



CITY HALL
33325 8th Avenue South
Federal Way, WA 98003-6325
(253) 835-7000
www.cityoffederalway.com
Jim Ferrell, Mayor

Mr. Eric LaBrie
ESM Consulting Engineers, LLC
33400 8th Avenue South, Suite 205
Federal Way, WA 98003
eric.labrie@esmcivil.com

October 7, 2016

**Re: File #16-102947-00-UP & File #16-102948-00-SE; 2nd ROUND TECHNICAL REVIEW COMMENTS
Preferred Freezer/Orca Bay; 337XX Weyerhaeuser Way South, Federal Way**

Dear Mr. LaBrie:

City departments/divisions have the following comments in response to your August 12, 2016, resubmittal, and in consideration of public comments received. Technical review comments in this letter need to be addressed prior to issuance of a SEPA threshold determination and land use application decision, or as otherwise noted. Questions regarding the technical review comments should be addressed to the referenced staff representative.

Cristina Haworth – Planning Division, (425) 739-7959, cristina.haworth@otak.com

Use Process III (File #16-102947-00-UP)

1. *Lot Coverage* – Exhibit EN-12 indicates existing impervious surface coverage in the CP-1 zone. Please revise the diagram to include both existing *and proposed* impervious surface coverage, and provide a summary table for this information.
2. *Managed Forest Buffer* – Please address the following comments:
 - a. The city has determined that the General Maintenance Plan (GMP) is required as part of the Use Process III application to evaluate compliance with provisions in CZA Exhibit C, Section IV. Please submit a complete GMP for review. The GMP must include an initial assessment of the existing managed forest buffer to establish a baseline against which to evaluate the effectiveness of the proposed GMP. The Forest Manager has full discretion regarding choice of plant material in the buffer and necessary pruning or thinning consistent with the character of the buffer, only after approval of the GMP.
 - b. Please provide an arborist report to evaluate the health of any trees affected by the construction of walls adjacent to the managed forest buffer. Your response that an arborist's report is not required due to the fact that the Forest Manager will have the discretion to remove or plant new trees within the managed forest buffer is inaccurate. The Forest Manager has discretion only after approval of the GMP, and only when planting, pruning, or thinning is consistent with the intended character of the buffer pursuant to Exhibit C, Section IV(B). Trees located near construction or grading activity may experience critical root zone damage and may ultimately be impacted due to construction-related damage. Such removal may cause significant impacts to the character of the buffer as set forth in Exhibit C, Section IV(A) of the Agreement. This is not general maintenance and does not fall within the scope of the GMP.

- c. During review, the city identified that additional right-of-way dedication is required (see Public Works comments, below). Please review the dedication requirement and, if necessary, adjust the managed forest buffer to ensure it is 50 feet in width starting at the back of the future right-of-way line.
 - d. On the site plan, show the distance from the proposed new southern property line of the Preferred Freezer site to Highway 18, and demonstrate compliance with the managed forest buffer requirement from the state highway pursuant to Exhibit C, Section III(B)(1).
3. *Fencing* – The use of chain link fencing is allowed in the managed forest buffer when associated screening plantings are installed with the fence. Your August 12, 2016, response indicates that plantings will be installed to provide such screening. Provide a detailed planting plan for the proposed screening.
 4. *Design Narrative* – The submitted Statement of Design Intent does not address how the proposed architectural design of the building meets the intent of the CP-1 zone, please revise the narrative and make any applicable adjustments to the site plan and building elevations. The intent of the CP-1 zone, as stated in Exhibit C, Section I of the Agreement, is to create properties, “...characterized by large contiguous sites with landscape, open space amenities, and buildings of superior quality.” The Statement of Design Intent indicates that the functionality of the building is superior, but does not address the design intent of the CP-1 zone.
 5. *Landscaping* – Please address the following comments:
 - a. Provide a diagram or other additional information about the height of the block walls and the compactors to verify that the walls will adequately screen the compactors.
 - b. Provide a planting plan for the proposed Type I and II landscaping proposed for building and loading area screening in order to verify that it meets screening requirements. Please also incorporate maintenance of this screening into the GMP (refer to paragraph 2.a, above). At a minimum, regular inspections and maintenance by the designated Forest Manager should be included. Ensure that the Type I and II landscaping contained within the Managed Forest Buffer adequately screens the building and loading area in the absence of any existing right-of-way vegetation.
 - c. Provide a visual simulation or other information demonstrating the effectiveness of the Type I and II landscaping proposed for screening the building and loading area.
 - d. Demonstrate what other means of screening have been considered, including the use of separate detached structures that could provide screening of the building.
 6. *Significant Trees* – The city acknowledges that per the Agreement, the applicant is not required to identify significant trees on-site. The project is; however, required to comply with the 25 percent retention requirement set forth in *Federal Way City Code* (FWCC) Section 22-1568(c)(a). Please submit a significant tree retention plan that includes a significant tree survey, or cluster survey with representative samples and a development plan identifying the proposed trees to be retained, removed, transplanted, or replaced. In lieu of a significant tree survey, provide other information to demonstrate compliance with this retention requirement. If development will require the removal of more than 75 percent of the significant trees on site, significant trees are required to be replaced in an amount equal to 25 percent of the significant trees that existed on the subject property prior to commencing any development activity.

