistent with the vision of the Comprehensive Plan. The key environmental issue facing decision-makers is the impact of additional traffic on area roadways and mitigating measures to address such impacts.

1.6 Significant Unavoidable Adverse Impacts

Air Quality

Temporary, localized dust and odor impacts could occur during the construction activities.

Land Use

No significant unavoidable adverse impacts are anticipated.

Aesthetics, Light and Glare

No significant unavoidable adverse impacts to aesthetics, light and glare are anticipated. The design standards, guidelines, and mitigating measures described above, together with the City's development regulations are adequate to mitigate the significant adverse impacts anticipated with redevelopment.

Transportation

Although numerous measures will mitigate transportation-related impacts, increases in traffic congestion at some nodes and/or along some corridors will result in remaining significant, unavoidable, adverse impacts on the area's transportation system. Development of the Federal Way City Center would generate additional traffic volumes on the area's roadways. However, the increased intersection capacity and associated traffic improvements would mitigate undesired impacts. The proposed mixed-use land use pattern, on-site improvements and public and private [transportation demand management \(TDM\)](#) actions, along with high levels of existing and future transit service may further reduce vehicle trips thereby further mitigating impacts.

Public Services

No significant unavoidable adverse impacts to public services are anticipated.

Utilities

No significant unavoidable adverse impacts are anticipated.

Description of the Proposal and Alternatives

2.1 Introduction

This section of the Final EIS repeats the description of the proposal and alternatives, together with any changes since issuance of the Draft EIS. Text that has been inserted or deleted since the Draft EIS is shown in cross-out or underline format.

Overview of the Proposed Action

The action proposed by the City of Federal Way consists of the following related actions:

1. Adoption of an ordinance designating a portion of the City Center sub-area (see Figure 1) as a planned action for the purposes of State Environmental Policy Act (SEPA) compliance, pursuant to RCW 43.21C.031(2)(a) and WAC 197-11-164. The planned action designation would apply to construction of proposed residential, retail, office, hotel, civic and structured parking development falling within the development envelope and project area analyzed in this EIS. The total development envelope analyzed in this EIS is summarized in Table 2-1. The project area is shown in Figure 1.

Table 2-1. Planned Action Development Envelope

Uses	Development Envelope
Retail	750,000 sf
Office	350,000 sf
Lodging	600 rooms
Residential	750 units
Civic	100,000 sf
Structured Parking	750 stalls

Source: City of Federal Way, 2003

The planned action designation ~~would~~ is anticipated to apply to development that occurs through 2014. The City will periodically assess the rate of actual development that results from the planned action designation and associated environmental conditions. Based on this assessment, the City may determine to extend, maintain, or subtract from the effective lifespan of the planned action designation.



H:\PROJECTS\City_of_Federal_Way\Figures

Source: Terraserver USA
Photo Date: June 13, 2002



Federal Way Planned Action EIS

Prepared by:



Figure 1:
City Center Sub Area

This action may also include procedural text amendments to the Federal Way Municipal Code (FWMC) Chapter 22 (Zoning Code) to recognize the Planned Action designation and process. These changes are not expected to have an environmental impact and are not discussed further in this EIS.

Although the planned action designation would not apply to individual development proposals outside of the development envelope or project area, the environmental analysis conducted in this EIS could be used to help achieve SEPA compliance for such proposals.

WAC 197-11-600 provides the criteria and procedure for use of existing environmental documents for SEPA compliance.

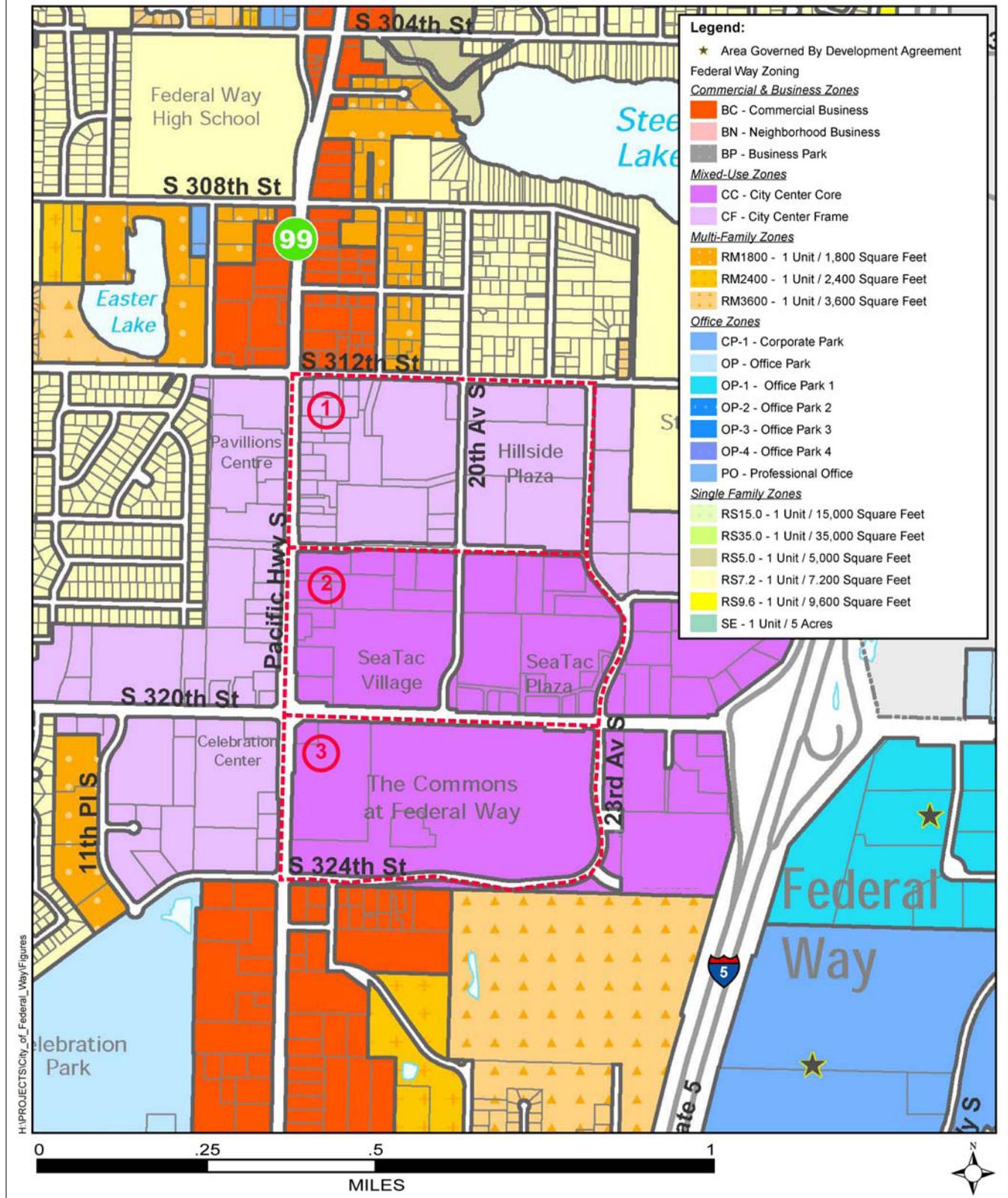
2. Adoption of a new structure height standard for multi-unit housing in the City Center Core (CC-C) zoning designation in the City Center sub-area, including area outside of the planned action project area (see Figure 2). The new height standard would be 200 feet under Alternative 1 and 145 feet under Alternative 2. These alternative height scenarios have been included with the alternatives for the purpose of analysis in this EIS. They are not dependent on either alternative and the City may adopt either height standard regardless of any decisions related to the planned action designation.

Background

The City of Federal Way Comprehensive Plan lays out a long-range vision for the future of Federal Way. The Plan includes nine elements: Land Use, Transportation, Housing, Capital Facilities, and Private Utilities; Economic Development; Natural Environment; Potential Annexation Areas; and City Center.

Chapter 7 of the Comprehensive Plan addresses the City Center sub-area. City Center contains approximately 414 acres and is bound by South 312th Street, South 324th Street, Interstate 5, 11th Place South and 13th Avenue South (see Figure 1). As described in the Comprehensive Plan, City Center is characterized by:

- Typical suburban strip retail and mall development;
- Large areas of surface parking around the retail development;
- Disjointed and over-sized block grid network;
- Lack of consistent pedestrian improvements; and
- Little residential population.



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Federal Way Planned Action EIS

Prepared by:
 Jones & Stokes

Figure 2:
City Center Zoning
Designations

The future vision for City Center states, “By the end of the comprehensive planning horizon, the Federal Way City Center will have evolved into the cultural, social, and economic center of the City and fulfilled its role as one of Puget Sound’s regional network of urban centers. This role will be reinforced by pedestrian-oriented streetscapes; an efficient multi-modal transportation system; livable and affordable housing; increased retail, service, and office development in a compact area; a network of public spaces and parks, superior urban design; and a safe, essential and vibrant street life.” Figure 3 illustrates potential development consistent with this vision that could occur in a portion of City Center.

In support of this vision, the principal purposes of the City Center chapter are to:

- Create an identifiable downtown that is the social and economic focus of the City;
- Strengthen the City as a whole by providing for long-term growth in employment and housing;
- Promote housing opportunities close to employment;
- Support development of an extensive regional transit system;
- Reduce dependency on automobiles;
- Consume less land with urban development;
- Maximize the benefit of public investment in infrastructure and services;
- Reduce costs of and time required for permitting;
- Provide a central gathering place for the community; and
- Improve the quality of urban design for all developments.

The City Center chapter contains a number of policies intended to help achieve these goals. City Center Policy CCP5 specifically addresses the intent to prepare a Planned Action EIS for the City Center area. The policy states that the City should “[c]omplete an area-wide environmental impact statement and SEPA Planned Action and provide streamlined permit review in the City Center to accelerate changes to the core area.”

This proposal is intended to support the principal purposes of the City Center Chapter and to specifically implement Policy CCP5.

Objectives of the Proposal

The Proposed Action is intended to achieve the following objectives:

- Support the principal objectives of the City Center Chapter of the Comprehensive Plan, particularly those that promote a more intensive urban style of development in the City Center and the reduction in costs and time required for permitting.
- Fulfill the direction of City Center Element Policy CCP5.



Four-story residential above ground floor retail and ground level structured parking behind retail..



Four-story residential with ground floor retail along main street wrapping shared parking garage.

Development Program

Retail.....	94,064 sq.ft
Office.....	95,160 sq.ft
Residential.....	342 units
Live/Work Townhomes.....	7 units
Parking Required.....	1239 spaces
Parking Provided.....	1338 spaces

Office  **Residential**  **Retail** 

-- note: hatching denotes mixed-use



Four-Story Office Bldg.



Four-story loft flex/residential above retail with parking behind. Garage laminated with residential and flex office uses.



Ground floor retail with one to two levels of loft office. Plaza space include outdoor dining areas, fountains, and other interactive elements.



Redevelopment Concept
Federal Way, WA

December 12th, 2005



Scale: 1" = 200'

RTKL



Federal Way Planned
Action EIS
Prepared by:
Jones & Stokes

Figure 3:
Redevelopment
Concepts

- Provide an incentive to development proposals that are consistent with the overall intent of the City Center vision.
- Provide greater certainty to potential developers, city decision-makers and the general public regarding the future development pattern and likely impacts of future development in the City Center area.

2.2 Planning Process

Growth Management Act

The Growth Management Act (GMA), adopted by the 1990 Washington State Legislature and amended periodically thereafter, contains a comprehensive framework for managing growth and development within local jurisdictions. Many of the provisions of the GMA apply to the state's largest and fastest growing jurisdictions, including King County and all cities within the county. Additionally, some provisions, such as requirements to identify and regulate critical areas, apply to all local jurisdictions.

Comprehensive plans for cities planning under GMA must include a land use element (including a future land use map), housing element, transportation element, public facilities element, and utilities element. Additional elements may be added at the local jurisdiction's option. The GMA plan must provide for adequate capacity to accommodate the city's share of projected regional growth. The plan must also ensure that planned and financed infrastructure can support planned growth at a locally acceptable level of service.

As required by the GMA, the City of Federal Way has prepared and adopted a local comprehensive plan to guide future development and fulfill the City's responsibilities under GMA.

