



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

November 3, 2017

Eric LaBrie
ESM Consulting Engineers, LLC
33400 8th Avenue South, Suite 205
Federal Way, WA 98003

eric.labrie@esmcivil.com

**Re: File #17-104543-00-PC, PREAPPLICATION CONFERENCE SUMMARY
Greenline Business Park, *No Site Address*, Federal Way**

Dear Mr. LaBrie:

Thank you for participating in the preapplication conference with the City of Federal Way's Development Review Committee (DRC) held October 19, 2017. We hope that the information discussed at that meeting was helpful in understanding the general requirements for your project as submitted.

This letter summarizes comments given to you at the meeting by the members of the DRC. The members who reviewed your project and provided comments include staff from the City's Planning and Building Divisions and Public Works Department, and representatives from Lakehaven Utility District and South King Fire and Rescue. Some sections of the *Federal Way Revised Code* (FWRC) and relevant information handouts are enclosed with this letter. Please be advised, this letter does not represent all applicable codes. In preparing your formal application, please refer to the complete FWRC and other relevant codes for all additional requirements that may apply to your project.

The key contact for your project is Jim Harris, 253-835-2652, jim.harris@cityoffederalway.com. For specific technical questions about your project, please contact the appropriate DRC representative as listed below. Otherwise, any general questions about the preapplication and permitting process can be referred to your key contact.

PROJECT DESCRIPTION

Proposal to construct three new warehouse buildings totaling approximately 1.1 million square feet, revision and addition of parking areas, clearing and grading, access road construction, and utility and storm drainage facility construction.

MAJOR ISSUES

Outlined below is a summary of the major issues of your project based on the plans and information submitted for preapplication review. These issues can change due to modifications and revisions in the plans. These major issues only represent comments that the DRC consider most significant to your project and do not include the majority of the comments provided. The major issues section is only provided as a means to highlight critical requirements or issues. Please be sure to read the entire department comments made in the next section of this letter.

- **Planning Division**

1. Since the building exceeds 12,000 square feet and there are more than 40 parking spaces, review under the *State Environmental Policy Act (SEPA)* is required. This proposal has a significant size, scale and scope and if there are significant adverse environmental impacts resulting from the proposed action, the proposal may rise to the level of warranting a Determination of Significance and preparation of an Environmental Impact Statement. No determination has been made in regard to an environmental threshold determination.
2. Wetland intrusions are subject to FWRC 19.145 and are subject to Process IV land use review.
3. If the development, use or activity that requires approval through Process III is part of a proposal that also requires approval through Process IV, the entire proposal will be decided upon using Process IV, per FWRC 19.15.060 and 19.70.010. Under Process IV, the Hearing Examiner will make the final decision following a public hearing.
4. Per FWCC Sec. 22-1397, a parking analysis must be submitted to justify any decrease in the required number of parking spaces if applicable. A modification request to the parking requirement shall be considered as part of the overall development review process.
5. Because the northern property line abuts the OP-1 zoning district, and RS zoning district, Section III.B.3 of the Concomitant Agreement requires a 50-foot Managed Forest Buffer along the north property line. A 100-foot Managed Forest Buffer is required by the CZA adjacent to Interstate-5.

- **Public Works Traffic Division**

- **Transportation Concurrency Management (FWRC 19.90)** – Transportation concurrency permit with application fee of \$8,505.00.
- **Transportation Impact Analysis (FWCC 22-1475)** – A TIA prepared by a licensed engineer in Washington State is required to assess other significant project impacts and determine traffic and safety mitigation measures not identified in the concurrency analysis.
- **Traffic Impact Fees (FWRC 19.91)** – Traffic impact fees payment to be assessed at the time a completed building permit is filed and paid prior to issuance.
- **Frontage Improvements (FWCC 22-1474)** – Construct full street improvements and dedicate right-of-way (ROW) on Weyerhaeuser Way South and South 336th Street to meet a minor arterial classification.
- **South 324th Street Extension** – Extend a 5-lane principal collector road (South 324th Street) along the north side of the property from SR 5 to Weyerhaeuser Way South.
- **Access Management (FWCC 22-1543)** – The development shall meet access management standards.