In addition, the site and grading plans may be proposing encroachment into the no-disturbance area of protected significant trees, but this is unclear without a significant tree survey. Please provide additional information about how this will be prevented/mitigated.

7. *Height* – Provide additional information to verify how the height was measured for the proposed structures on site.

8. *Wetlands*—Please find enclosed the October 5, 2016, wetland review letter from the city’s wetland consultant, ESA.
 - a. Your wetland consultant must revise their wetland report and thoroughly and appropriately address each of the Review Comments and Recommendations in the October 5, 2016, ESA memo. All site plans and associated grading and site development plans and drawings need to accurately depict all non-exempt regulated wetlands and applicable wetland buffers (setbacks).
 - b. A major item raised in the ESA memo notes that according to the Concomitant Agreement, wetland buffer averaging is permitted, and such adjustments may reduce the average wetland setback up to 50 percent (from the applicable standard 100-foot wetland setback), provided the minimum setback is 50 feet from any building. The ESA memo identifies that the minimum 50-foot setback applies to buildings, parking lots, and other built features.
 - c. City staff concurs with the ESA comment that a minimum 50-foot setback applies, and a wetland setback reduction greater than 50 feet is not permissible under the CZA Exhibit C, Section XII G. Therefore, the proposed 17-foot buffer for wetland DR must be revised to provide a minimum 50-foot setback. The proposed grading within the minimum 50-foot averaged setback of wetland DT must be eliminated. In order to achieve the minimum 50-foot wetland buffer through buffer averaging, the site plan shall also include compensatory wetland buffer area to achieve the gross 100-foot wetland buffer area for any averaged wetland setback. The managed forest buffer is not appropriate for use as the entire averaged wetland buffer area.
9. *Use Process III Decisional Criteria* – Provide a narrative demonstrating how the proposal satisfies *Federal Way Revised Code* (FWRC) 19.65.100.2, including a narrative or other information demonstrating how the proposed uses are consistent with the *Federal Way Comprehensive Plan* (FWCP).
10. *Burden of Proof* – In this letter, staff members have identified major items that require the provision of additional information for review. Address any remaining public comments received to support your project. Per FWRC 19.65.080:

19.65.080 Burden of proof.

“The applicant has the responsibility of convincing the director that, under the provisions of this chapter, the applicant is entitled to the requested decision.”

SEPA Checklist (File #16-102948-00-SE)

11. The city received a number of public comments regarding various elements of the environment. Please review the items below, update the SEPA checklist accordingly, and provide the requested supplemental materials for review.
12. *Air* – Please address the following:
 - a. The SEPA environmental checklist does not identify any emissions associated with operation of the facility. Please revise Section B.2 to include additional information about anticipated emissions associated with trucks and vehicles, deliveries, processing, shipment, and related operational activities. Ensure that information related to odor as well as pollutants from vehicles and equipment is included.
 - b. Provide a detailed study by a qualified expert about the effect of particulate matter from diesel trucks on the environment and on downwind properties.
 - c. Provide additional information about the processing of seafood inside the facility, including how products will be kept frozen and how odors will be contained.

13. *Water* – Please address the following:

- a. Provide a source for the 435 cubic yards of fill described in Section B.3.a.3.
- b. Provide additional information about the impact of filling the four wetlands on the surrounding hydrology.
- c. See additional comments (below), from Public Works-Development Services.
- d. Review comments from ESA are attached; please review and revise plans and submittal materials as necessary.