City of Federal Way Comprehensive Plan

The City's Comprehensive Plan was prepared in accordance with the GMA and underwent an extensive public participation process that included City residents, property owners, and business owners as documented in the Federal Way Comprehensive Plan Introduction. The Comprehensive Plan in its entirety contains nine elements: Land Use, Transportation, Economic Development, Housing, Capital Facilities, City Center, Potential Annexation Area, Natural Environment, and Private Utilities.

The GMA requires the plan to be updated no more than once a year except under special circumstances. The GMA also requires a review and update of the plan every ten years. In compliance with these requirements, the City of Federal Way has annually updated the Comprehensive Plan.

Development Regulations

Zoning Requirements

Zoning designations in City Center are the City Center Core (CC-C) and City Center Frame (CC-F). The CC-C designation is intended to provide for a concentration of growth into a

high-density, mixed-use center for Federal Way. The CC-F designation provides for medium-density mixed-use development in the area surrounding the CC-C designation and extending to the boundary of the City Center sub-area. The CC-F zone allows for similar uses to the CC-C zone, but at a lower density and intensity. The development standards in the CC-F designation are intended to allow a compatible transition to the surrounding area.

Article X1, Chapter 22 of the Federal Way City Code establishes the district regulations for the zoning designations in the City. Division 8 establishes the uses and development standards for development in the CC-C and CC-F zones. Permitted uses in the CC-C and CC-F zones include office, retail, entertainment, hotel, convention and trade centers, multi-unit housing, and a variety of public uses.

Division 8 also establishes required review processes, lot size, required yards, structure height and required parking. Requirements related to building height are described below.

Height of Structure – In the CC-C zone, permitted building heights vary depending on the use. Office and hotel uses are permitted a base height of 95 feet, retail and multi-unit residential uses to a base height of 70 feet. In all cases, heights are allowed to increase subject to special regulations. Office and hotel uses may increase to 145 feet; retail uses to 95 feet; and multi-unit residential uses to 85 feet.

In the CC-F zone, the base height limit for office and retail structures is 35 feet, with potential increased building height allowed on a case-by-case basis. Base height limit for multi-unit residential uses is 70 feet to a maximum of 85 feet subject to special regulations for this use, and for hotel uses, the base height is 45 feet. An increased structure height may be allowed for all uses on a case-by-case basis.

Community Design Guidelines

Article XIX, Chapter 22, of the Federal Way City Code establishes Community Design Guidelines applicable to all zones in the City and to all development applications except single family residential. New development proposals in the planned action project area would be subject to the Community Design Guidelines and review process.

As described in Section 22-1630, the purpose of the Community Design Guidelines are to establish minimum design standards to protect property values and enhance the general appearance of the city; increase flexibility and encourage creativity in building and site design; achieve predictability in design review; improve and expand pedestrian amenities; and implement Crime Prevention through Environmental Design (CPTED) principles.

Proposals subject to community design guidelines are processed as a component of the underlying land use process. The director of community development services has the authority to approve, modify, or deny proposals under this process.

Site design guidelines (Section 22-1634) address general site criteria, parking (surface lots and structured parking), pedestrian circulation and public spaces, landscaping, commercial service and institutional facilities and other site elements. Guidelines for building design (Section 22-1635) address general building criteria, landscape screening, and building articulation and scale. Additional guidelines are provided for building and pedestrian orientation and mixed-use residential buildings. Section 22-1638(c) provides specific guidelines for the City Center Core and Frame zones. Guidelines in this section address

parking (surface and structured parking), entrance and building facades, and the location of drive-through facilities.

2.3 Planned Action Process

Planned Action Overview

According to WAC 197-11-164, a Planned Action is defined as a project that: is designated a planned action by ordinance; has had the significant environmental impacts addressed in an EIS; has been prepared in conjunction with a comprehensive plan or subarea plan; is located within an urban growth area; is not an essential public facility; and is consistent with an adopted comprehensive plan.

The City proposes to designate the City Center project area (Figure 1) as a planned action, pursuant to the State Environmental Policy Act (SEPA) and implementing rules. As shown in Figure 1, the project area is bounded on the south by South 324th Street; on the north by South 312th Street; on the west by Pacific Highway South; and on the east by 23rd Avenue South. Federal Way will follow applicable procedures, described generally below, to review proposed projects within the project area through the land use review process associated with each project to determine their impacts and impose any appropriate development conditions.

Planned Action EIS

The significant environmental impacts of projects designated as Planned Actions must be identified and adequately analyzed in an EIS (WAC 197-11-164). Planned Action projects should only be designated when a city can reasonably analyze the site-specific impacts that would occur as a result of the types of projects designated.

Planned Action Ordinance

According to WAC 197-11-168, the ordinance designating the Planned Action shall include the following:

1. A description of the type of project action being designated as a Planned Action;
2. A finding that the probable significant environmental impacts of the Planned Action have been identified and adequately addressed in an EIS;
3. Identification of mitigation measures that must be applied to a project for it to qualify as a Planned Action.

Following the completion of the EIS process, the City of Federal Way would designate the Planned Action by ordinance. The ordinance would identify mitigation, as described in this EIS, which would be applicable to future site-specific development actions. Mitigation could include requirements that would apply to all development in the planned action area as well as measures that may apply on a case-by-case basis.

2.4 Environmental Review

Comprehensive Plan EIS

The City of Federal Way completed an Environmental Impact Statement (EIS) on the City's GMA Comprehensive Plan and Development Regulations in 1995. The Comprehensive Plan EIS considered impacts associated with the proposed land use pattern, including land use in the proposed City Center sub-area (Comprehensive Plan Chapter 7). Elements of the environment that were considered in the Comprehensive Plan EIS include earth; air quality; water resources; plants and animals; energy; environmental health; land & shoreline use; aesthetics, light and glare; transportation; public services and utilities. This Planned Action EIS incorporates by reference the analysis contained in the 1995 Comprehensive Plan EIS as it relates to the City Center sub-area.

Scope of Review

Pursuant to SEPA Rules (WAC 197-11-408 through 410), a Determination of Significance was issued by the City of Federal Way on September 3, 2003. Interested citizens, agencies, organizations, and affected tribes were invited to submit comments on the scope of the EIS. The scoping process included one public meeting, held on September 17, 2003. This meeting provided information about the EIS process, the proposal and alternatives, a SEPA Environmental Checklist on the proposal (DEIS Appendix 3) and an opportunity to comment on the proposed scope of the environmental review. No comments were received on the scope of the EIS.

The Draft EIS addressed the following elements of the environment:

- **Land Use** – The land use analysis includes an evaluation of the amount, types, scale and pattern of uses. The focus of the analysis is on land use compatibility with existing and planned development within and adjacent to the project area.
- **Transportation** – The transportation analysis identifies and evaluates potential impacts to morning/evening peak hour traffic and Saturday traffic in and around the project area. The period through 2009 is analyzed in detail, with a more generalized analysis for the period between 2010 and 2014.
- **Aesthetics** – The aesthetics discussion includes a narrative evaluation of the design and character of existing buildings and the nature of change to the urban character that may result from the proposal and alternatives.
- **Public Services** – The public services analysis reviews police, fire and emergency medical services, parks and recreation, and energy and communication. Existing levels of service, estimated needs and demand for services, and measures needed, if any, to respond to projected demand from the proposal and alternatives are described.
- **Utilities** – The utilities analysis focuses on water and sewer service. Existing capacity, constraints, planned improvements are described and compared to future demand for water and sewer service resulting from the proposal and alternatives.
- **Air Quality** – Air quality analysis focuses on potential air quality impacts resulting from increased traffic associated with the proposal and alternatives.

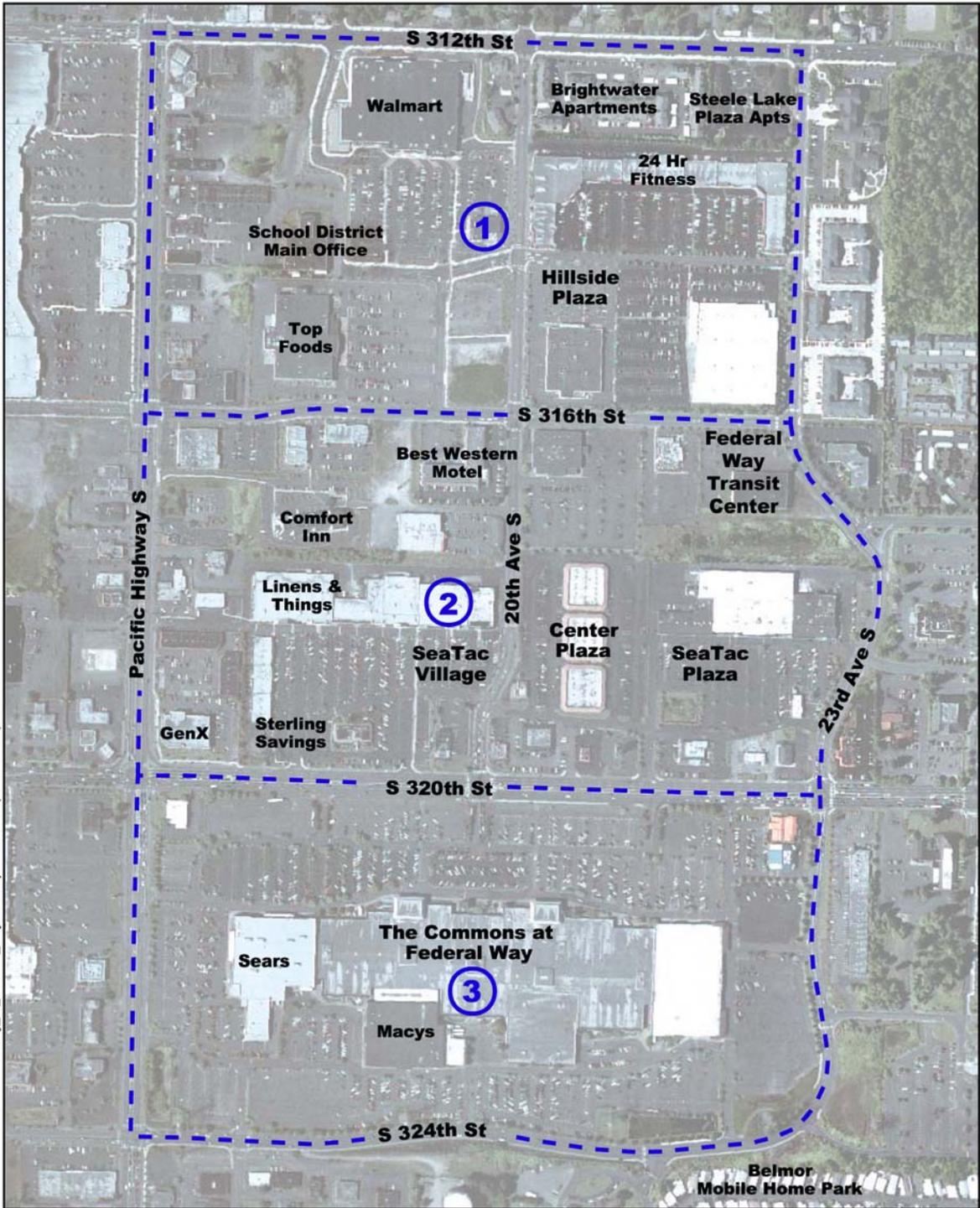
2.5 Proposed Action and Alternatives

Overview

This EIS evaluates three alternative land use scenarios for the City Center project area. These different scenarios are intended to allow the City to test the impacts of two different growth patterns and to bracket the range of growth that is likely to occur within the project area. If adopted, the planned action designation would be based on the total development envelope described in Table 2-1. Adoption of a specific action alternative is not necessary for implementation of the proposal.

For the purpose of analysis and discussion in this EIS, the planned action project area has been divided into three smaller analysis areas, referred to in the EIS as Block 1, Block 2 and Block 3. Block 1 consists of the northern portion of the project area and is bounded on the north by S 312th Street, on the west by Pacific Highway South, on the south by South 316th Street and on the east by 23rd Avenue S. Block 2 is located in the central portion of the project area and is bounded on the north by S 316th Street, on the west by Pacific Highway South, on the south by S 320th Street and on the east by 23rd Avenue S. Block 3 is located in the southern portion of the project area and consists mainly of The Commons at Federal Way. Block 3 is bounded on the north by S 320th Street, on the west by Pacific Highway South, on the south by S 324th Street and on the east by 23rd Avenue S. Please refer to Figure 4.