DEPARTMENT COMMENTS

Outlined below are the comments made by the representatives of each department present at the preapplication conference. Each section should be read thoroughly. If you have questions, please contact the representative listed for that section.

COMMUNITY DEVELOPMENT – PLANNING DIVISION (Jim Harris, 253-835-2652, jim.harris@cityoffederalway.com)

1. *Applicability* – The project is subject to the August 1994 Weyerhaeuser Company Concomitant Pre-Annexation Development Agreement (CZA); the CP-1 Zoning Regulations; and, with certain

exceptions, the FWCC and development regulations in effect in 1994. Unless noted otherwise, the following comments and code citations pertain to 1994 development regulations.

2. *Zoning Designation and Use* – The subject property is designated Corporate Park (CP-1). Based on *Section VII, Permitted Uses on Those Portions of the CP-1 Zoned Property Lying Outside the Managed Forest Buffer* of the CZA, corporate offices are allowed, subject to Process III per FWRC Chapter 19.65. Warehousing and distribution are allowed, subject to Process IV, Hearing Examiner, FWRC Chapter 19.70, when such facility is within 200 feet of a single-family zone or use. Production and light assembly of goods are allowed, subject to Process IV, Hearing Examiner, FWRC Chapter 19.70, when such facility is within 200 feet of a single-family zone. The proposed facility appears to be more than 200 feet from a single-family zone or use; therefore, Process III is the required land use review process.

If improvements/land surface modifications in non-exempt wetlands are proposed, then Use Process IV will be required.

3. *State Environmental Policy Act (SEPA)* – Pursuant to FWRC 14.15.030(1), the project is subject to environmental review under the *State Environmental Policy Act (SEPA)*, as the proposal exceeds the flexible thresholds (development of more than 12,000 square-foot commercial building and 40 parking spaces). The proposed project will be evaluated for cumulative impacts, including any associated with Greenline Warehouses “A & B.” An environmental threshold determination made by the Director of Community Development must be issued and the associated appeal period concluded prior to issuance of a land use decision. Public notice will be required as established in FWRC Title 14.

As part of land use and SEPA review, at a minimum the following special studies/analyses will be required: noise analysis, air quality analysis, visual impact analysis and analysis per Department of Archeology and Historic Preservation.

Any off-site improvements such as but not limited to potential downstream drainage improvements may also be required to be evaluated for SEPA compliance.

At a minimum, the applicant is encouraged to prepare the same materials and studies required for the Greenline Warehouse “A” project.

4. *Land Use Application* – The project requires Use Process III; however, if improvements/land surface modifications are proposed in non-exempt wetlands, then Use Process IV will be required. Process III is a review process conducted by city staff with a final written decision issued by the Community Development Director. The Process III decision criteria are contained in FWRC 19.65.100(2). Process IV is a review process conducted by city staff with a final decision issued by the Hearing Examiner following a public hearing. The Process IV decision criteria are contained in FWRC 19.70.150(3).
5. *Land Use Review Timeframes* – The Planning Division will notify the applicant of the application status within 28 days of submittal. If the application is determined complete, staff will issue a Letter of Complete Application. FWRC limits the administrative review to 120 days from the date of a complete application. The 120-day review period will stop any time the applicant has been requested by the city to correct plans, perform required studies, or provide additional information needed to

issue a decision. The review period will begin within 14 days following submittal of requested items. Please be advised that any request for corrections and/or additional information must be provided within 180 days of written notification, or the land use application will expire.

6. *Public Notice* – Process III and IV applications require a public notice and comment period. Within 14 days of issuing the Letter of Complete Application, a Notice of Application will be published in the *Federal Way Mirror*, posted on the subject property, placed at the city’s three designated notice boards, and mailed to property owners within 300 feet of the subject property.
7. *Land Use Application Submittal Requirements* – Please refer to the enclosed Bulletin #001, “Submittal Requirements for Process III or IV,” to determine what materials must be submitted with the land use application. In addition, the application must be accompanied by applicable fees.
8. *Effect of Use Process Decision* – In accordance with FWRC 19.15.100, “Lapse of Approval - Generally,” the applicant must substantially complete construction for the development activity, use of land, or other actions approved, and complete the applicable conditions listed in the Use Process decision within five years after the final decision of the city on the matter, or the decision becomes void. Provisions for extension of time are contained within FWRC 19.15.110, “Lapse of Approval – Time Extension.”
9. *Boundary Line Adjustment* – Boundary Line Adjustments (BLAs) may be required to remove/revise interior lot lines, so buildings, parking areas and improvements do not cross property lines unless otherwise permitted by FWRC. The BLAs may need to be completed and recorded before building permits can be issued.
10. *Key Codes and Development Regulations* –