14. *Wildlife* –Please address the following:

- a. A wildlife assessment is missing from the wetlands report. Revise the wetlands report to include a wildlife and habitat assessment.
- b. Provide a wildlife survey on and in the vicinity of the site. This survey should investigate whether any endangered species are present on or in the vicinity of the site; address how the loss of wetland and forest habitat may affect wildlife on or in the vicinity of the site; and address impacts to wildlife habitat provided in public comments received.
- c. In the above requested report, include whether there are any eagle nests on or in the vicinity of the site, and proposed compliance with applicable regulations pertaining thereto.

15. *Environmental Health* –Please address the following:

- a. Provide a summary table identifying all potentially toxic chemicals proposed to be stored and used on site, and the risk to employees, surrounding residents, and the environment in the case of a spill or release.
- b. Provide additional information about the storage and use of ammonia on site. A release of ammonia is a potential environmental health hazard that could result in evacuation under certain circumstances. Provide additional information about the special emergency services required for this situation in Section B.7.a.4.
- c. Regarding the listed chemicals in the checklist (Section B.7.a.3), address plans to prevent chemical migration off-site, in particular into North Lake.

16. *Noise* – Please address the following:

- a. Please provide a noise report prepared by a qualified expert, to verify that the noise generated by the site operation, including but not limited to mechanical equipment, truck traffic, loading, and unloading activities will not exceed the city's thresholds for noise set forth in FWRC 7.10.
- b. Consider and address the feasibility of placing a sound barrier on site.
- c. Consider and address the feasibility of locating the dock doors and the building mechanical equipment away from Weyerhaeuser Way.

17. *Historic Preservation* – Please address the following:

- a. Please submit a Historic Property Inventory sheet to the Washington State Department of Archaeology and Historic Preservation (DAHP) for an official determination of eligibility on the Weyerhaeuser corporate headquarters building and campus.
- b. Provide an inventory of the project site and surrounding Weyerhaeuser campus to evaluate the property for its historical and architectural significance. The inventory shall be conducted by qualified

cultural resource professionals with expertise in architectural history and archaeology and that have knowledge of using DAHP's on-line Historic Property Inventory and Archaeological Site Inventory databases.

- i. Be aware that DAHP requires that all documents related to project reviews to be submitted electronically. Correspondence, reports, notices, photos, etc. must now be submitted in PDF or JPG format. For more information about how to submit documents to DAHP please visit: <http://www.dahp.wa.gov/programs/shpo-compliance>.
 - ii. To assist in conducting a cultural resource survey and inventory effort, DAHP has developed guidelines, including requirements for survey reports, which is available on their website.
18. *Transportation* – Please review the Public Works review comments, below, and revise the SEPA checklist and site plan as necessary to ensure accurate information is included.
19. *SEPA Determination* – Pursuant to FWRC 14.10.020(6):

“Within 90 days of issuing a letter of completeness for the application and environmental checklist, the responsible official shall make a threshold determination or notify the applicant that a determination of significance is likely and indicate the areas of likely impact. The applicant may request an additional 30 days for the issuance of the threshold determination by the responsible official, or for the responsible official to evaluate mitigation measures proposed by the applicant. The responsible official shall grant such extension, if requested. A final determination shall be made within 90 days from the receipt of the applicant's response for additional information, unless the applicant requests an additional 30 days as provided in this section.”

As of now the city does not have all the information necessary to make a SEPA threshold determination. The letter of completeness for this project was issued on July 29, 2016. Given the amount and type of information requested in this technical comment letter, there is not sufficient time for you to provide and the city to adequately review responsive materials within the remaining time provided to make a threshold determination. Therefore, we are asking that you submit a written request to place the SEPA threshold determination on hold until you are able to respond to all items in this technical comment letter, and the city is able to review your response. Such request is needed no later than 5:00 pm on October 20, 2016.

Other

20. *Forest Practices Application* – This requirement was discussed in the previous technical comment letter and to date, no such application has been submitted to the city.
21. *Signs* – While not a Use Process or SEPA issue, the following is provided for your consideration regarding signs. Pursuant to Exhibit C, Section XV(B), provisions of Article XVIII of the FWCC (1994 code) relating to size, location, or non-structural material apply to signs located outside the required perimeter setback. According to information provided to date, the proposed signs meet the definition of a monument sign. Please address the following:
- a. For properties containing more than one use or tenant, the applicant must submit to the city a letter allocating sign area for the subject property to the various uses, tenants, or leasable areas to the signs identifying the property pursuant to FWCC Chapter 22, Article XVIII, Section 22-1609(3)(a). The applicant must agree in this letter to include the specified sign allocation in all leases, rental agreements, and similar documents.