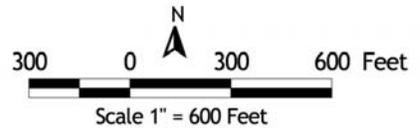
Alternatives 1 and 2 assume the maximum development identified in Table 2-1, but distribute growth differently. Alternative 1 assumes that growth is focused around South 320th Street, with over 85 percent of new growth occurring in Blocks 2 and 3. Alternative 2 distributes future growth more evenly around the project area. As noted above, these alternatives are intended to allow comparison of different growth scenarios and to bracket the amount of likely future growth within the project area. Future adoption of a planned action designation, however, would be based on the total development envelope described in Table 2-1, rather than the specific growth patterns described for alternatives 1 and 2. Alternative 3 (No Action) assumes the level and distribution of growth established in the Comprehensive Plan. Figure 5 shows the relative distribution and amount of total growth assumed under each of the three alternatives.



03353.03 001 H:\PROJECTS\City_of_Federal_Way\Developable Lands (02/13/2004)

Source: Parcels: King County GIS

 Block Boundaries with Block Number



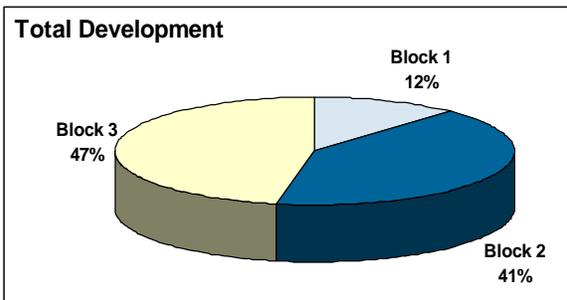
Federal Way Planned Action EIS

Prepared by:



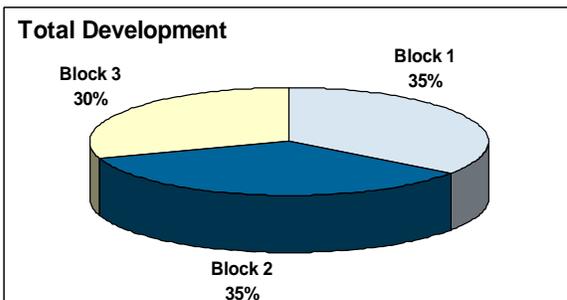
Figure 4:
City Center Analysis
Blocks

Alternative 1: South 320th Street Focus



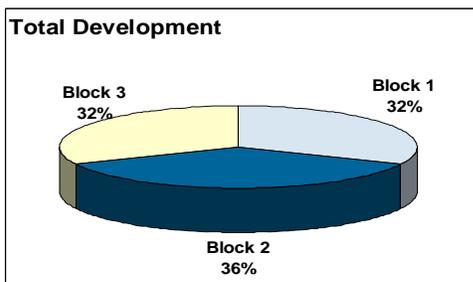
Land Use	Block 1	Block 2	Block 3	Total
Retail	112,500	337,500	300,000	750,000
Office	62,500	187,500	100,000	350,000
Hotel	100 rooms	300 rooms	200 rooms	600 rooms
Residential	125 units	375 units	250 units	750 units
Civic Uses	0	50,000 sf	50,000 sf	100,000 sf
Structured Parking	0	250 spaces	500 spaces	750 spaces

Alternative 2: Distributed Development



Land Use	Block 1	Block 2	Block 3	Total
Retail	255,000 sf	255,000 sf	240,000 sf	750,000 sf
Office	135,000 sf	135,000 sf	80,000 sf	350,000 sf
Hotel	220 rooms	220 rooms	160 rooms	600 rooms
Residential	275 units	275 units	200 units	750 units
Civic Uses	50,000 sf	50,000 sf	0	100,000 sf
Structured Parking	175 spaces	175 spaces	400 spaces	750 spaces

Alternative 3: No Action Alternative



Land Use	Block 1	Block 2	Block 3	Total
Retail	68,790 sf	83,400 sf	68,080 sf	220,270 sq
Office	48,476 sf	39,970 sf	16,000 sf	104,446 sf
Residential	70 units	100 units	100 units	270 units



Federal Way Planned Action EIS

Prepared by:
 Jones & Stokes

Figure 5:
Overview of Alternatives

The alternatives also include different assumptions regarding maximum structure height in the City Center-Core and City Center-Frame zones. As noted previously, these alternative height scenarios are associated with different alternatives for the purpose of analysis in this EIS. They are not dependent on either alternative and the City may adopted either height standard regardless of any decisions related to the planned action designation. Under Alternative 3 (No Action) the existing structure height standards would continue unchanged.

Alternative 1

Land Use Pattern. The proposed land use pattern would create a dense, mixed-use urban neighborhood focused around South 320th Street, with development focused in Blocks 2 and 3. The total amount of new development anticipated for the City Center area is as described in Table 2-1 and Figure 5. The new development would be distributed over time and throughout the project area as shown in Tables 2-2 and 2-3.

**Table 2-2. Alternative 1 (South 320th Street Focus)
Development through 2009**

	Blocks			
	1	2	3	Total
Retail (sf)	67,500	202,500	180,000	450,000
Office (sf)	37,500	112,500	60,000	210,000
Lodging (rooms)	60	180	120	360
Residential (units)	75	225	150	450
Civic (sf)	0	0	0	0
Structured Parking (stalls)	0	150	300	450

Source: City of Federal Way, Jones & Stokes, 2003

**Table 2-3. Alternative 1 (South 320th Street Focus)
2010 - 2014**

	Blocks			
	1	2	3	Total
Retail (sf)	45,000	135,000	120,000	300,000
Office (sf)	25,000	75,000	40,000	140,000
Lodging (rooms)	40	120	80	240
Residential (units)	50	150	100	300
Civic (sf)	0	50,000	50,000	100,000
Structured Parking (stalls)	0	100	200	300

Source: City of Federal Way, Jones & Stokes, 2003

Under this Alternative, approximately 47 percent of new growth would be located at The Commons at Federal Way site (Block 3). Approximately 41 percent would occur in Block 2 and the remainder (12%) in Block 1.

Development Regulations. Alternative 1 would amend FWMC Division 8, Section 22-797 to allow a maximum structure height for multi-unit housing of 200 feet. The current height standard is 70 feet or 85 feet.

Alternative 2

Land Use Pattern. Similar to Alternative 1, the proposed land use pattern would create a dense, mixed-use urban neighborhood in the project area. In contrast to Alternative 1, Alternative 2 would distribute growth relatively more evenly throughout the project area. Relatively more growth is allocated to Block 1 and relatively less to Blocks 2 and 3. The total amount of new development anticipated for the City Center area is as described in Table 2-1 and Figure 5 and would be distributed over time and throughout the project area as shown in Tables 2-4 and 2-5.

Table 2-4. Alternative 2 (Distributed Development) Development through 2009

	Blocks			
	1	2	3	Total
Retail (sf)	153,000	153,000	144,000	450,000
Office (sf)	81,000	81,000	48,000	210,000
Lodging (rooms)	132	132	96	360
Residential (units)	165	165	120	450
Civic (sf)	0	0	0	0
Structured Parking (stalls)	175	0	240	415

Source: City of Federal Way, Jones & Stokes, 2003

Table 2-5. Alternative 2 (Distributed Development) 2010 – 2014

	Blocks			
	1	2	3	Total
Retail (sf)	102,000	102,000	96,000	300,000
Office (sf)	54,000	54,000	32,000	140,000
Lodging (rooms)	88	88	64	240
Residential (units)	110	110	80	300
Civic (sf)	50,000	50,000	0	100,000
Structured Parking (stalls)	0	175	160	335

Source: City of Federal Way, Jones & Stokes, 2003

Under this Alternative, approximately 30 percent of new growth would be located at The Commons at Federal Way site (Block 3). Remaining development potential would be spread

between Blocks 1 and 2, which each area accommodating approximately 35 percent of the new growth anticipated under the planned action.

Development Regulations. Alternative 2 would amend FWMC Division 8, Section 22-797 to allow a maximum structure height for multi-unit housing of 145 feet. The current height standard is 70 feet or 85 feet.

Alternative 3

Land Use Pattern. As described in the Comprehensive Plan, the land use pattern in the City Center project area would be characterized by an intensively developed urban core that includes mixed use, office, retail and residential development. Greatest intensity of development would occur in the City Center Core area, with development transitioning in the City Center Frame to the surrounding area. Overall, anticipated growth under this alternative would be approximately 32 percent of that anticipated for office and retail development and 36 percent of that anticipated for residential development under the action alternatives. Tables 2-6 and 2-7 below show the projected growth by Block area and time period.

**Table 2-6. Alternative 3 (No Action)
Development through 2009**

	Blocks			
	1	2	3	Total
Retail (sf)	41,270	50,040	40,850	132,160
Office (sf)	29,086	23,980	9,600	62,666
Residential (units)	40	60	60	160

Source: City of Federal Way, Jones & Stokes, 2003

**Table 2-7. Alternative 3 (No Action)
2010–2014**

	Blocks			
	1	2	3	Total
Retail (sf)	27,520	33,360	27,230	88,110
Office (sf)	19,390	15,990	6,400	41,780
Residential (units)	30	40	40	110

Source: City of Federal Way, Jones & Stokes, 2003

Under this Alternative, approximately 32 percent of the new growth would be located at The Commons at Federal Way site (Block 3). Approximately 36% would be located in Block 2, with the remainder (32%) in Block 1

Development Regulations. Under the No Action Alternative, existing development standards would continue unchanged. Development standards for structure height would not be amended.

2.6 Benefits and Disadvantages of Delaying Proposed Action

The Proposed Action includes adoption of a Planned Action Ordinance for future development in the City Center sub-area and adoption of increased structure height standards for multi-family residential development in the City Center – Core and Frame zones. Delaying implementation of the Proposed Action would delay the potential impacts identified in this EIS, including potential land use conflicts, changes to visual character, increased traffic congestion and increased demand for public services and utilities. This delay could be considered environmentally beneficial in the short-term. ~~Conversely, Deferring~~ implementation would ~~also~~ delay and reduce the likelihood that the City Center sub-area will develop in a manner consistent with the vision of the Comprehensive Plan. Delay would not allow new development and associated review processes to benefit from the analysis developed through this Planned Action process.

2.7 Major Issues to be Resolved

Adoption of a Planned Action Ordinance and concurrent Zoning Code amendments to allow increased structure heights in the City Center Core and Frame zones would support development and re-development of the area to a more intensive mixed-use character consistent with the vision of the Comprehensive Plan. The key environmental issue facing decision-makers is the impact of additional traffic on area roadways and mitigating measures to address such impacts.

Chapter 3 Errata

This Chapter includes Draft EIS clarifications or corrections based on responses to comments presented in Chapter 4 of this Final EIS or based on City staff review of the DEIS information. The clarifications or corrections are organized in the same order as the DEIS sections and by page numbers. Text that has been inserted or deleted since the Draft EIS is shown in cross-out underline format.

3.1 Revisions to DEIS Air Quality Analysis

DEIS Page 3-2, revision to Table 3-1

Table 3-1 is amended as follows:

Table 3-1. National and State of Washington Ambient Air Quality Standards

National (EPA)			
Pollutant	Primary	Secondary	Washington State
Carbon Monoxide (CO)			
8-hour average	9 ppm	9 ppm	9 ppm
1-hour average	35 ppm	35 ppm	35 ppm
Particulate Matter (PM xx)			
PM10			
Annual average	50 µg/m ³	50 µg/m ³	50 µg/m ³
24-hour average	150 µg/m ³	150 µg/m ³	150 µg/m ³
PM2.5			
Annual average	15 µg/m ³	15 µg/m ³	15 µg/m ³
24-hour average	65 µg/m ³	65 µg/m ³	65 µg/m ³
Lead			
Quarterly average	1.5 µg/m ³	1.5 µg/m ³	1.5 µg/m ³
Sulfur Dioxide			
Annual average	0.03 ppm	No standard	0.02 ppm
24-hour average	0.14 ppm	No standard	0.10 ppm
3-hour average	No standard	0.50 ppm	No standard
1-hour average	No standard	No standard	0.40 ppm ^a
Ozone			

National (EPA)			
Pollutant	Primary	Secondary	Washington State
8-hour average ^b	0.08 ppm	0.08 ppm	0.08 ppm
Nitrogen Dioxide			
Annual average	0.05 ppm	0.05 ppm	0.05 ppm

Source: Jones & Stokes, 2005

Notes: Annual standards never to be exceeded. Short-term standards not to be exceeded more than once per year unless noted.

ppm = parts per million

PM10 = particles 10 microns or less in size

PM2.5 = particles 2.5 microns or less in size

µg/m³ = micrograms per cubic meter

a 0.25 ppm not to be exceeded more than two times in 7 consecutive days.

b Not to be exceeded on more than 1 day per calendar year as determined under the conditions indicated in Chapter 173-475 WAC.

