



NOTICE OF ENVIRONMENTAL MITIGATED DETERMINATION OF NONSIGNIFICANCE (MDNS)

Greenline Warehouse "A" File No: 16-102948-SE

The City of Federal Way has determined that the following project does not have a probable significant adverse impact on the environment, provided the mitigation measures identified in the MDNS are met, and an *Environmental Impact Statement* (EIS) is not required under RCW 43.21C.030(2)(c). This decision was made after review of a completed environmental checklist and other information on file with the city.

Proposed

Action: Construction of a 45-foot-tall, 225,950 square-foot general commodity warehouse with 287 parking spaces (257 vehicle and 30 trailer), and associated site work, including wetland fill, on a 15.46 acre site (parcel 6142600005). A stormwater pond and associated site work, including wetland fill, is proposed on the adjacent 16.85 acre parcel to the south (parcel 6142600200).

Proponent: Federal Way Campus LLC, 11100 Santa Monica Blvd, Suite 850, Los Angeles, CA 90025

Location: 337XX Weyerhaeuser Way South, Federal Way, WA

Lead Agency: City of Federal Way

MITIGATION MEASURES (SUMMARY):

- 1) Prior to building permit issuance, the applicant shall submit an evaluation of the facility design by a qualified professional to ensure that the equipment to be installed at the warehouse, as well as warehouse activities, are consistent or similar to those identified in the noise report ("Greenline Building "A" Development, Federal Way Washington Environmental Noise Report," Ramboll Environ, revised March 2018).
- 2) The following measures shall be implemented during project construction with quarterly reports submitted by the applicant to the city documenting compliance starting from the issuance of the building permit and concluding at issuance of Certificate of Occupancy:
 - a) All equipment shall be fitted with properly sized mufflers, and if necessary, engine intake silencers.
 - b) All equipment shall be in good working order.
 - c) Use quieter construction equipment models if available and whenever possible use pneumatic tools rather than diesel or gas-powered tools.

- d) Place portable stationary equipment as far as possible from existing residential and noise-sensitive commercial areas, and if necessary, place temporary barriers around stationary equipment.
 - e) For mobile equipment that routinely operate near residential areas (i.e., within approximately 200 feet to the north of the project site), consider placement of typical fixed pure-tone backup alarms with ambient-sensing and/or broadband backup alarms.
- 3) A detailed review of final operating conditions shall be completed to ensure that the noise study accurately and conservatively reflects future project operation. A report documenting the assessment shall be submitted to the city six months after the Certificate of Occupancy is issued.
- 4) If the proposed use of the building includes cold storage, processing, or manufacturing, the air quality analysis (“Greenline Building “A” Development, Federal Way Washington Air Quality Report,” Ramboll Environ, revised March 2018) must be revised and SEPA threshold determination revisited prior to building permit issuance, or if no building permit is required, then prior to business license issuance.
- 5) The following measures shall be implemented during project construction with quarterly reports submitted by the applicant to the city documenting compliance starting from the issuance of the building permit and concluding at issuance of the Certificate of Occupancy:
- a) Use only equipment and trucks that are maintained in optimal operational condition.
 - b) Require all off road equipment to be retrofit with emission reduction equipment (i.e., require participation in Puget Sound region Diesel Solutions by project sponsors and contractors), including particulate matter traps and oxidation catalysts to reduce MSATs.
 - c) Use biodiesel or other lower-emission fuels for vehicles and equipment.
 - d) Use carpooling or other trip reduction strategies for construction workers when possible.
 - e) Stage construction to minimize overall transportation system congestion and delays to reduce regional emissions of pollutants during construction.
 - f) Implement restrictions on construction truck idling (e.g., limit idling to a maximum of five minutes).
 - g) Locate construction equipment away from sensitive receptors, such as fresh air intakes to buildings, air conditioners, and sensitive populations.
 - h) Locate construction staging zones where diesel emissions won't be noticeable to the public or near sensitive populations, such as the elderly and the young.
 - i) Spray exposed soil with water or other suppressant to reduce emissions of PM₁₀ and deposition of particulate matter.
 - j) Pave or use gravel on staging areas and roads that would be exposed for long periods.
 - k) Cover all trucks transporting materials, wet materials in trucks, or provide adequate freeboard (space from the top of the material to the top of the truck bed), to reduce PM₁₀ emissions and deposition during transport.
 - l) Provide wheel washers to remove particulate matter that would otherwise be carried off-site by vehicles to decrease deposition of particulate matter on area roadways.
 - m) Remove particulate matter deposited on paved, public roads, sidewalks, and bicycle and pedestrian paths to reduce mud and dust; sweep and wash streets continuously to reduce emissions.
 - n) Cover dirt, gravel, and debris piles as needed to reduce dust and wind-blown debris.

