



# STATE ENVIRONMENTAL POLICY ACT NOTICE OF ENVIRONMENTAL MITIGATED DETERMINATION OF NONSIGNIFICANCE (MDNS)

## Woodbridge Building “B” (formerly Greenline Warehouse “B”) File No: 17-104237-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. This information is available to the public by request or on the city website: <https://www.cityoffederalway.com/node/1962>.

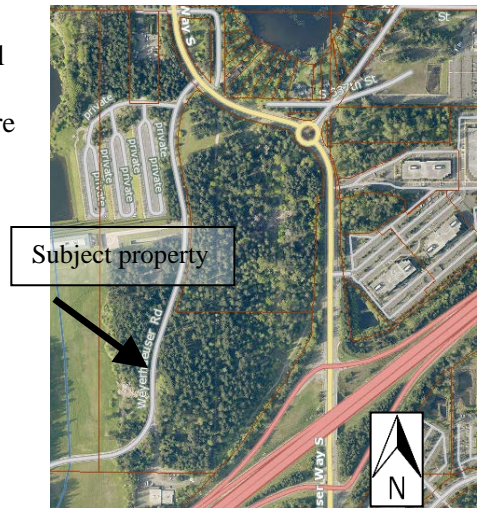
### Proposed

**Action:** Construction of a 45-foot-tall, 214,050 square-foot general commodity warehouse with 245 parking spaces, and associated site work, including wetland fill, on a 16.85-acre site (parcel 6142600200), along with improvements to the right-of-way of Weyerhaeuser Way South.

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

**Location:** 3120 South 344<sup>th</sup> Street, 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 types and numbers of 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 “B” Development, Federal Way Washington Environmental Noise Report*, Ramboll Environ, July 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 a 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 the existing residential and noise-sensitive commercial areas, and if necessary, place temporary barriers around stationary equipment.
  - e) For mobile equipment, 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 "B" Development, Federal Way Washington Air Quality Report*, Ramboll Environ, June 2018) must be revised and the 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 the 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 PM<sub>10</sub> 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 material and wet materials in trucks, or provide adequate freeboard (space from the top of the material to the top of the truck bed), to reduce PM<sub>10</sub> 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 a Certificate of Occupancy, the applicant shall construct a northbound left-turn lane on Weyerhaeuser Way South 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 the 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 South 320<sup>th</sup> Street to the project driveway, and South 336<sup>th</sup> Street from 20<sup>th</sup> Avenue South to Weyerhaeuser Way South.
- 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 954 daily trips, with 97 trips occurring during the PM peak hour (78 passenger and 19 truck). These trips will be served by two driveways (private loop road driveway north of the site and truck access driveway next to SR 18) on Weyerhaeuser Way South. According to the traffic study, all truck trips will 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 the SR 18 and South 320<sup>th</sup> Street interchange. In order to avoid traffic congestion and reduce travel time due to shorter distance, truck trips with origin and destination from the north could utilize the South 320<sup>th</sup> Street/SR-5 interchange, South 336<sup>th</sup> 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 320<sup>th</sup> Street /SR-5 interchange, South 336<sup>th</sup> Street, and Weyerhaeuser Way South) to the site. Weyerhaeuser Way South from South 320<sup>th</sup> 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 damage 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 the 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 320<sup>th</sup> 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 320<sup>th</sup> Street, and/or from the proposed truck entrance to SR-99 via South 336<sup>th</sup> 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.
- 10) Prior to issuance of a certificate of occupancy, the applicant shall construct right-turn storage for the westbound SR-18 off-ramp to mitigate for the impact to the westbound off-ramp, to the satisfaction and approval of WSDOT.
- 11) Cumulative traffic impacts from Warehouses A and B, and the Greenline Business Park to the SR 18 westbound ramp intersection with Weyerhaeuser Way South shall be evaluated and mitigated in a SEPA analysis addendum, and/or revision to the Warehouse A and B TIA. PM peak hour cumulative impacts shall be included in the TIA analysis, or added to the concurrency review for Warehouse A, as the city finds most consistent with its regulations. The city shall determine if WSDOT has jurisdiction over the SR 18 intersection. If WSDOT has jurisdiction over the SR 18 intersection, WSDOT LOS standards shall be applied to the intersection and any necessary pro-rata mitigation for Warehouse A shall be formulated in consultation with WSDOT, as contemplated in Conclusion of Law No. 8 of the Final Decision. If WSDOT doesn't have jurisdiction over the intersection, the city LOS standards shall be applied and pro-rata mitigation for Warehouse A imposed as necessary. All mitigation shall be subject to RCW 82.02.020 and constitutional nexus/proportionality.

Further information regarding this action is available to the public upon request or on the city website: <https://www.cityoffederalway.com/node/1962>. Contact Principal Planner Stacey Welsh at 253-835-2634, or [stacey.welsh@cityoffederalway.com](mailto:stacey.welsh@cityoffederalway.com). This MDNS is issued under WAC 197-11-340(2). Comments must be submitted by 5:00 p.m. on **October 23, 2020**. Email comments should be directed to [planning@cityoffederalway.com](mailto:planning@cityoffederalway.com).

Unless modified by the city, this determination will become final following the above comment deadline. Any person aggrieved of the city's final determination may file an appeal. Anyone may appeal this determination to the Federal Way City Clerk (33325 8<sup>th</sup> Avenue South, Federal Way, WA 98003), no later than 5:00 p.m. on **November 13, 2020**, by a written letter stating the reason for the appeal of the determination along with the required appeal fee. You should be prepared to make specific factual objections. All appeals shall contain a specific statement of reasons why the decision of the responsible official is alleged to be in error.

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