Revision to DEIS Page 3-3

Federally funded transportation projects proposed for construction within nonattainment areas or maintenance areas are subject to the Transportation Conformity regulations specified under the Clean Air ~~Washington~~-Act.

Revision to DEIS Page 3-6

- Conduct a project-level ~~carbon monoxide~~CO "hot spot" analysis to model the worst-case concentrations adjacent to the roadway, and compare the modeled concentrations to the allowable ambient air quality standards.

3.2 Revisions to DEIS Land Use Analysis

Revisions to DEIS page 3-12 through 3-14

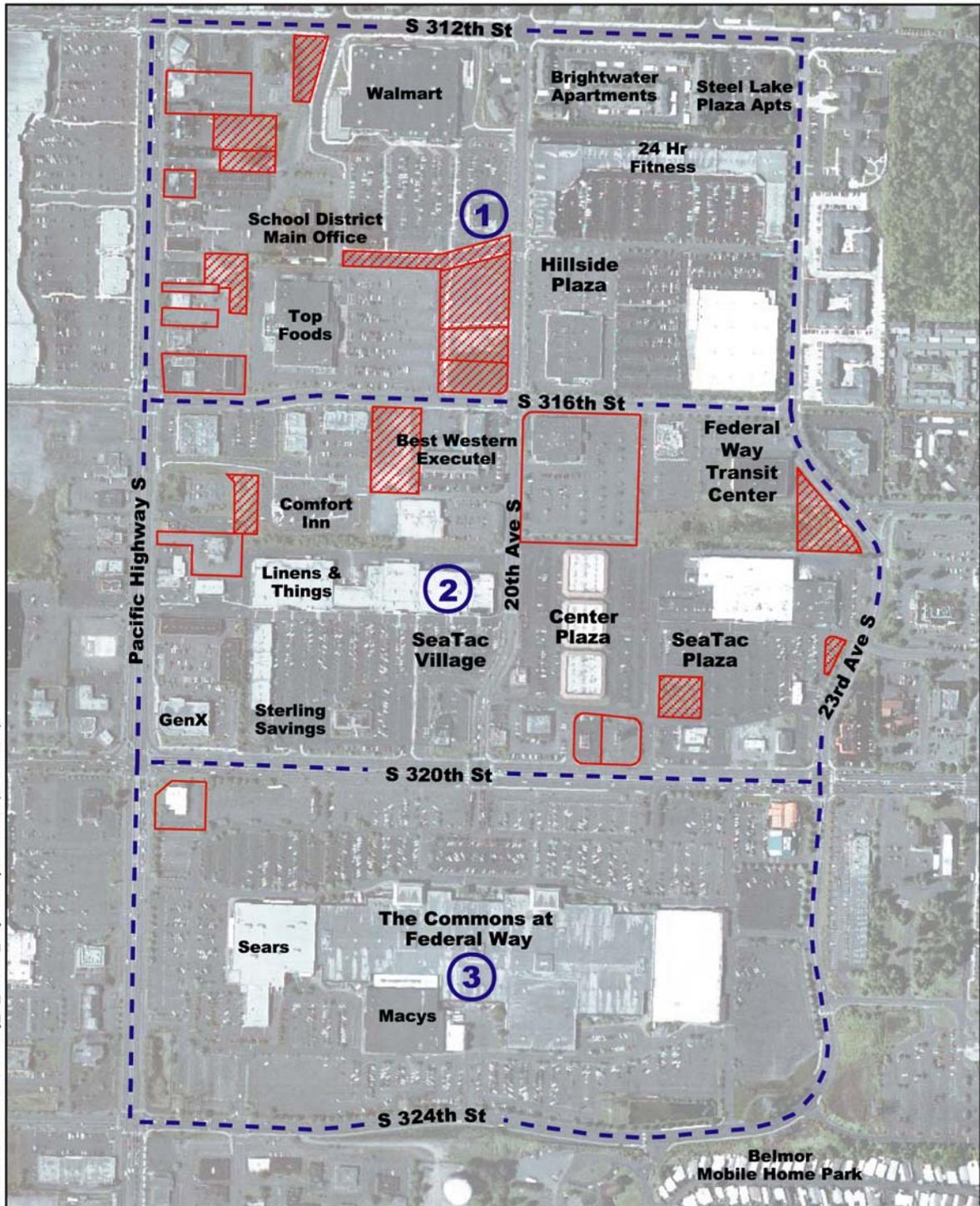
Vacant and Redevelopable Land

Vacant Land

Based on a review of the project area and King County Assessor's data, approximately ~~5-3.5~~ acres are vacant in Block 1 and 3 acres in Block 2, for a total of approximately ~~8-6.5~~ acres of vacant land. See Figure 7 for the location of these parcels.

Redevelopable Land

Based on King County Assessor's data, potential for lot aggregation and local knowledge of the project area, the project area has a total of approximately ~~8-15~~21.24 acres of vacant and redevelopable land have been identified in Block 1; ~~8-97~~8.19 acres in Block 2; and 0.65 acres in Block 3, for a total of ~~17-73~~30.08 acres of vacant and redevelopable land in the Project area (see Table 3-6).

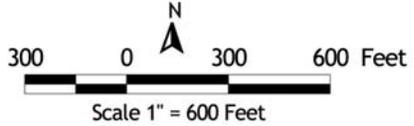


03353.03 001 H:\PROJECTS\City_of_Federal_Way\Developable Lands (03/18/2004)

Source: Parcels: King County GIS

-  Vacant Parcels
-  Redevelopable Parcels

 Block Boundaries with Block Number



Federal Way Planned Action EIS

Prepared by:
 Jones & Stokes

Figure 7:
Vacant and
Redevelopable Land

Table 3-6. Vacant and Redevelopable Land Summary

	Vacant Land ¹	Redevelopable Land ²	TOTAL
Block 1	5,353.48 acres	2,8017.76 acres	8,1521.24 acres
Block 2	2,922.21 acres	6,055.98 acres	8,978.19 acres
Block 3	0 acres	0.65 acres	0.65 acres
TOTAL	6,75.69 acres	5,0824.39 acres	17,730.08 acres

Source: Jones & Stokes, 2006.

1. Based on King County Assessor's data, 2006.
2. King County Buildable Lands Report methodology; using 2006 King County Assessor's data, [adjusted based on City of Federal Way local knowledge of the project area](#)

Existing Comprehensive Plan Land Use Designations

As shown on Figure 38, the project area is currently designated City Center Core (CC-C) from S. 324th Street to S. 316th Street. From S. 316th to S. 312th the area is designated City Center Frame (CC-F).

Revision to DEIS page 3-15

Existing Zoning Code Designations

As shown in Figure 32, the area is currently zoned City Center Core (CC-C) from S. 324th Street to S. 316th Street. From S. 316th to S. 312th the area is zoned City Center Frame (CC-F). Tables 3-7 and 3-8 identify the major permitted uses and standards provided for in each zone.

Revision to DEIS page 3-17

Table 3-7. City Center Core Permitted Uses and Development Standards

Permitted Uses	Maximum Building Height	Minimum Parking Requirement ¹
Office	95' above average building elevation to a maximum of 145' subject to special regulations for this use.	1 stall/300 sf
Retail, including regional retail shopping center	70' above average building elevation to a maximum of 95' subject to special regulations for this use.	1 stall/300 sf
Hotel/Convention/Trade Centers	95' above average building elevation to a maximum of 145' subject to special regulations for this use.	1 stall/guest room; convention/trade center case by case
Entertainment	70' above average building elevation to a maximum of 95' subject to special regulations for this use.	1 space/200 gsf for private clubs and lodges; all other uses 100 space/100 gsf
Parking garage	45 feet above average building elevation	case by case
Multi-Unit Housing	70' above average building elevation to a maximum of 85' subject to special regulations for this use.	1.7 stalls/unit
Hospital/Nursing Home	35 feet above average building elevation	case by case
Government Facility	75 feet above average building elevation	case by case
Public Utility	35 feet above average building elevation	case by case
Schools	35 feet above average, with gym up to 55' if beyond 100' from residential zone.	case by case
Personal Wireless Service Facility	Not specified; subject to Zoning Code Section 22-967.	Not applicable

Source: City of Federal Way, 2006.

1. Parking requirement may be established through a project-specific analysis, subject to approval by the Directors of the Community Development Services and Public Works Departments.

Revision to DEIS page 3-18

Table 3-8. City Center Frame Permitted Uses and Development Standards

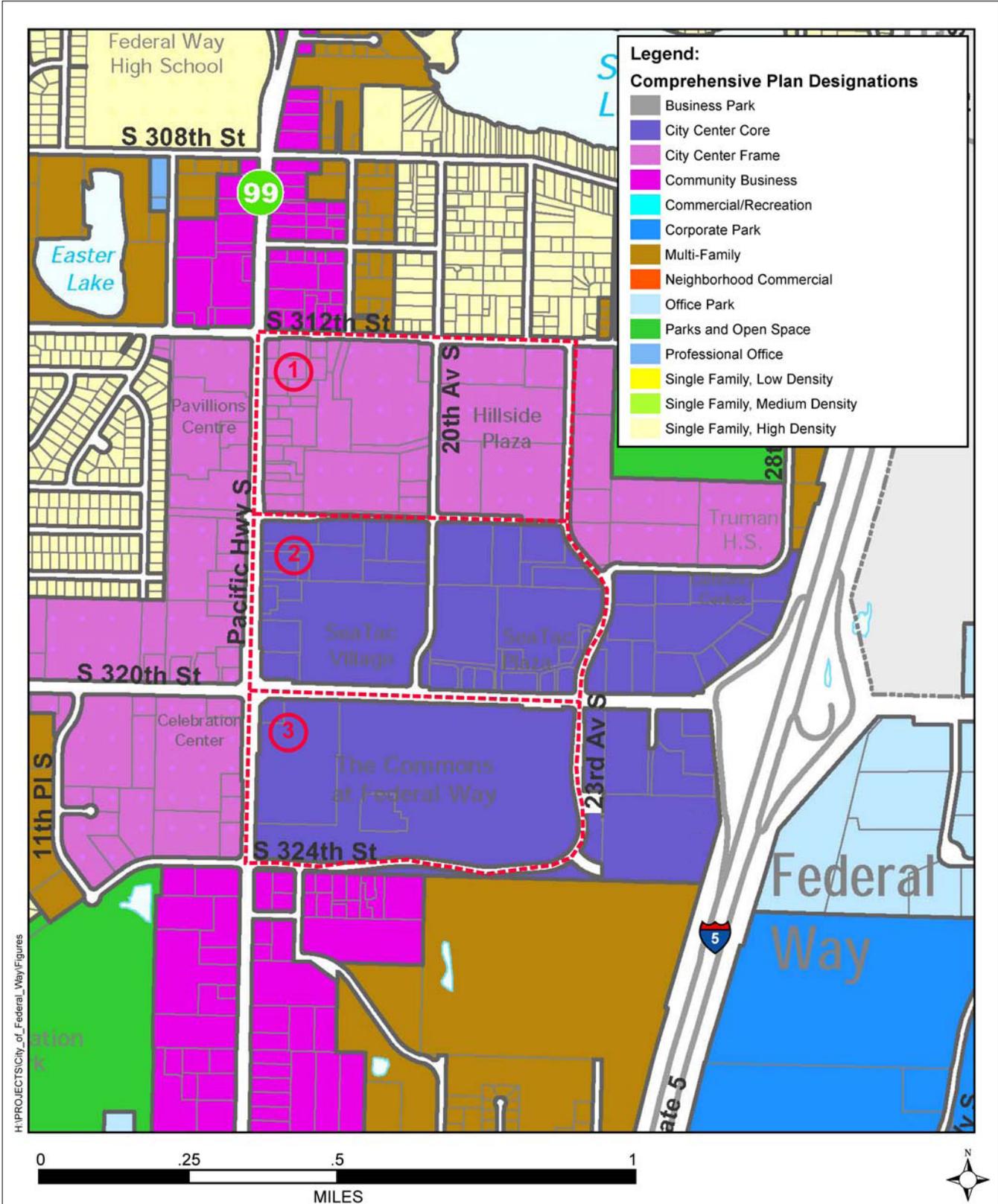
Permitted Uses	Maximum Building Height	Minimum Parking Requirement ¹
Office	35' above average building elevation	1 stall/300 sf
Retail	35' above average building elevation	1 stall/300 sf
Hotel/Convention/Trade Centers	45' above average building elevation	1 stall/guest room convention/trade center case by case
Entertainment	60' above average building elevation	1 space/200 gsf for private clubs and lodges, all other uses 100 space/100 gsf
Vehicle Service Station	35' above average building elevation	case by case
Multi-Unit Housing	70' above average building elevation to a maximum of 85' subject to special regulations for this use.	1.7 stalls/unit
Group Homes/Transition Housing	35' above average building elevation.	case by case
Schools, Day Care Facilities, Churches	35'; gyms to 55' if located more than 100 feet from adjacent residential zone.	case by case
Hospital facilities	35' above average building elevation	case-by case