See the table below for information regarding lot coverage, building height, and setbacks:

<i>Lot Coverage</i>	<i>Lot Coverage</i> – Section III of the CP-1 Zoning Regulations states, “The aggregate impervious surface coverage by all permitted uses, primary and accessory, shall not exceed 70 percent of the total CP-1 zoned property.” The formal application must provide lot coverage calculations to ensure compliance with this condition. A running total of lot coverage for the entire CP-1 zone must also be submitted.
<i>Building Height</i>	<i>Building Height</i> – Per Section IX of the CP-1 Zoning Regulations, maximum permitted building height is six stories. If approved through Process IV Hearing Examiner’s Review, the height of the structure may exceed six stories if certain conditions outlined in that section are met.
<i>Setbacks</i>	<i>Building Setbacks from Property Lines</i> – Per Section III.B of the CP-1 Zoning Regulations, no setbacks are specified except for the continuous Managed Forest Buffer, which states that a continuous Managed Forest Buffer shall be provided around the entire perimeter of the CP-1 property. The required depth of the setback is 100 feet when abutting I-5, and 50 feet from the north property line, which is the perimeter of the CP-1 zone. In accordance with Section IV.B of the CP-1 Zoning Regulations, a General Maintenance Plan for the buffer must be submitted with the formal application (by a Qualified Forester).

11. *Number of Parking Spaces* – Off-street parking shall comply with the 1994 zoning code as modified by the provisions of Section XIII of the CP-1 Zoning Regulations. The 1994 Code has the following parking requirements:

- Office – one for every 300 square feet of gross floor area.
- Warehouse – one for every 1,000 square feet of gross floor area.
- Production and light assembly of goods – one for every 1,000 square feet of gross floor area.

Per FWCC Sec. 22-1397, any modification request to the parking stall count requirement shall be considered as part of the overall development review process. A parking analysis must be submitted to justify any decrease in the required number of parking spaces from the minimum required by FWCC. Surface parking and driving areas shall be designed to meet the City's *Parking Lot Design Criteria*.

12. *Critical Areas* – The site contains regulated wetlands. The project should be designed to avoid critical area impacts. The formal application must include a critical areas report prepared by a qualified professional. This report must evaluate the proposal and probable impacts to critical areas, and provide a mitigation plan, if applicable, in compliance with the CZA and current FWRC critical areas regulations. The report will be peer reviewed at the applicant's cost. Due to lack of details at this time, the applicant is encouraged to contact city staff during the design process if they will have critical area impacts, in order to discuss the required Use Process review.

If the development, use, or activity that requires approval through Process III is part of a proposal that also requires approval through Process IV, the entire proposal will be decided upon using Process IV, per FWRC 19.15.060 and 19.70.010. Under Process IV, the Hearing Examiner will make the final decision following a public hearing.

In addition, the City will not issue any approvals to fill wetlands until all state, federal, or other agency permits as may be required to fill the wetlands have been obtained and verification provided to the City.

If any off-site areas are used as critical area mitigation sites, then those sites and proposed actions are subject to applicable SEPA and land use review processes. Since no off-site improvements are known at this time, City staff is unable to identify specific procedural and/or regulatory requirements.

13. *Shoreline Management Act* – The Ordinary High Water Mark (OHWM) of Northlake must be accurately delineated in accordance with Federal Way and Washington State Shoreline Management Act regulations and shown on the site plan, if any development or land surface modification is proposed east of Weyerhaeuser Way. Any development or land surface modification within 200 feet of the Northlake OHWM must meet applicable Shoreline Management Act regulations and policies. Details of applicable shoreline regulations are not provided at this time, as we have not been provided information to determine if the development falls within the applicable shoreline regulation jurisdiction.