- b. The August 12, 2016, response letter indicates that, "...other signs (wall mounted and marquee) are shown and dimensioned on Sheet A1." Sheet A1 shows information for two monument signs only, and does not include information for wall mounted or marquee signs.

Ann Dower – PW Development Services Division, (253) 835-2732, ann.dower@cityoffederalway.com

SEPA Checklist

Section 7. Environmental Health

22. List all source controls being provided in this facility and the activity or pollutant that they are intended to control. Include the refrigerant that will be used. Specifically, address storage, transportation, use, and cleanup of all chemicals.

Technical Information Report

23. The southeast corner of the site was left off the basin map and needs to be included. This appears to be an area that could be used to meet a portion of the Best Management Practices (BMP) dispersion requirement.

Section 2. Conditions and Requirements Summary

Special Requirement #4

24. Provide a list all source controls being used in this facility and the activity or pollutant that they are intended to control. Include the refrigerant that will be used. Address storage, transportation, use, disposal, and cleanup of all chemicals. Indicate how discharge to storm drains will be avoided.

Special Requirement #5

25. The site, as stated in the TIA provided by TENW, will have truck traffic of 50 trucks per day. Use of a fleet of 25 or more trucks qualifies it as a "high use site." Oil control must be incorporated into the stormwater design for this site.

Section 3. Off-Site Analysis

26. Include the final approved wetland report in the TIR.

Section 4 Flow Control & Water Quality Facility Analysis and Design

Part A – Existing Hydrology

27. The *King County Surface Water Design Manual* (KCSWDM) specifically states in section 1.2.1.1.c that if the 100 year peak discharge is greater than 0.5 cfs for either existing or developed conditions, then a conveyance system must be provided to convey concentrated runoff across the downstream properties to an acceptable discharge point. An open drainage feature (wetland EC) can be considered an acceptable discharge point if runoff can be discharged without creating a significant adverse impact. Therefore, Type 4 flow control performance as outlined in Table 1.2.3.A of the 2016 KCSWDM applies to this site to determine whether or not there will be significant impacts to the downstream property. Given the amount of runoff being directed to wetland EC, the project could have impacts to the wetland, the ditch,

and the surrounding property. Filling of upstream wetlands (EB, ED, EE, & EF) may also affect wetland EC and surrounding area. Both the engineer and the wetland consultant must provide analysis of the potential impact of this project to wetland EC hydrology and the ditch.

Part B – Developed Site Hydrology

28. Add an explanation that the roof runoff is routed to the pond separately from the parking lot runoff.

Part D – Flow Control System

29. Unless a specific section of the KCSWDM can be cited allowing the pre-developed rate to be used for modeling, the flow control facility must be sized using the historic rate.
30. Since existing wetland DQ falls within the required right-of-way dedication, it cannot be considered part of the detention system for private property. The roof runoff will have to be routed to onsite detention facilities. Public right-of-way improvements may discharge to the wetland if properly modeled and treated.
31. Model the public right-of-way improvements, including additional area required by the right-of-way modification, and break out the amount of pervious and impervious area. Historic site conditions must be used. Clarify time steps used in modeling so that the correct maximum difference (0.10, 0.15, or other) can be applied.
32. Provide an exhibit map that identifies all pervious and impervious areas along with their acreages. The conveyance basin map does not include the entire site.

Part E – Water Quality Facility

33. State the roof material. Metal roofs are considered to be pollution-generating impervious surfaces unless they are coated with an inert, non-leachable material.
34. The entire site, regardless of a Boundary Land Adjustment (BLA), must be brought into conformance with current water quality standards.
35. Water quality treatment will be required for the public right-of-way improvements. Preliminary design must be included in the TIR and on the plans.

Part F – Flow Control BMPs

36. The intent of this requirement is that Best Management Practices (BMPs) be provided for any portion of the site where it is feasible, to the maximum extent feasible. Each BMP must be evaluated thoroughly against the applicable infeasibility criteria provided in the KCSWDM. Each area of the site must be evaluated for each BMP. A table and exhibit map may help to organize this effort. Where geotechnical evaluation, infiltration testing, or other special studies are called for, this information must be provided. The single-sentence evaluation provided is inadequate and, where it cites water quality as the reason for infeasibility, irrelevant. BMPs are intended to provide flow control.
37. The only BMP that has been proposed is Native Growth Retention Credit, which can provide mitigation for a portion of the impervious area. Additional mitigation must be provided, as outlined in section 1.2.9.2.2 of the KCSWDM, with priority given in descending order for items 1-4. BMPs must be implemented for at least 10 percent of the site area, which is 1.9 acres of impervious area. More is required wherever feasible. Several areas on the grading plan appear to be feasible.