Source: City of Federal Way, 2006

1. [Parking requirement may be established through a project-specific analysis, subject to approval by the Directors of the Community Development Services and Public Works Departments.](#)

As shown in Figure 32, zoning designations in the surrounding area also correspond to comprehensive plan land use designations. Zoning designations include:

- Community Business (BC) – BC allows general retail uses and is located along Pacific Highway South, to the north and south of the City Center sub-area.
- RM 1800 – This multi-family zoning designation allows multi-family development to a maximum density of 24 units per acre. This designation is found north of the project area.
- RS 7.2 – The single-family designation allows a density of six units per acre and is the primary zoning designation for the single-family area surrounding the City Center sub-area. In addition, Steel Lake Park and Celebration Park are both zoned RS 7.2.
- RM 2400, RM 3600 – These multi-family designations allow maximum densities of 18 and 12 units per acre, respectively. These designations are found in the area south of The Commons at Federal Way. [An area of RM 2400 zoning is also found to the east of the northern CC-F zoning district.](#)



H:\PROJECTS\City_of_Federal_Way\Figures



Federal Way Planned Action EIS

Prepared by:
 Jones & Stokes

Figure 8:
Comprehensive Plan
Designations

Revisions to DEIS page 3-20

The two largest employers in the surrounding area include Weyerhaeuser and the Federal Way School District, with 3,586 and 2,885 employees, respectively (Federal Way Chamber of Commerce). Other large employers in the area with approximately 500-600 employees each include World Vision, the U.S. Post Office, and St Francis Hospital. The City of Federal Way is also a major employer in the vicinity of the project area, with 306 employees.

Alternative 1

~~As shown in Table 3-11, d~~Development through 2009 under Alternative 1 would introduce a total of 450,000 sf of new retail space, 210,000 sf of office space, 360 hotel rooms, 450 residential units, and 450 structured parking stalls.

Revisions to DEIS page 3-22

Alternative 2

The proposed increase to 145 ~~feet~~² for multi-unit structures would be equal to the current height limit for office and hotel structures in the CC-C zone and comparable to the height standard for other uses in this zone.

Impacts Common to All Alternatives

The potential for such conflict will increase with ~~greater~~ diversity and mix of uses in the project area.

3.3 Revisions to DEIS Aesthetics, Light and Glare Analysis

Revision to DEIS page 3-27

The Commons at Federal Way is the commercial anchor in the project area. The Mall is principally oriented toward S 320th Street, with surface parking area located between the primary building and the street (see Figure 12). Development consists of the primary mall facility and ~~includes one~~ outbuildings, ~~located in the northeast corner of the parking area.~~ The property is bounded along the west side by a utility easement that generally parallels South 324th Street and contains high voltage transmission lines and utility towers.

Revision to DEIS page 3-32

Example Development Area 2: Northwest quadrant of the intersection of 20th Avenue S/S 316th Street

This development area is currently ~~vacant~~ being developed by a single-story restaurant. Major retail uses surrounding this development area include Top Foods to the west, Walmart to the north and the former Toys R Us building to the east.

Example Development Area 4: West of 23rd Avenue South, at approximately S 319th Place

Development in this area includes the SeaTac Plaza, a single-story commercial complex consisting of approximately 107,400 square feet and 234,000 square feet of surface parking. The ~~future Sound Federal Way~~ Transit Center is ~~planned for~~located on the property north of the SeaTac Plaza.

Example Development Area 6: Southeast corner of The Commons at Federal Way site

This area is located in the southeast corner of The Commons at Federal Way parking lot. Development in this area consists of a paved parking area, bounded along the southern edge by the power transmission towers and power lines. Development to the east, across 23rd Avenue South consists of a small retail strip-, located above the street, behind a concrete retaining structure.

Revision to DEIS page 3-39

Views

Development of high and mid-rise buildings in the project area could result in improved views to Mount Rainier for these uses; but could also result in decreased views for the remaining low-rise buildings located near these sites and from public rights-of-ways.

3.4 Revisions to DEIS Transportation Analysis

Revision to DEIS page 3-52

Transit Services

Federal Way is served by a number of transit providers including King County Metro, Pierce County Transit, and Sound Transit. In the vicinity of the project area, there is frequent transit service with 23 routes serving the area during weekday hours with service as frequent four times per hour. Midday and Weekend service levels are lower.

The Transit Center serves the freeway-oriented bus routes King County Metro Routes ~~177, 194, and 197~~; and Sound Transit Routes 565, 574 and 577. Other transit routes at the Transit Center include King County Metro Routes 173 (starting in September 2006), 174, 181, 182, 183, 187, ~~545, 574, 577~~, 901, 903 and Pierce Transit Routes 402, 500 and 501.

The other major transit facility within the project area vicinity is the Federal Way/S 320th St Park and Ride facility at 23rd Ave S & S 323rd Street. Routes 173, 174, 177, 194 ~~and 196~~ serve the park and ride facility. Route 173 will relocate to the Transit Center in September 2006.

Revision to DEIS page 3-57

Parking Requirements

Table 3-23 describes the increase in parking requirement for the Alternative 1 above existing levels. These increases assume full development by the year 2014. The parking requirements estimate the number of spaces required for the proposed mix of uses assumed for Alternative 1 and is identical for Alternatives 1 and 2. Compared with Alternative 3, ~~4,001~~**4,334** additional spaces would be required under the City’s parking code. These spaces may be provided on the site or as part of parking structures assumed as part of future development. The actual parking requirement for an individual development may be reduced through shared parking arrangements or transportation demand management programs. This reduction could vary from 10% to 20%.

Table 3-23. Alternative 1 and 2 Parking Requirement

Land Use	Parking Code Requirement	Proposed Development ¹	Required Parking ²	Increase over Alternative 3
Civic Uses ⁴	Case by case ⁴	1000,000 sf	Unknown 333 stalls	Unknown 333 stalls
Hotel	1 per room	600 rooms	600 stalls	600 stalls
Office	1 per 300 sf	350,000 sf	1,167 stalls	819 stalls
Other ³	1 per 1000 sf	0 sf	0 stalls	0 stalls
Residential	1.7 per unit	750 units	1,275 stalls	816 stalls
Retail	1 per 300 sf	750,000 sf	2,500 stalls	1,766 stalls
Total			5,542 5875 stalls	4,001 4334 stalls

Source: Jones and Stokes Associates, 2005.

1. Assumes 2014 full build-out of planned action development envelope; please see Chapter 2.
2. These parking demands may be 10% to 20% less based on shared parking.
3. ~~3.~~ Category includes such uses as wholesale, storage, light manufacturing and other similar uses.
4. ~~Civic uses cover a wide range of potential uses, including libraries, cultural centers, community centers and others. For the purpose of this table, a parking ratio of 300 spaces/1000 square feet of building area is assumed. Actual parking requirement will depend on the type of use that is proposed.~~

Revision to DEIS page 3-69

The final mitigation improvements for the planned action would be reviewed and adopted by City Council. As identified in this study, Alternatives 1 and 2 would require no additional mitigation over actions needed for the No Action alternative. The No Action mitigation would be approximately \$2.1 million. Planned action development projects may be required to fund a proportional share of ~~the No Action Alternative~~these improvements.

Saturday Peak Hour

Table 3-29 lists ~~the potential~~ Saturday peak hour mitigation improvements. As identified in this study, the Saturday peak hour analysis assumes the completion of the PM peak hour improvements indicated in Table 3-28.

A substantial amount of the Saturday mitigation ~~would be required~~is identified for the No Action alternative. Two options are provided for construction of the northbound right turn lane at S. 320th Street and 20th Avenue S intersection. The first option relocates a proposed

sidewalk to the west of a future but permitted building, eliminating the need for a full building take. The second option purchases the building and constructs the sidewalk within the roadway right-of-way. The difference between the two options is estimated at \$2.6 million. The range of costs for the identified mitigation under the No Action alternative would be approximately \$2.5 million to \$5.2 million. Additional Saturday peak hour mitigation has been identified for Alternatives 1 and 2 ~~would require~~ with an estimated cost of \$3.2 million ~~of additional improvements~~ amounting to a total (including Alternative 3) of approximately \$5.7-\$8.4 million. The Federal Way City Council will make a determination as to whether to require mitigation for Saturday peak hour congestion as part of their review and action on the proposed Planned Action designation and ordinance.

Revision to DEIS page 3-70 through 3-71

Table 3-30. Intersection Operations by Peak Hour with Mitigation (2009)

	Alternative 3		Alternative 1		Alternative 2	
PM Peak	Mitigated		Mitigated		Mitigated	
Intersection	LOS	v/c	LOS	v/c	LOS	v/c
S 272 St & Pacific Hwy S ¹	F	1.10 ²	F	1.09 ²	F	1.09 ²
S 272 St & I-5 southbound Ramp ¹	F	1.02 ^{2*}	F	1.00 ²	F	1.00 ²
S 272 St & Military Rd S ⁴	F	1.24 ²	F	1.22 ²	F	1.22 ²
S 312 St & Pacific Hwy S	D	0.95	D	0.95	D	0.95
S 336 St & Pacific Hwy S	D	0.92	D	0.93	D	0.93
AM Peak						
S. 272 St & I-5 northbound Ramp (WSDOT)	E	1.08 ²	E	1.09 ²	E	1.09 ²
S. 272 St & Military Rd S ⁴	F	1.09 ²	F	1.10 ²	F	1.10 ²
Saturday Peak						
S 316 St & Pacific Hwy S	na ³	na ³	D	0.92	C	0.92
S 320 St & Pacific Hwy S	na ³	na ³	E	0.96	E	0.94 ²
S 320 St & 20 Av S	D	0.95	D	0.99	D	0.99
S 320 St & 23 Av S	E	0.92 [*]	E	0.92	E	0.93

Source: Mirai Associates, 2006

1. The City of Kent exempts intersections along Highways of Statewide Significance from their LOS threshold and mitigation is not proposed for these intersections.
2. Results based on HCM2000 Signals software (version 4.2f), refer to [DEIS Appendix 2](#) for additional information.
3. Meets City of Federal Way thresholds without mitigation.
4. King County requires mitigation of intersections that receive 30 trips in an hour or 20% of the proposed new trips and exceeds LOS F. Less than 2% of project trips access the King County intersection of Military road/272nd Street, therefore, mitigation is not proposed for these intersections.

Revision to DEIS page 3-73

Neighborhood Traffic Control – Development within the project area may be required to include actions to reduce the ~~impact of cut through traffic~~potential cut-through traffic impacts on residential areas surrounding City Center. Examples of neighborhood traffic control actions include: turn restrictions, speed controls, traffic enforcement, and parking restrictions.

The following ~~mitigation~~-recommended mitigation measures shall support the following *City of Federal Way Comprehensive Plan* (2003 revision) Transportation Element (Chapter 3):

3.5 Revisions to DEIS Public Services Analysis

Revisions to DEIS page 3-77

Table 3-31 shows the breakdown of the major ~~call~~-types of calls for service for each of these reporting districts.