14. *Landscaping* – Section XI of the CP-1 Zoning Regulations states, "The provisions of this section shall modify application of Chapter 22 XVII (Landscaping) of the 1994 Code." To summarize, the modification language requires that all portions of the property not used for buildings, parking, storage, accessory uses, and/or landscaping be retained in a "native" or pre-developed state.

The following landscaping requirements of the 1994 Code must be met:

- (i) *Interior Parking Lot Landscaping* – Section XI.D of the CP-1 Zoning Regulations states, “New parking areas shall comply with minimum standards of the 1994 Code; except that selection and distribution of plant material conforming to existing development shall be preferred.” Based on Section 22-1567(b)(1)(a)(ii) of the 1994 Code, interior parking lot landscaping is required at the rate of 22 square feet of Type IV landscaping per parking stall when 50 or more parking stalls are provided. The submitted landscaping plan must identify the location and square footage of all areas being included as interior lot landscaping. Landscape islands must be provided at the ends of all rows of parking and must meet the dimensional requirements of Section 22-1567(c).
 - (ii) *Parking Lot Landscape Screening* – Per Section 22-1567(e)(1) of the 1994 Code, parking areas adjacent to public rights-of-way shall incorporate berms at least three feet in height within perimeter landscape areas; or alternatively, if approved by the Community Development Director, substantial shrub plantings must be added to the required perimeter landscaping, and/or provide architectural features of appropriate height with trees, shrubs and groundcover, in a number sufficient to act as efficient substitute for the three-foot berm, to reduce the visual impact of parking areas and screen automobiles.
15. *Significant Trees* – Tree management and removal is regulated under FWCC Section 22-1568. Refer to FWCC Section 22-1568(b) for the definition of a significant tree. A tree retention plan is required to be submitted with the land use application for development, pursuant to FWCC Section 22-1568(c)(2). Submit a tree retention plan prepared by a qualified professional that includes a tree survey, or cluster survey, that identifies the location, size, number, and species of all significant trees on the site, and a development plan identifying the proposed trees to be retained, removed, transplanted, or replaced, including a final report on percentage retained. 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 pursuant to FWCC Section 22-1568(c)(1)(a).
16. *Forest Practices* – A Forest Practices Class IV-General Application is required if more than 5,000 board feet of merchantable timber will be harvested from the property in conjunction with the development activity. The city will review the proposed Class IV-General Forest Practices in conjunction with SEPA review, and review of associated development permits or approvals.
17. *Site Design and Design Guidelines* – Section X of the CP-1 Zoning Regulations states that provisions of the 1994 Code relating to façade measurement, modulation, distance between structures, materials, except as those specified, shall not apply to this zone. However, the 1994 Code states that one of the purposes of site plan review is, “To encourage proposals that embody good design principles that will result in high quality development on the subject property.” The city adopted non-residential guidelines in 1996, after the effective date of the Concomitant Agreement. The purpose of the design guidelines is to maintain and protect property values and enhance the general appearance of the city. We encourage you to meet the design guidelines in order to complement the other buildings in the area. Please provide a design narrative with the land use application submittal that identifies which design guidelines have been incorporated into the project.

The existing parking area for the technology center with wide expanses of landscaping, mature and diverse landscaping, and open spaces between rows of parking is an effective example of achieving the intent of CZA recital section B which strives to allow development of the property while

preserving the unique natural features of the site. The proposed parking lot revision does not meet aspect of the CZA.

