



November 9, 2018

Stacey Welsh, Senior Planner
City of Federal Way
33325 8th Avenue South
Federal Way, WA 98003-6325

Subject: Greenline Warehouse "A" MDNS
File No. 16-102948-SE

Dear Ms. Welsh:

This letter is in response to the Greenline Warehouse "A" MDNS that we received from the City. The proposed project includes the development of up to 225,950 sq ft of warehouse building area on a currently vacant site. The project site is located between I-5 and Weyerhaeuser Way S, north of SR-18. Vehicle access is proposed at three locations; two via the existing loop road that connects to Weyerhaeuser Way S to the north and the other along Weyerhaeuser Way S via a new driveway aligned with S 341st Street, which is a private drive. The driveways on the loop road will serve passenger vehicles, and the access on Weyerhaeuser Way S will be limited to trucks only. Our comments are as follows.

1. There are four project proposals within the Federal Way campus (former Weyerhaeuser campus): Warehouse A, Warehouse B, Davita, and Greenline. The traffic impact analysis (TIA) for Warehouses A and B incorporated new trips generated by both warehouses but did not include traffic volume generated by the Davita and Greenline proposals.

The four projects must be analyzed together. Separate TIAs have been submitted for the four projects, so it is assumed the projects will be developed within a similar timeframe. The four projects are within the same campus, so the cumulative traffic generated will have an impact on the I-5 and SR 18 ramp terminal intersections adjacent to the campus. The four project proposals must be analyzed together to fully assess the direct, indirect, and cumulative impacts of all four developments to WSDOT's facilities and their function.

2. In the AM peak hour, Warehouse A is anticipated to add 30 new trips (22 non-truck, 10 truck) to the intersection of westbound SR 18 at Weyerhaeuser Way S. Warehouse B is anticipated to add an additional 31 new trips (22 non-truck, 9 truck) to the same intersection. Both of these projects independently exceed the vehicular trip threshold in the Developer Services Manual for determining whether a highway improvement should be requested.



3. From the TIA, a Synchro analysis of the AM peak hour westbound off-ramp for 2020 with project calculated a 95th percentile queue length of 142 feet. This exceeds the available right turn storage of approximately 100 feet. The percentage of time the storage would be blocked was calculated to be 28%. The analysis was conducted with a heavy vehicle percentage of 5% for the westbound off-ramp.
4. Additional right-turn storage of the westbound SR 18 off-ramp should be included as part of the mitigation for the proposed projects. An analysis that incorporated the additional projects would result in even more trips being assigned to the intersection. The increased number of trucks, plus the added vehicle length and reduced acceleration compared to passenger vehicles, will result in a greater percentage of time where the right-turn storage is exceeded. Exceeding the right-turn storage will block vehicle access to the left-turn lane, adding to the overall queue length.
5. The right-turn storage should be extended to 300 feet to mitigate for the impact to the westbound off-ramp.

We are still reviewing the hydraulics report for this proposed development for its possible impact to SR 18 right of way and drainage system. We expect to send our comments on the hydraulics report to the City by November 27, 2018.

If you have any questions or require additional information, please contact me at (206) 440-4710 or pazookr@wsdot.wa.gov OR Felix Palisoc of my Local Agency and Development Services section at 206-440-4713 or via e-mail at palisof@wsdot.wa.gov

Sincerely,

Ramin Pazooki
Utilities and Developer Services Manager

cc: Project File