38. Provide a meets and bounds legal description and exhibit map of the Native Growth Retention Area. Include the square footage in the description. The 50-foot Forested Buffer was chosen to be the “Native Growth Retention Area”; however, staff has been unable to identify the full 2.72 acres quoted in the TIR. The narrow area west of the building and bordering the private road would not be acceptable as native growth retention area.
39. The applicant will need to reconcile the requirements outlined in section C.2.10 of the KCSWDM regarding maintenance and covenants for a Native Growth Retention Area with the Weyerhaeuser Company Concomitant Pre-Annexation Zoning Agreement (CZA). The applicant must provide a comparison of the requirements and note how any discrepancies will be resolved.
40. Discuss the soil amendment that will be required for new pervious surfaces. See KCSWDM section 1.2.9.
41. Unless the roof requires treatment per section 6.2.1 of the KCSWDM, any roof downspouts must be connected via perforated pipe connection to the storm system (KCSWDM section 1.2.9.2.2.7). Note this in the TIR and put it on the drainage plans.

Plans

42. Revise all plans to show the required right-of-way improvements, associated water quality and detention facilities, and right-of-way dedication.
43. Revise the drainage plans so that roof water does not drain into the wetland located within the public right-of-way.
44. Multi-Chlor (included in the SEPA checklist) states that it must be stored outside. Show where outdoor storage will occur and indicate measures to avoid spills into the storm drainage system.
45. Show locations of BMPs that will be used on this site.
46. *Landscape Plan* – Street trees are to be selected from the city’s list for six-foot-wide planter strips. They are required to be 2.5 inch caliper.

Rob Van Orsow– PW Solid Waste Division, (253) 835-2770, Rob.VanOrsow@cityoffederalway.com

47. The building size requires 942 square feet of designated space for recycling. The most recent site plan (8/12/16) does not show designated recycling space. Detail this in future submittals, along with space allocated for other solid waste handling.
48. Staff recommends that the proponent contact Waste Management if there are specific questions about access or equipment.
49. Future site plans for outdoor solid waste handling area(s) should also account for design guidelines, placement and screening, etc. as compiled in the SWR Design Considerations.

Sarady Long – Public Works Traffic Division (253) 835-2743, sarady.long@cityoffederalway.com

Plans Comments

50. The civil plans do not appear to depict the correct right-of-way dedication along Weyerhaeuser Way. The plans must be revised to depict the correct rights-of-way dedication. The civil plans must be consistent with the approved right-of-way modification request.
51. Frontage improvement on Weyerhaeuser Way South (sidewalk, street lighting, and planter strip) improvements shall be consistent with the approved right-of-way modification.
52. The west leg of the roundabout site access must be designed to meet ADA.
53. The TIA specified that the project is estimated to generate about 106 daily trucks. However, the SEPA checklist specified that the project will generate approximately 188 truck trips per day (25 percent of daily traffic). The estimated daily truck in the TIA is based on information provided by the anticipated tenants. The data in the TIA and SEPA checklist should be consistent; please clarify.
54. Construction notes called out on the pavement marking and signing plan (PM-01) should depict the location of the modification.
55. Install C-curb (S shape) across the proposed site access and the existing driveway to the east to restrict traffic from making left-turn out.
56. Relocate the pedestrian refuge island about 25 feet south so that the island will be outside of the taper. Provide striping around the island including appropriate taper for the turn lane. Please coordinate with transit agencies on the bus stop relocation and bus shelter improvement.
57. Increase the northbound truck access left-turn lane storage into the site by removing some of the median island and provide appropriate taper rate.
58. Striping on arterials shall be plastic Type D Methylmethacrylate (MMA).
59. Submit the channelization plans to WSDOT for comments.
60. The proposed driveways shall be limited to 30 feet in width per the concomitant agreement. A written change to the agreement or a formal amendment must be approved by both parties to increase the driveway width.
61. Provide splitter island detail including dimensions at the roundabout. The splitter island should be designed to provide more deflection and a pedestrian crosswalk.
62. Verify if existing streetlights are adequate to meet the current standards as specified in Drawing 3-38. If not, streetlights will be required along Weyerhaeuser Way South frontage and shall be designed to meet current standard. Please show pole and service cabinet locations schematically on the site plan.
63. The pavement at the southern access for trucks shall be designed to accommodate heavy vehicles.

