



**FILE**

DEPARTMENT OF COMMUNITY DEVELOPMENT SERVICES  
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## **Addendum No. 3 to the 2006 City of Federal Way City Center Planned Action Final Environmental Impact Statement (EIS)**

**Name of Proposal:** City Center Planned Action EIS: Building Height and TIF Addendum  
**City File:** 10-102692-00-SE  
**Final EIS:** Became effective September 8, 2006  
**Addendum 1:** Issued on February 8, 2008  
**Addendum 2:** Issued on April 2, 2010  
**Description of Proposal:** Amendments to the above-referenced EIS to modify Alternative 1 to allow for multi-unit buildings in excess of 200 feet when increased height does not result in increased floor area ratio and overall intensity of development; and  
  
Amendments to traffic mitigation in the above-referenced EIS replacing the pro-rata share traffic mitigation identified in the EIS with Traffic Impact Fee (TIF) system since adopted in FWRC 19.91, and validating the applicability of the plan as required by the Planned Action Ordinance.  
  
**Applicant:** City of Federal Way  
**Location:** City Center Planned Action Area  
**Lead Agency:** City of Federal Way  
**Staff Contact:** Senior Planner Janet Shull, 253-835-2644

### **Description of Addendum No. 3**

This addendum clarifies the potential for development under the City Center Planned Action EIS to exceed the 200-foot height limit presented in Alternative 1. The City has found that additional building height may be considered when the overall intensity of the proposed development is less than or equal to that of a building that could be built under the existing development and design guidelines. An example is that a taller building may be permitted when the overall square footage or unit count is less than or equal to that of a building that could be built per the 200-foot height limit standard. Essentially, this results in taller but skinnier building towers.

This addendum also amends the traffic mitigation identified in the EIS and replaces it with the Traffic Impact Fee (TIF) system that was adopted subsequent to the adoption of the City Center Planned Action EIS. There is no significant difference between the mitigation originally identified in the EIS and that assessed via the TIF.

In the time period following the effective date of the City Center Planned Action EIS (February 8, 2006), there has been minimal development activity within the designated planned action area. Therefore, the land use development thresholds identified in the Planned Action EIS and related vehicle trip thresholds are still valid, and there is sufficient capacity remaining to accommodate development anticipated for the area.

No new or substantially different significant adverse impacts are anticipated to any of the elements of the environment discussed in the EIS. While not deemed new or substantially different significant adverse impacts, the following is a description of some changes in impacts disclosed in the EIS:

*Air Quality* – No change.

*Land Use* – No change in overall development intensity because taller buildings are only covered by the EIS when the overall floor area ratio and building program does not exceed what could be allowed for a project adhering to the 200-foot height limit. Regarding land use compatibility, no new or substantially different mix of land uses is anticipated.

*Aesthetics, Light, and Glare* – Taller, skinnier buildings would result in taller built forms on the city skyline, resulting in a greater sense of transition from existing low-scale built forms. Future development of mid- and high-rise scale will serve to mitigate the initial transition. The thinner profile of buildings taking advantage of this height modification would result in less bulky built forms that could block views less and cast less broad shadows. Cumulative view blockage and shadow casting from multiple towers on one site or in proximity would be less, although shadows would reach longer distances. The administrative design review function inherent in administering this height modification allows for design interventions that could help minimize the visual impact of upper-level bulk (such as upper-level setbacks, tapering, change to lighter materials or increased glazing, etc.). The only changes to light and glare impacts would be that sources of light and/or glare could reach higher into the sky.

*Transportation* – The Planned Action will be able to accommodate future growth through 2014. The Planned Action, as adopted, has approximately 5,087 PM peak hour trips in reserve capacity through at least 2014. A significant portion of the capacity is still available to accommodate future development as the overall development within the Planned Action area has not occurred as anticipated. Furthermore, a traffic analysis comparing traffic volume from 2006 to 2010 at key intersections within the Planned Action area indicate a decrease in overall traffic volume of 8 percent from the year 2006.

The traffic impact fee (TIF) program, adopted by Council under Ordinance 09-627 and codified into code under FWRC 19.91, would replace the established pro-rata mitigation fee of \$2,827 per PM vehicle trip identified in Exhibit B to Ordinance 07-547, the Planned Action adoption ordinance. This would create a more systematic way for applying the fees, and provide predictability for the developers. All projects used to establish the pro-rata share mitigation fee in the Planned Action are either completed or included in the project list used to derive the impact fee rate. This policy complies with the state's *Growth Management Act* (GMA) intent that new growth would pay a proportionate share of the cost of new facilities needed to serve the new growth and also mitigate the adverse impact of future development within the Planned Action area.

*Public Services* – No change in system-wide impacts. Taller buildings may require more supplementary pumping and/or storage systems for water flow than shorter buildings to aid in supplying water to fire suppression systems. Fire District review of building plans ensures adequate fire suppression plans whether the buildings are taller or not.

*Utilities* – No change.

**NOTE:** There is no comment period for this addendum.

*Responsible Official:* Greg Fewins, Director of Community Development Services  
33325 8<sup>th</sup> Avenue South, PO Box 9718, Federal Way, WA 98063-9718

*Signature:*  \_\_\_\_\_

*Date Issued:* November 3, 2010