Table 3-31. Calls for Service in City Center Project Area

Crime Type	2001		2001 2002		2003		2004		2005	
	City Center	City	City Center	City	City Center	City	City Center	City	City Center	City
Homicide	0	4	0	4	1	2	0	0	0	8
Rape	4	43	1	49	3	50	1	50	2	55
Robbery	19	128	14	124	23	125	23	121	23	153
Felony Assault	9	158	7	141	37	120	40	109	36	101
Burglary	26	521	36	677	37	672	30	759	32	793
Auto Theft	128	1179	85	206	78	3145	68	1118	126	1573
Larceny	743	3516	738	3347	743	1204	421	3257	753	3786
Arson	2	17	0	29	1	14	1	23	0	24
Total	931	5566	881	4577	923	5332	584	5437	972	6493
<u>Crime % in City Center</u>	16.73%		19.25%		17.31%		10.74%		14.97%	

Source: Federal Way Department of Public Safety, 2006

Revision to DEIS page 3-77

Table 3-32. Traffic Enforcement Activity 2005

Type of Activity	Citywide # of calls	RD76		RD74		RD48		City Center Area	
		# of calls	%	# of calls	%	# of calls	%	# of calls	%
Collisions	2,256	25	1.1	35	1.6	18	0.8	78	3.5%
Traffic Stops	13,205	35	0.2	555	4.2	96	0.7	686	5.1%
DUI Arrests	359	1	0.3	5	1.4	3	0.8	9	2.5%

Source: Federal Way Department of Public Safety, 2006.

Revision to DEIS page 3-78

Fire and EMS

Station 62 is located at 31617 1st Avenue S. and Station 64 is located at ~~3203 S. 360th~~ 3700 S 320th Street, Auburn.

Major equipment at Station 62 includes a 2002 KME Pumper, 2003 Road Rescue Aid Car, 2003 Suburban Command Vehicle, 1991 Pierce 105 foot-Aerial Ladder Truck.

Service area wide, between 2004-2005, fire calls increased by 2.7 percent, and emergency medical services increased by 4.6 percent.

Revision to DEIS page 3-79

When the City of Federal Way incorporated in 1990, there were approximately eight acres of park land available per 1,000 population. Since that time, the City has purchased additional property and developed new facilities. As of 2005, the City provided 11.79 acres of park land per 1,000 population, compared to an adopted level of service of 10.9 acres of park land per 1,000 population.

Some school facilities, such as Truman High School, located just east of the project area, are available nights and weekends for use by ~~public~~-residents.

A community center and pool at Celebration Park is ~~planned~~ currently under construction.

Revision to DEIS page 3-80

Assuming that some of these additional revenues are provided for police protection, the Federal Way Police Department concludes that it will have adequate existing and planned capacity to meet the increased demand under any of the alternatives (Brian J. Wilson, Federal Way Department of Public Safety, 2003).

Development of either of the action alternatives will result in an additional 1,770 new residents and 3,677 new employees in the City Center project area. The additional residents will result in an increased demand for 19.3 acres of new park land, according to the City's

2002 level of service goal of 10.9 acres per 1,000 population. Under Alternative 3, the 638 new residents would result in an increased demand for approximately 7 acres of park land.

Revisions to DEIS page 3-81

In the future, the City may wish to consider identification of an open space standard on level of service standard for employees.

- Coordinate with the Federal Way Parks, ~~and Recreation~~ and Cultural Services Department to identify opportunities for increased recreational open space for general public use throughout the project area, and within new development proposals.

3.6 Corrections Utilities Analysis

Revisions to DEIS page 3-81

Water

The Lakehaven Utility District provides domestic water ~~for the entire City~~ to most of the City of Federal Way, including the City Center project area. Other water service providers that serve the City include Tacoma Public Utilities and Highline Water District.

The November 1998 Lakehaven Comprehensive Water System Plan Update (CWSU) sets forth projected facility needs and standards.

Revision to DEIS page 3-82

Table 3-34. Water and Sewer Service Demand Estimates

Type of Use	Estimated Usage Units (Residential Equivalent)	Equivalent Peak Water Demand (per day)	Equivalent Sewer Discharge (per day)
Residential	1 residential equivalent (2.45 persons)	225 gallons per day (gpd)	220 <u>gpd</u>
Restaurant	3 per 1,000sf	675 gpd per 1,000sf	660 <u>gpd</u> per 1,000sf
Retail	0.2 per 1,000sf	45 gpd per 1,000sf	44 <u>gpd</u> per 1,000sf
Office	0.3 per 1,000sf	68 gpd per 1,000sf	66 <u>gpd</u> per 1,000sf

Source: Lakehaven Utility District 2003, 2006

~~Water pressure~~ Available fire flow is not a limitation in the City Center project area. For example, 10,000 gallons per minute of flow is possible at the intersection of 320th and SR 99. This amount of pressure-available fire flow is ample for a typical urban commercial center. The pressure boundary is located within the City Center along 320th. The pressure zone boundary allows large water consumption in one area (i.e., north of 320th) not to affect ~~water pressure~~ available fire flow to other areas (i.e., south of 320th).

A portion of the District's water supply and storage program includes ASR (Aquifer Storage and Recovery). This program includes: direct recharge of reclaimed groundwater, natural recharge of potable aquifers, discharge of reclaimed water to wetlands, ~~commercial reuse~~, and landscape irrigation of reclaimed water. ~~The ASR storage pond is currently undergoing~~

~~review and will have a 50 MGD capacity. The District's underground Aquifer Storage and Recovery program is currently undergoing review and will have a capacity up to 50 MGD.~~ This storage facility is expected to be fully functional by 2024.

~~Two new pump stations will be added at 1st Ave and the BPA right-of-way, and 44th Ave S and the BPA right-of-way (east of Military Road). Both of these stations are expected to be up and running by 2005.~~

Revisions to DEIS pp. 3-82 - 83

Sewer

The Lakehaven Utility District also provides sewer service to most of the City of Federal Way, including the City Center project area. The other sewer service provider in the City is the Midway Sewer District.

The trunk system collects wastewater from drainage basins and conveys it to the applicable treatment plant primarily by gravity flow.

~~Two new pump stations will be added at 1st Ave and the BPA right-of-way, and 44th – and the BPA right-of-way (east of Military Road). Both of these stations are expected to be up and running by 2005.~~

Revision to DEIS page 3-85

Long Range-range plans for the years 2008-2009 call for installation of a 16" STW High Pressure supply main from Auburn Valley to the Star Lake area, and the route is still in the planning stage.

Wireless Networks

The Federal Way area is currently served with wireless service by Qwest, AT&T Wireless, AirTouch Verizon Wireless, GTE, Sprint, Nextel, Metricom, and VoiceStream. All of these technologies use a line-of-sight radio signal transmitted and received by antennas.

Chapter 4

Comments and Responses

Chapter 4 of this Final EIS contains written and verbal comments provided on the Draft EIS during the EIS comment period. The comment period for the Draft EIS extended from June 26 to July 25, 2006. Written comments received during this period, as well as comments received at the July 13, 2006 public meeting are included in this Chapter. Responses to comments follow the comments section.

4.1 Public Comments

Public comments received during the comment period include the following:

Letters		
Letter Number	Date of Comment	Author
Public Agencies		
1	July 19, 2004	King County Department of Transportation (Gary Kriedt)
2	July 3, 2004	Lakehaven Utility District (Bert Ross and Don Perry)
Citizens		
3	July 15, 2006	H. David Kaplan

July 22, 2004 Public Hearing Comments		
Comment Number	Date	Author
1 - 13	July 13, 2006	H. David Kaplan



King County Department of Transportation
 Metro Transit Division, Design & Construction Section
 Environmental Planning and Real Estate, MS KSC-TR-0431
 201 South Jackson Street
 Seattle, Washington 98104-3856
 (206) 684-1418 FAX: (206) 684-1900

July 19, 2006

Patrick Doherty, Director of Economic Development
 PO Box 9718
 Federal Way, WA 98063-9718

Subject: City Center Planned Action Draft EIS

Dear Mr. Doherty:

1 King County Metro Transit staff reviewed the Draft EIS for the City Center Planned Action, and we have the following comments. The Alternative 1 action alternative may be preferred, from a transit standpoint, as it does suggest denser development, including additional multifamily residential, in the vicinity of 320th Street and near the new Transit Center located at 23rd Avenue S/S 317th Street. Under this development alternative, trip-making by transit into this area would be a more attractive option. The new Transit Center was sited here in part to help facilitate the development of this area around the future Federal Way City Center.

The description of transit routes in the Transit Services section (Section 3.4 Transportation, page 3-52) has a few minor errors:

2 Second paragraph, page 3-52 - The Transit Center is served by freeway-oriented Metro Routes 194 and 197 (not 177) and South Transit Routes 565, 577 (and 574). Other transit routes at the Transit Center include Metro routes 173 (starting in September '06), 174, 181, 182, 183, 187, 901, and 903, and Pierce Transit routes 402, 500, and 501.

Third paragraph, page 3-52 - Metro's Federal Way 320th Park & Ride lot is served by 173*, 174, 177, and 194 (not 196). *Note that the 173 will relocate to the Transit Center in September '06.

3 Bus stops should be identified on document diagrams where appropriate. All bus stops in the area that don't have shelter footings, pedestrian lighting and ADA 'landing pads' will eventually need to be upgraded to include those elements. We would appreciate your adding those elements to individual project reviews, as appropriate.

Thank you for the opportunity to comment on this proposal.

Sincerely,

Gary Kriedt
 Senior Environmental Planner

"Don Perry" <DPerry@lakehaven.org> 7/3/2006 4:13 PM >>>

Patrick here are Lakehaven's comments on the above listed subject. The changes are offered below in Bert Ross's email to me.

From: Bert Ross

Sent: Monday, July 03, 2006 4:01 PM

To: Don Perry

Cc: Wes Hill

Subject: City of Federal Way's City Center Planned Action Draft Environmental Impact Statement (DEIS) - Lakehaven Impacts

Don,

In response to your request, I reviewed relevant portions of the above-referenced document to determine the reasonableness of the impacts on the water and sewer systems that they describe as resulting from the City's proposed long-term land use development of the City Center bounded by South 312th Street, South 324th Street, Pacific Highway South, and 23rd Avenue South. I re-scanned the relevant portions of this 136-page DEIS and am attaching it to this e-mail.

I note the following need to be changed to:

- 1 | 1) Page 3-81, Section 3.6 "Utilities/ Affected Environment/Water", first paragraph, first line:
Lakehaven provides water service to most, but not all, of the City of Federal Way territory. Other water service providers in the City are Tacoma Public Utilities and Highline Water District.
- 2 | 2) Page 3-81, Section 3.6 "Utilities/ Affected Environment/Water", second paragraph, first line:
The name of the cited document is "...Lakehaven Comprehensive Water System Plan Update..."
- 3 | 3) Page 3-82, Section 3.6 "Utilities/ Affected Environment/Water", Table 3-34, fourth column:
The "gpd/ gallons per day" units of measure should be inserted for the equivalent sewer discharge figures.
- 4 | 4) Page 3-82, Section 3.6 "Utilities/ Affected Environment/Water", second paragraph, first, third, and fifth lines:
The words "pressure" and "water pressure" are not used in the correct context; the words "available fire flow" are more aptly intended here.
- 5 | 5) Page 3-82, Section 3.6 "Utilities/ Affected Environment/Water", second paragraph, third and fourth lines:
The term "pressure boundary" should be changed to "pressure zone boundary."

- 6 | 6) Page 3-82, Section 3.6 "Utilities/ Affected Environment/Water", third paragraph, third line:
"Commercial reuse" is not part of the District's ASR program. Water reuse and reclamation is a separate program.
- 7 | 7) Page 3-82, Section 3.6 "Utilities/ Affected Environment/Water", third paragraph, fourth line:
To make it perfectly clear, the third sentence should read: "The District's underground Aquifer Storage and Recovery program is currently undergoing review and will have a capacity up to 50 MGD."
- 8 | 8) Page 3-82, Section 3.6 "Utilities/ Affected Environment/Sewer", fifth paragraph, first line:
Lakehaven provides sewer service to most, but not all, of the City of Federal Way territory. The other sewer service provider in the City is Midway Sewer District.
- 9 | 9) Page 3-83, Section 3.6 "Utilities/ Affected Environment/Sewer", first partial paragraph, first line:
The sentence that starts on the previous page should read: "The trunk system collects wastewater from drainage basins and conveys it to the applicable treatment plant primarily by gravity flow." It should not be implied that all of the sewage flow generated within Lakehaven's sewer service area is conveyed to a single treatment plant.
- 10 | 10) Page 3-83, Section 3.6 "Utilities/ Affected Environment/Sewer", third full paragraph, fourth and fifth lines:
The two pump stations cited are water facilities, rather than sewer facilities.
- 11 | 11) Page 3-86, Section 3.6 "Utilities/ Impacts/ Water and Sanitary Sewer Service", second paragraph, sixth through ninth line: We acknowledge that the projected flow impact on the water and sewer systems under the "worst case" scenarios identified are 0.38 MGD and 0.38 MGD, respectively (a relatively small impact indeed).
- 12 | 12) Page 4-2, Section 4.2 "Personal Communications", second citation:
Stan French is Lakehaven's Water Quality/Production Engineer, not the General Manager.