Additionally, the *1994 Federal Way Comprehensive Plan* (FWCP) contemplated office parks with “superior architectural quality.” Few specific provisions were contained in the 1994 zoning code for architectural and site design. The city’s current design guidelines provide a variety of design principles and practices to ensure quality development. In order for the project to meet the site plan review criteria, comprehensive plan, and intent of the CP-1 zone, it is recommended that the project incorporate these adopted design guidelines to the extent possible, with particular attention to the following elements:

- a. Pedestrian connections should be provided between properties to establish pedestrian links to adjacent buildings, parking, pedestrian areas, and public rights-of-way.
- b. A pedestrian plaza should be provided for the building adjacent to major entrances, and with connectivity to adjacent pedestrian areas and routes of travel. Pedestrian plazas and pedestrian crosswalks over drive aisles should be stamped concrete, as opposed to paving or striping, to clearly delineate such areas, for safety purposes as well as project aesthetics.
- c. The site should incorporate pedestrian-scale lighting and amenities such as bike racks and trash receptacles at appropriate locations.
- d. Overall building design should utilize a variety of colors, materials, textures, and methods of modulation and articulation. Building entrances should generally be oriented toward rights-of-way. Public entrances should be clearly recognizable from streets and internal circulation areas, and should utilize features such as varied roof lines and pitches, canopies, awnings, storefront windows, etc.

Please provide a design narrative with the land use application submittal that identifies which design guidelines have been incorporated into the project.

Trash Receptacles, Ground Mounted Mechanical Equipment, and Rooftop Mechanical Equipment – Provide details on location and screening with the submittal.

18. *Land Surface Modification* – Per Section 10 of the 1994 Concomitant Agreement, a Land Surface Modification Permit (grading permit or equivalent) may be reviewed by the city in advance of a development permit; provided, the development permit application has been made and all information required by Article XIII, “Land Surface Modifications” of the 1994 Code has been provided to the city. Issuance of a grading permit for the Land Surface Modification may also be contingent upon meeting the requirements of the adopted surface water design manual, and only after approval of the required Use Process.
19. *Outside Agency Permits* – It is the applicant’s responsibility to identify and obtain all required state, federal, or other agency permits as may be required.
20. *Technical Review Letters* – You are encouraged to review the technical review letters issued on a related project, Greenline Warehouses “A and B,” for reference of other information and required studies and analyses as you put together your submittal.

21. *Application Fees & Submittal* – Please contact the Permit Center at permitcenter@cityoffederalway.com, or 253-835-2607 for updated fee schedule information for applications and permits.

**PUBLIC WORKS DEVELOPMENT SERVICES DIVISION (Kevin Peterson, 253-835-2734,
kevin.peterson@cityoffederalway.com)**

Land Use Issues – Stormwater

1. Surface water runoff control and water quality treatment will be required per the *2016 King County Surface Water Design Manual* (KCSWDM) and the City of Federal Way Addendum. This project meets the requirements for a Full Drainage Review. At the time of land use site plan submittal, a preliminary Technical Information Report (TIR), addressing the relevance of the project to the nine core and five special requirements of the KCSWDM will be required. A Level 1 downstream analysis shall also be provided in the preliminary TIR.
2. Given the scale of the project, the engineer shall provide a detailed drainage basin delineation map that shows all drainage basins and natural discharge locations.
3. The project lies within a Conservation flow control area, thus the applicant must design the flow control facility to meet this performance criteria. In addition to flow control facilities, Best Management Practices (BMP's) are required as outlined in the KCSWDM. The project also lies within Enhanced Basic Water Quality Area. Water Quality Treatment shall be designed to meet the treatment criteria of the Enhanced Basic Water Quality Menu.
4. It appears the project is subject to Special Requirement #5: Oil Control, since it's expected that the site is '...subject to (the) use, storage, or maintenance of a fleet of 25 or more diesel...vehicles that are over 10 tons net weight...'.
5. Storm drainage systems shall be designed to maintain hydrology to all wetlands that are to be preserved on site.
6. In addition to the requirements for Water Quality treatment noted above, the site is near an identified Sphagnum Bog (Core Requirement 6.1.4 of the KCSWDM). The applicant's engineer shall demonstrate in their stormwater technical analysis if and/or how the project does (or does not) impact this bog, and the means of providing water quality treatment to meet the Sphagnum Bog treatment criteria if stormwater runoff affects the bog.
7. In addition to the KCSWDM, our initial review suggests that FWRC 19.30.120, "Nonconforming Water Quality Improvements" applies to the "remainder" of the existing Weyerhaeuser Technology Center (WTC) site (specifically, this would include any pollution-generating impervious surfaces that are *not* proposed to be affected as part of the redevelopment):

 1.a. Redevelopment which involves the creation or addition of impervious surfaces having an area of 5,000 square feet or more;

1.d. Redevelopment which involves the collection and/or concentration of surface and/or stormwater runoff from a drainage area of 5,000 square feet or more;

Therefore, water quality treatment will be required for the entire WTC site, including new and existing pollution generating impervious surfaces. Treatment options must be selected from the Enhanced Basic Water Quality Menu provided in the KCSWDM.