- o) Route and schedule construction trucks to reduce delays to traffic during peak travel times to reduce air quality impacts caused by a reduction in traffic speeds.
- 6) Prior to issuance of Certificate of Occupancy, the applicant shall construct a northbound left-turn lane on Weyerhaeuser Way S at the southerly driveway (truck access) to provide safer and more efficient access into the site. The northbound left (NBL) turn lane storage shall be designed to accommodate the 95th Percentile queues length ensuring left turn queues will not block through traffic lane. The channelization plan must be reviewed and approved by the City and WSDOT.
- 7) Prior to building permit issuance, the applicant shall install weight limit signs on Weyerhaeuser Way South from S 320th St. to the project driveway, and South 336th St. from 20th Ave S to Weyerhaeuser Way S.
- 8) The applicant submitted a traffic study, *IRG Greenline Buildings A and B Federal Way, WA Transportation Impact Study*, TENW Transportation Engineering NorthWest, March 6, 2018. The development is estimated to generate 994 daily trips consisting of 795 passenger vehicle trips and 199 truck trips. These trips will be served by two driveways (a private loop road driveway north of the site and a truck access driveway next to SR 18) on Weyerhaeuser Way. According to the traffic study, all truck trips would utilize the proposed truck access driveway on Weyerhaeuser Way South and will be traveling to and from the south using the Weyerhaeuser Way South/SR-18 interchange. On a daily basis, I-5 southbound congestion routinely occurs between SR 18 and South 320th Street interchange. In order to avoid traffic congestion and reduce travel time due to a shorter distance, truck trips with origin and destination from the north could utilize the South 320th Street/SR-5 interchange, South 336th Street, and Weyerhaeuser Way South as an alternate route to the site. The traffic study has not demonstrated how the applicant will prevent this alternative truck route (South 320th Street/SR-5 interchange, South 336th Street, and Weyerhaeuser Way South) to the site. Weyerhaeuser Way South from South 320th Street and SR 18 is not a designated truck route and therefore, the roadway cannot support heavy vehicle weights. In general, heavier vehicles cause more damaged to the road than light vehicles. The federal government estimated that an 18-wheel truck causes the same damage to the road as 9,600 cars. Based on the above, the applicant has not demonstrated mitigation of additional truck traffic onto non-designated truck routes such as Weyerhaeuser Way South north of the site, including impacts to the pavement.

As such, prior to Certificate of Occupancy issuance, the applicant shall provide a fully executed bond for 120 percent of the engineer's estimate for design and construction costs to upgrade the existing pavement on Weyerhaeuser Way South, from the proposed truck entrance to South 320th Street. The bond term shall be for a period of three years from the time of notification by the applicant of full occupancy and use of the facility unless a shorter term is mutually agreed to in the implementation agreement discussed below. The applicant shall provide the engineer's estimate.

Should the truck trips generated by the project traveling north of the site (to or from the site) exceed 28 truck trips per week as set forth in the implementation agreement discussed below, the city will use the bond for design and construction costs to upgrade the existing pavement on Weyerhaeuser Way South, from the proposed truck entrance to South 320th Street, and/or from the proposed truck entrance to SR-99 via South 336th Street, to the city's required design standards. In the alternative, the applicant may choose to design and construct the implicated roadway(s) identified by the city. For the purposes of this condition, a "truck" shall mean a vehicle rated in excess of 30,000 pounds gross weight as discussed in Chapter 8.40 FWRC.