Comments are due back to Patrick Doherty of the City by July 25.

Bert

Federal Way City Center DEIS-Water & Sewer Portion 6-06.pdf

July 15, 2006

TO: Patrick Doherty
FROM: H. David Kaplan

CC: Derek Matheson

RE: City Center Planned Action EIS

I have reviewed this 89 page document, subsequent to our meeting on July 13. My approach to reading it was to seek CLARITY, CONSISTENCY and ACCURACY. I did not check tabulations in tables; that's for the specialists to do. I did not include remarks on accepted journalistic procedure (like numbers under ten being written out), since there was too much nit-picking involved. I also assumed certain acronyms were immediately understood without being written out (SEPA, EIS, RCW et al). But others should be spelled out the first time they are used. Therefore, listed below are my suggestions for clarity, consistency and accuracy.

- 1 | Page 1-3. This is the first time CO is used for Carbon Monoxide. The gaseous chemical should be written out in words.
- 2 | Page 1-4. Even though NOx and PM10 are defined on pages 3-1 and 3-2, they should be written out here as Oxides of Nitrogen and Particulate Matter smaller than 10 microns. NAAQS should be written out as National Ambient Air Quality Standards and PSCAA should be written out as Puget Sound Clean Air Authority.
- 3 | Page 1-5. Only structured parking is mentioned in this table. Won't surface parking be allowed?
- 4 | Page 1-7. Visual Character. End of first sentence I assume should be "center", not "cent." Light and Glare. "Streetlights" should be two words.
- 5 | Page 1-11. Park and Recreation LOS. "Parkland" needs to be two words. (This is true throughout the document and will be noted elsewhere where appropriate). Clarify that the additional 19.3 acres of park land needed due to the development in this area is to be fulfilled throughout the city, not just in the Planned Area?
- 6 | Page 1-12. Mitigation Measures. "CPTED" should be spelled out. Even I don't know what it is!
3.6 Water and Sewer. Third sentence needs a "3" put in after "Alternative" and before "is".
3.6 Energy. This is the first time PSE is used. Spell it out.
- 7 | Page 1-13. Transportation. This is the first time "TDM" is used. Spell it out.
- 8 | Figure 1. The proper name is Lake Dolloff, not Dolloff Lake.

- 9 | Page 2.6 First paragraph under bullets, third line. Why is “c” in brackets: [c]?
- 10 | Page 3.2 Table 3-1. Add CO after Carbon Monoxide, since that is how you refer to the gaseous chemical on page 3.3 and this addition adds clarification.
Should “Nitrogen Dioxide” in the table be “Oxides of Nitrogen” for consistency?
- 11 | Page 3.3 Transportation. Delete “Washington” from Clean Air Washington Act for correct title.
- 12 | Page 3.6 Three paragraphs from the bottom.” Carbon Monoxide (CO)” is redundant, since the identification has already been spelled out. You could just say “CO”.
- 13 | Page 3-13. Review the numbers for Vacant and Redevelopable Land based on our July 13 discussion.
- 14 | Page 3-20. Why isn’t the City of Federal Way included in the listing of Large Employers? The designation should be included for p.r. and perspective reasons. If the City doesn’t have 500 employees (and I don’t think we do), then change the parameters so that we are included.
- 15 | The last paragraph on the page, under Alternative 1, wording refers to Table 3-11 as showing square feet of office space. Table 3-11 is actually Population and Employment Projections. No mention is made of square feet of anything.
- 16 | Page 3-22. Land Use Capability. Alternative 2 refers to 145’; delete quote and insert “feet”.
- 17 | Page 3-27. Why does the report say that there is only ONE outbuilding on the Mall property? Isn’t WAMU’s building considered an “outbuilding”? There is an omission of the four new building pads on the 320th side of the Mall. Perhaps by the time this document is printed, the Mall will let us say who will be building there, or at least the generic type of structure (bank, restaurant etc.).
- 18 | Page 3-32. Example Development Area 2. All of the site is not vacant, since a new restaurant is currently being built at the 316th street end. TOYS R US is no longer across the street.
- 19 | Example Development Area 4. Sound Transit Center is an incorrect name. It is the Federal Way Transit Center. (The sign above the driveway says so!) And, the Center is not “planned”, it is “recently built”, or “was opened in 2006”.
- 20 | Example Development Area 6. Next to last line. “Small retail strips”. That is plural and wrong. There is only one strip on the site.
- 21 | Page 3-46. Second paragraph from the bottom. “I-5 has five travel lanes north of S 320 Street and four lanes south of S 320 Street...” Will this change after all the road work is completed?

- 22 | Page 3-47. “272 Street...connects Pacific Highway South to Interstate 5 and SR-516”. Where
is the SR-516 connection?
- 23 | Pages 3-66, 3-71, 3-72, 3-73. Why print *City of Federal Way Comprehensive Plan* in italics?
- 24 | Page 3-76. Fourth paragraph down. Should “Part 1 Crimes” be “Priority 1 Crimes”?
In Footnote 1, the first listing is “Priority E” with “Emergency” directly below.
This is confusing and possibly redundant.
- 25 | Page 3-77. Table 3-31. The second column heading should be 2002, not 2001.
- 26 | Page 3-78. End of first paragraph. Isn’t Fire Station 64 on S. 320th, not S. 360th?
End of third paragraph. Pierce 105’ should be Pierce 105 foot.
Three lines from the bottom of the page: space needed between “2.7” and “percent”.
- 27 | Page 3-79. Second, third and fourth line of Parks and Recreation. “Parkland” should be two
words. Next to last paragraph, last line. Delete “public” before “residents”. Last
line of Parks and Recreation: change to “A Community Center and Pool at
Celebration Park is currently under construction”. Delete “is planned”.
- 28 | Page 3-80. Three lines from the end of Police commentary. Should there be a period after the
middle initial in Brian J. Wilson’s name?
- 29 | Under Parks and Recreation, change “parkland” in third and fifth line to two words.
- 30 | Last sentence of the page. Insert “an” after “of” and before “open space standard”.
- 31 | Page 3-81. Second bulleted item. Correct department name is Parks, Recreation and Cultural
Services Department.
- 32 | Page 3-82. I am confused. In one area the document talks about an average of 214 gallons
consumption and then shortly after 225 gallons consumed. This needs to be
clarified.
- 33 | Page 3-83. Two lines above Electricity heading. 44th what (Street, Drive, Place, Road, Court,
Avenue)?
- 34 | Page 3-84. Third paragraph down. End of second line. Enchanted what (Parkway, Village etc.)?
- 35 | Page 3-85. Third line down. Why is the “r” in Range, capitalized?
Telecommunications and Wirelesss Networks. Is Air Touch still in business? I
thought that company was bought by Vodaphone or Verizon.

**City of Federal Way
City Center Planned Action Draft EIS**

**Meeting Summary
Draft EIS Public Meeting**

The meeting began at 5:00 PM on July 23, 2006 at the City of Federal Way City Hall Council Chambers. Staff inattendance were Patrick Doherty and Rick Perez from the City of Federal Way and Deborah Munkberg from Jones & Stokes.

Deborah Munkberg provided a short overview of the proposal and findings of the Draft EIS.

H. David Kaplan, 30240 27th Avenue South, Federal Way, provided the following comments:

1 | Mr. Kaplan asked why the entire Core and Frame areas were not included as the project area? Patrick Doherty explained that the City selected the area with the greatest potential for redevelopment as the project area.

2 | Mr. Kaplan noted that at a recent King County Library System meeting, there was discussion of purchase of an office property next to the 320th library. He observed that the project area for the Planned Action EIS does not include this site and was concerned about whether not being included in the Planned Action area would create a difficulty for redevelopment of that site. Mr. Doherty confirmed that was correct and said that the benefit of a planned action designation would be greatest for larger projects, rather than small individual office projects.

3 | Mr. Kaplan stated that the City should provide information to the public on the boundaries of the project area and should look for ways to get information about the benefits of the planned action designation to developers.

4 | Mr. Kaplan stated that he preferred Alternative 2 to Alternative 1. He noted that the lowest elevation of the project area is south of South 320th Street and rises to the northern boundary of the project area. He stated that buildings should stair-step up the hill, with taller buildings located on the properties to the north, which have views to the south, including Mount Rainier. He would prefer to allow development to spread out rather than concentrate along South 320th Street. He stated that Alternative 2 would permit more variety, balance the density better, provide more open space for development, and result in more dispersed transportation impacts.

5 | Mr. Doherty explained that the northern portion of the project area is actually in the City Center Frame, rather than the Core and that building height limits are lower in the Frame than in the Core. Mr. Kaplan stated that should be considered as a change. Mr. Doherty acknowledged the comments, stating that it was a policy issue that has been raised in other settings, but is not part of the proposal for this EIS.

6 | Mr. Kaplan reiterated his preference for Alternative 2. Mr. Doherty stated that the purpose of the alternatives in the EIS was to bracket the range of possible future scenarios and that either scenario could potentially occur in the future. Mr. Kaplan stated

that, if that's the case, then the designation of "alternatives" was confusing and should be clarified in the EIS.

7 Mr. Kaplan asked about the mitigation measure that calls for an additional right turn lane from 20th onto South 320th, specifically about the building that was recently built at this location? Mr. Perez stated that a new sidewalk would have to be routed around the building.

7 Mr. Doherty noted that this mitigation measure is intended to address Saturday peak hour conditions. Historically, the City has not collected mitigation for the Saturday peak, but has focused on the PM peak hour. Mr. Doherty stated that this does not mean that the City won't mitigate for the Saturday peak hour, but that that policy decision has not been made yet.

8 Mr. Kaplan asked about the mitigation measure calling for an additional right turn lane from 23rd South onto South 320th, specifically the sidewalk in this location? Mr. Doherty stated that the sidewalk would have to be replaced.

9 Mr. Kaplan asked what is the open space requirement for mixed use? Mr. Doherty summarized recent zoning code changes in the Core. He said that open space is required to gain additional height, for example from 95' to 145" under the current Code.

9 Mr. Kaplan asked what type of open space is permitted? Mr. Doherty responded that open space is whatever would work in the location, including paved plazas and landscaped areas.

10 Mr. Kaplan asked how mixed use would be considered, as residential or office in terms of which height limit would apply? Mr. Doherty responded that the commercial base would be governed by commercial standards and the residential floors above would be considered residential.

Mr. Doherty noted that for residential uses, there is a requirement of 200 sf of open space per unit. He said that this could be provided either as public open space, or as private open space, including private workout rooms in residential buildings, rooftop gardens, balconies and other similar features.

11 Mr. Kaplan identified corrections needed to Figure 7 and asked how "redevelopable" properties were identified. Ms. Munkberg stated that is based on the City's Buildable Lands methodology, which considers property to be redevelopable if the structure is valued at 50% or less of the property value according to the King County Assessor's office. Mr. Kaplan stated that should be more clearly stated in the EIS. Mr. Doherty commented that the City will consider local knowledge in addition to this methodology in revising this figure for the Final EIS. Mr. Kaplan specifically asked whether the former Toys R Us and Target buildings would now be considered redevelopable sites. Mr. Doherty and Ms. Munkberg indicated that they would consider those sites as potential "redevelopable" sites for these purposes. Mr. Kaplan also indicated that two sites indicated as "vacant" in Figure 7 were now developed or under development: the Woodstone Credit Union site on 316th and the Original Roadhouse Grill site at 316th and 20th Ave.

12 | Mr. Kaplan noted that the Federal Way Transit Center label should be removed in Figure 8.

13 | Mr. Kaplan stated that he intended to review the document more fully and provide written comment to the City by the July 25 deadline for written comment.

The meeting ended at 6:00 pm.