SEPA Checklist – Transportation

64. Transportation 14(c) – Revise to include right-of-way dedication.
65. Transportation 14(e) – Traffic generated by the project must be consistent with the TIA. Revise truck traffic generated by the project to be consistent with the submitted TIA.
66. Transportation 14(g) – Revise this section to include adding left-turn lane at the south driveway for truck traffic.

Summary of Public Comments: Please review and address all public comments related to traffic. Below is a summary of the common concerns.

67. Address comments provided by WSDOT.
 - Trip generation using the proposed ITE LU 152 and LU 714 for the project.
 - The TIA must be revised to include the eastbound SR 18 ramp terminal intersection. All ramp terminal intersections must meet WSDOT LOS standard.
 - Perform SimTraffic to model the queuing on the ramps and along Weyerhaeuser Way at the ramp terminal intersections using average of five SimTraffic runs.
68. The existing traffic around the site (Weyerhaeuser Way South and SR 18 ramp terminal intersections) is already congested. These roads were not designed to handle the amount and types of traffic generated by the proposed development. Provide capacity analysis for the roadway segment and intersection LOS to address these concerns during the AM, PM, and Weekend Peaks.
69. The SR 18 ramp terminal intersections and Weyerhaeuser Way roundabout were not designed to handle the types of truck traffic generated by the project. Verify the design vehicle can maneuver through the roundabouts and SR 18 interchange on/off ramps using AutoTURN software. Provide plot of the design and verification.
70. The pavement on Weyerhaeuser Way was not designed to handle semi-truck traffic generated by the project. Provide truck trip assignment depicting trucks expected destination and perform pavement analysis per AASHTO along the truck route to ensure the existing pavement can accommodate the expected truck load.

Brian Asbury – Lakehaven Utility District, (253) 946-5407, basbury@lakehaven.org

71. Please see enclosed September 27, 2016, letter from Lakehaven.

Vince Faranda – South King Fire & Rescue, (253) 946-7242, vince.faranda@southkingfire.org

South King Fire & Rescue is unable to assess the impact to our emergency preparedness and response without additional information. Please provide information and documentation as follows:

72. Detail plans and compliance with WAC 296-67, “Process Safety Management,” and EPA 112(r), “Risk Management Plan.” Specifically address and provide detailed information to the following items:

- In the event of an emergency release of hazardous materials, are you acting as your own responder to mitigate the emergency, or are local government resources relied upon?
- Provide details of your *Worst-Case Release Scenario Analysis*.
- Provide the *Alternate Release Scenario Analysis*.
- *Distances to Toxic Endpoint*.
- Analysis of *Potential Offsite Consequences*.

73. South King Fire & Rescue will request access to the site and collaboration and exchange of information and procedures with onsite staff on a periodic basis. Four three-hour sessions are anticipated every other year.

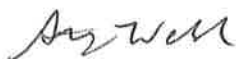
74. South King Fire & Rescue may lack gas monitoring equipment essential for an emergency response to a release of ammonia at this site. A review of the information requested in item #1 above will indicate the type and quantity of equipment required. If the Fire Chief determines this equipment is necessary for public safety and emergency response, the cost of this equipment should be the applicant's responsibility.

CLOSING

Please be aware that this review does not preclude the city from requesting additional information related to any of the topics discussed above. Please submit revised application materials as appropriate, accompanied by the completed "Resubmittal Information Form" (enclosed). Pursuant to FWRC 19.15.050, if an applicant fails to provide additional information to the city within 180 days of being notified that such information is requested, the application shall be deemed null and void and the city shall have no duty to process, review, or issue any decisions with respect to such an application.

If you have any questions regarding this letter, please contact Planner Jim Harris at 253 835-2652, or jim.harris@cityoffederalway.com.

Sincerely,



Stacey Welsh, AICP
Senior Planner

enc: October 5, 2016, Memo from ESA
September 27, 2016, Letter from Lakehaven
Resubmittal Information Form

c: Scott Sproul, Acting Community Development Director
Jim Harris, Planner
Peter Lawrence, Plans Examiner
Ann Dower, Senior Engineering Plans Reviewer
Sarady Long, Senior Transportation Planning Engineer
Brian Asbury, Lakehaven Utility District
Vince Faranda, South King Fire & Rescue
Cristina Haworth, Otak, cristina.haworth@otak.com
Chill Build Seattle, 6831 East 32nd Street, Indianapolis, IN 46226, rjburton@victoryuc.com