Prior to building permit issuance, the applicant and the city shall enter into an implementation agreement to set forth the conditions by which the city will monitor the truck trips; how the city will make its determination that the applicant has exceeded the 28 or more truck trips per week; how notice will be provided to the applicant; the cure period for the applicant to remedy the excess truck trips described in the above condition; when the City will call the bond or require the applicant to construct the implicated roadways; the bond conditions; and all other requirements deemed necessary by the city.

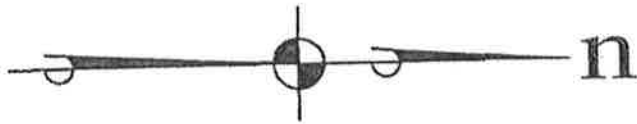
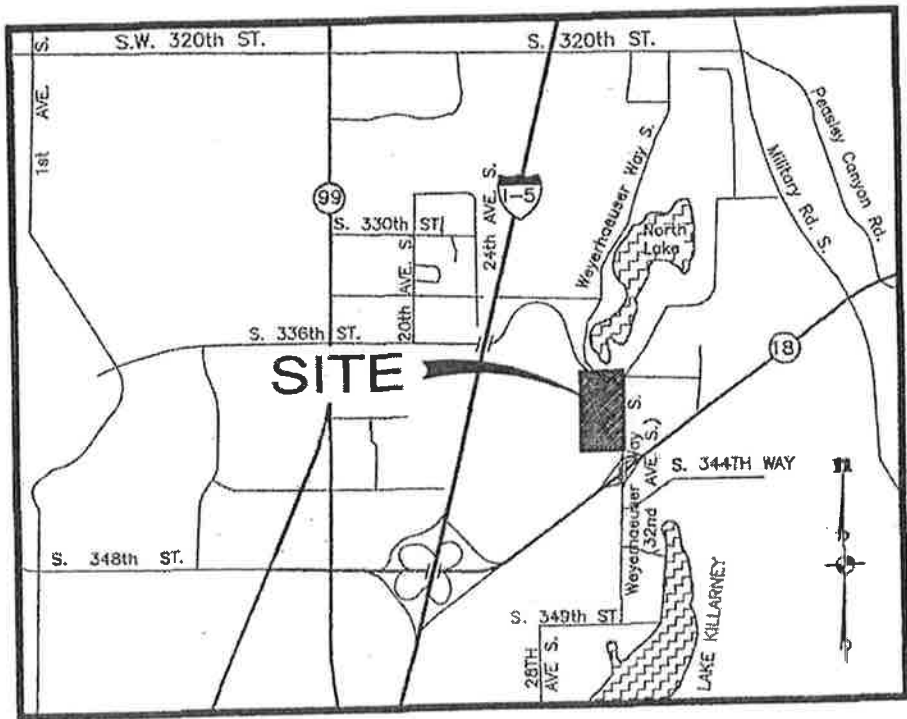
- 9) The existing pavement on Weyerhaeuser Way South, south of the site, from the proposed truck entrance to the SR-18 interchange must be fully reconstructed (subgrade soils and new pavement) to accommodate the expected truck traffic load. The applicant shall provide pavement design for city review and approval prior to engineering plans submittal. Once the pavement design is approved by the city, the development shall perform full depth reconstruction of the roadway segment impacted by the truck traffic.

Further information regarding this action is available to the public upon request at the Federal Way Department of Community Development (Federal Way City Hall, 33325 8th Avenue South, Federal Way, WA 98003). Contact Senior Planner Stacey Welsh at stacey.welsh@cityoffederalway.com, or 253-835-2634. This MDNS is issued under WAC 197-11-340(2). Comments must be submitted by 5:00 p.m. on November 9, 2018. Email comments should be directed to planning@cityoffederalway.com.

Unless modified by the city, this determination will become final following the comment deadline. Any person aggrieved by the city's determination may file an appeal with the city within 21 days of the above comment deadline.

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Vicinity Map



SCALE: 1" = 80'