4.2 Responses to Comments

Comment Letters	
Comment Number	Response
Letter 1: King County Department of Transportation	
1	Your preference for Alternative 1 is noted. Please see the updated text in Chapter 2 of this FEIS that clarifies that the action alternatives are provided in the EIS for purpose of comparison and analysis. Adoption of a planned action designation by the City would apply to the project area as a whole; adoption of a specific action alternative is not necessary for implementation of the proposal.
2	The transit route corrections that you note have been inserted in Section 3.4, Chapter 3 of this FEIS.
3	Your comments are acknowledged. The City will work with development project applicants to ensure that the bus stop information that you refer to is included in individual project reviews as appropriate.
Letter 2: Lakehaven Utility District	
1	The service provider correction that you provided has been inserted in Section 3.6, Chapter 3 of this FEIS.
2	The correction to the document title that you provided has been inserted in Section 3.6, Chapter 3 of this FEIS.
3	The insertion of "gpd/gallons per day" to Table 3-34 that you recommend is shown Section 3.6, Chapter 3 of this FEIS.
4	The phrase "available fire flow" has been inserted per your comment, please see Section 3.6, Chapter 3 of this FEIS.
5	"Pressure zone boundary" has been inserted in place of "pressure boundary" per your comment, please see Section 3.6, Chapter 3 of this FEIS.
6	Reference to commercial reuse has been deleted, see Section 3.6, Chapter 3 of this FEIS.
7	The referenced sentence has been re-worded per your comment, see Section 3.6, Chapter 3 of this FEIS.
8	The service provider correction that you provided has been inserted in Section 3.6, Chapter 3 of this FEIS.
9	The correction that you provided has been inserted in Section 3.6, Chapter 3 of this FEIS. This correction clarifies that Lakehaven treats sewer effluent in more than a single treatment plant.
10	The text that you refer to has been shifted to the correct location in the discussion of domestic water service, please see Section 3.6, Chapter 3 of this FEIS.
11	Your comments are acknowledged.
12	Mr. French's correct title has been inserted in Chapter 3 of this FEIS.
Letter 3: H. David Kaplan	
1	Carbon monoxide has been written out adjacent to the acronym CO. Please see FEIS Chapter 1.
2	Nitrogen dioxide, particulate matter smaller than 10 microns, National Ambient Air Quality Standards, and Puget Sound Clean Air Authority have all been written out next to their acronyms. Nitrogen dioxide is used in place of oxides of nitrogen as the term commonly used and understood by the lay reader.

Comment Letters	
Comment Number	Response
3	Structured parking is included as an element of the Proposed Action, which is why it is called out specifically in Table 1-1. Surface parking will continue to be permitted in the City Center project area, but is not identified as a specific type of development because it is not an element of the Proposed Action.
4	The typographical error that you note has been corrected. "Streetlights" has been divided into two words, "street lights." Please see Chapter 1 of this FEIS.
5	The term "parkland" has been divided into two words, "park lands" here and elsewhere in the document. Please see Chapters 1 and 3 of this FEIS.
6	Crime prevention through environmental design and Puget Sound Energy have been spelled out next to their acronyms. The typographical error that you note has been corrected. Please see Chapter 1 of this FEIS.
7	Transportation demand management has been spelled out next to the acronym. Please see Chapter 1 of this FEIS.
8	The name of Lake Doloff has been corrected in Figure 1 of this FEIS.
9	The "c" is in brackets because it is lower case and the text that it is extracted from is in upper case. The brackets are a convention intended to show that the quote was modified from the original source.
10	The acronym for carbon monoxide has been added, please see Section 3.1, Chapter 3 of this FEIS. Nitrogen Dioxide has been left as is because it is a term that is in more common use than oxides of nitrogen and more likely to be understood by the lay reader.
11	The title of the Clean Air Act has been corrected, please see Section 3.1, Chapter 3 of this FEIS.
12	The acronym CO has been inserted in place of carbon monoxide, please see Section 3.6, Chapter 3 of this FEIS.
13	The vacant and redevelopable land information has been updated. Please see Section 3.2, Chapter 3 of this FEIS.
14	The City of Federal Way has been inserted as a major employer. Please see Section 3.2, Chapter 3 of this FEIS.
15	The reference to Table 3-11 has been deleted. Please see section 3.2, Chapter 3 of this FEIS.
16	The measurement "feet" has been written out, see Section 3.2, Chapter 3 of this FEIS.
17	The correction to the number of outbuildings on the Mall property has been inserted in Section 3.2, Chapter 3 of this FEIS.
18	Updated information for Example Development Area 2 has been inserted, see Section 3.3, Chapter 3 of this FEIS.
19	Updated information for Example Development Area 4 has been inserted, see Section 3.3, Chapter 3 of this FEIS.
20	Updated information for Example Development Area 6 has been inserted, see Section 3.3, Chapter 3 of this FEIS.
21	According to the Federal Way Department of Public Works, the final lane configuration has not been finalized.
22	272 nd Street connects to SR 516 approximately 5 miles to the east of I-5 on the east side of Kent.
23	Italics were used as a convention in the DEIS to denote the titles of documents.

Comment Letters	
Comment Number	Response
24	"Part 1 Crimes" is the term provided by the City of Federal Way Police Department. The word "emergency" in Footnote 1 is intended to clarify the meaning of "Priority E."
25	The correction that you provided has been inserted in Section 3.6, Chapter 3 of this FEIS.
26	As you note, the correct address for Fire Station 64 is 3700 South 320 th Street, Auburn. This and the remaining corrections that you note in this comment have been inserted in Section 3.5, Chapter 3 of this FEIS.
27	The word "parkland" has been revised to "park land" in the noted locations. The word "public" has been deleted as suggested and the referenced sentence has been changed to state that the community center and pool at Celebration Park are currently under construction. Please see Section 3.5, Chapter 3 of this FEIS.
28	The punctuation correction that you note has been inserted, see Section 3.5, Chapter 3 of this FEIS.
29	The word "parkland" has been revised to "park land" in the noted locations.
30	The grammatical correction that you noted has been inserted in Section 3.5, Chapter 3 of this FEIS.
31	The correction to the name of the Parks, Recreation and Cultural Services Department has been inserted in Section 3.5, Chapter 3 of this FEIS.
32	Please see DEIS, page 3-82. In the Federal Way area, the average daily consumption per residential equivalent is 214 gallons. This compares to 225 gallons per day per residential equivalent during peak periods. The difference between the two numbers is the difference between average and peak period use.
33	The reference has been corrected to read 44 th Ave S. Please see Section 3.5, Chapter 3 of this FEIS.
34	"Enchanted" is the full name of the future distribution substation planned by Puget Sound Energy.
35	Capitalization has been corrected and the reference to AirTouch has been corrected to Verizon Wireless. Please see Section 3.6, Chapter 3 of this FEIS.

Public Hearing	
Comment Number	Response
1	As noted in the meeting summary, the City selected a portion of the City Center sub-area judged to have the greatest potential for redevelopment.
2	Comments are acknowledged.
3	Comments are acknowledged.
4	Comments regarding preference for Alternative 2 are acknowledged. Please see the updated text in Chapter 2 of this FEIS that clarifies that the action alternatives are provided in the EIS for purpose of comparison and analysis. Adoption of a planned action designation by the City would apply to the project area as a whole; adoption of a specific action alternative is not necessary for implementation of the proposal.
5	Comments regarding building heights in the City Center Core and Frame are acknowledged.

Public Hearing	
Comment Number	Response
6	Comments regarding preference for Alternative 2 are acknowledged. Please see the updated text in Chapter 2 of this FEIS that clarifies that the action alternatives are provided in the EIS for purpose of comparison and analysis. Adoption of a planned action designation by the City would apply to the project area as a whole; adoption of a specific action alternative is not necessary for implementation of the proposal.
7	Question regarding the mitigation measure calling for an additional right turn lane from 20 th Ave S to S 320 th St is acknowledged. As noted in the meeting summary, a new sidewalk would have to be routed around the building. As also noted, this measure would mitigate for Saturday impacts, which is a policy decision yet to be made by the City.
8	Question regarding the mitigation measure calling for an additional right turn lane from 23 rd Ave S to S 320 th Ave is acknowledged. As noted in the meeting summary, the sidewalk would have to be replaced.
9	Questions and comments regarding open space requirements for residential uses in the Core are acknowledged.
10	The question regarding how mixed use is considered for purposes of open space requirements is acknowledged. As noted in the meeting summary, the portion of a mixed-use building that is residential would be considered residential.
11	Comments regarding corrections to DEIS Figure 7 are acknowledged and have been inserted in Section 3.2, Chapter 3 of this FEIS.
12	The Federal Way Transit Center label has been removed from Figures 2 and 8. Please see revised figures in this FEIS.
13	Please refer to comments and responses to Letter #3.

Chapter 5

References

5.1 Printed References

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5.2 Personal Communications

Ausburn, Mary. Puget Sound Energy. Personal communication with Jamie Burrell of Jones & Stokes, Oct 1, 2003.

French, Stan. Lakehaven Utility District, ~~General Manager~~ Water Quality/Production Engineer. Personal communication with Evan Nelson of Jones & Stokes, 2006.

Gaspard, Grant. South King County Fire and Rescue. Personal communication with Evan Nelson of Jones & Stokes, 2006.

Landon, Michelle, Crime Analyst, Federal Way Department of Public Safety. Personal Communications with Evan Nelson of Jones & Stokes, 2006

McGourty, Kelly. 2005. Puget Sound Regional Council. MOBILE6.2 CO emission factors e-mailed to Jim Wilder of Jones & Stokes .

Sanders, Betty. City of Federal Way Parks and Recreation. Personal communication with Evan Nelson of Jones & Stokes, 2006.

Wilson, Brian, Deputy Chief. Federal Way Police Department. Personal communication with Jamie Burrell of Jones & Stokes, Oct 7, 2003. Letter transmittal Nov. 4, 2003.

Appendix 1
Distribution List

Distribution List

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* WA ST DEPT OF TRANSPORTATION -- PO BOX 47331 310 MAPLE PARK AVENUE SE, OLYMPIA, WA 98504-7331
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CITY OF FEDERAL WAY
CITY CENTER PLANNED ACTION EIS

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- WA STATE SUPERINTENDENT OF PUBLIC INSTR – PO BOX 47200, OLYMPIA WA 98504

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- KING COUNTY OFFICE OF CABLE COMMUNICATION -- 700 FIFTH AVENUE, SUITE 2300 SEATTLE, WA 98104
- COMCAST CABLE -- 2200 N 30TH ST TACOMA WA 98403
- * LAKEHAVEN UTILITY DISTRICT -- 31627-1ST AVENUE SOUTH • P.O. BOX 4249 • FEDERAL WAY, WA 98003
- QWEST -- 2001 6TH AVE SEATTLE WA 98121-2855
- PUGET SOUND ENERGY -- 10885 NE 4TH STREET P.O. BOX 97034 BELLEVUE WA 98004
- TACOMA PUBLIC UTILITIES, 3628 S 35TH STREET, TACOMA WA 98409

CITY COUNCIL & COMMISSIONS

- * FEDERAL WAY CITY COUNCIL (7 COPIES) 33325 8TH AVE S PO BOX 9718, FEDERAL WAY, WA 98063-9718
- FEDERAL WAY PARKS AND RECREATION COMMISSION 33325 8TH AVE S PO BOX 9718, FEDERAL WAY, WA 98063
- * FEDERAL WAY PLANNING COMMISSION (8 COPIES) 33325 8TH AVE S PO BOX 9718, FEDERAL WAY, WA 98063-9718

NEWSPAPERS

- DAILY JOURNAL OF COMMERCE – 83 COLUMBIA STREET, SEATTLE WA 98104
- FEDERAL WAY MIRROR, 1414 S. 324TH ST, SUITE B210, FEDERAL WAY, WA 98003
- FEDERAL WAY NEWS, 14006 1ST AVENUE SOUTH SUITE B BURIEN WA 98168
- SOUTH COUNTY JOURNAL – 600 WASHINGTON AVE SOUTH, KENT WA 98032
- SEATTLE POST INTELLIGENCER – 101 ELLIOTT AVE WEST, SEATTLE WA 98119
- SEATTLE TIMES – PO BOX 70, SEATTLE WA 98109
- NEWS TRIBUNE – 1950 SOUTH STATE STREET, TACOMA WA 98405

ORGANIZATIONS

- FEDERAL WAY CHAMBER OF COMMERCE, P.O. BOX 3440 FEDERAL WAY, WA 98063
- MASTER BUILDERS OF KING AND SNOHOMISH COUNTIES, 335 116TH AVE SE, BELLEVUE WA 98004

INDIVIDUALS

- * H. DAVID KAPLAN, 30240 27TH AVE SOUTH, FEDERAL WAY 98003