8. If infiltration is proposed, soil logs prepared by a licensed geotechnical engineer or septic designer must be provided to verify infiltration suitability.
9. Detention and water quality facilities for private commercial developments outside the City Center Core must be above ground (i.e. open pond). Underground facilities are allowed only with approval from the City of Federal Way Public Works Department.
10. Show the proposed location and dimensions of the detention and water quality facilities on the preliminary plans. Provide a minimum of 2 cross-sections of each facility. One cross-section shall show the outlet structure.
11. A National Pollutant Discharge Elimination System (NPDES) construction stormwater permit will be required. Information regarding this permit can be obtained from the Washington State Department of Ecology at <http://www.ecy.wa.gov/programs/wq/stormwater/construction/index.html> or by calling 360-407-6048.

Right-of-Way Improvements

1. See the Traffic Division comments from Sarady Long, Sr. Transportation Planning Engineer, for traffic related items.
2. If dedication of additional right-of-way is required, the dedication shall be conveyed to the City through a statutory warranty deed. The dedicated area must have clear title prior to recording.
3. All stormwater treatment and detention requirements outlined above will apply to any required improvements within the public right-of-way.

Building Permit Issues

1. Engineered plans are required for clearing, grading, road construction, and utility work. Plans must be reviewed and approved by the City. Engineering review fees are \$2,430.00 for the first 18 hours of review, and \$135.00 per hour for additional review time. A final TIR shall be prepared for the project and submitted with the engineering plans. Both the TIR and the plans will require the signature/seal of a professional engineer registered/licensed in the state of Washington.
2. The *Federal Way Public Works Development Standards Manual* (including standard detail drawings, standard notes, and engineering checklists) is available on the City's website at: www.cityoffederalway.com/node/1467 to assist the applicant's engineer in preparing the plans and TIR.

3. Bonding is required for all street improvements and temporary erosion and sediment control measures associated with the project. The bond amount shall be 120 percent of the estimated costs of the improvements. An administrative fee deposit will need to accompany the bond to cover any possible legal fees in the event the bond must be called. Upon completion of the installation of the improvements, and final approval of the Public Works Inspector, the bond will be reduced to 30 percent of the original amount and held for a two-year maintenance period.
4. The developer will be responsible for the maintenance of all storm drainage facilities (including the detention and water quality facilities) and street systems. During that time, the Public Works Inspector will make periodic visits to the site to ensure the developer's compliance with the maintenance requirements. Upon satisfactory completion of the two-year maintenance period, the remainder of the bond will be released. Maintenance for public roads and subdivision drainage facilities then become the responsibility of the City. Maintenance for private roads and drainage facilities, including short plats, remain the responsibility of the individual property owners.
5. When topographic survey information is shown on the plans, the vertical datum block shall include the phrase "DATUM: N.G.V.D.-29" or "DATUM: K.C.A.S.," on all sheets where vertical elevations are called out.
6. Drawings submitted for plan review shall be printed on 24" x 36" or 22" x 34" paper. Site plans shall be drawn at a scale of 1" = 20', or larger. Architectural scales are not permitted on engineering plans.
7. Provide cut and fill quantities on the clearing and grading plan.
8. Temporary Erosion and Sediment-control (TESC) measures, per Appendix D of the 2016 KCSWDM, must be shown on the engineering plans.
9. The site plan shall show the location of any existing and proposed utilities in the areas affected by construction.

PUBLIC WORKS TRAFFIC DIVISION

Sarady Long, 253-835-2743, sarady.long@cityoffederalway.com

Transportation Concurrency Analysis (FWRC 19.90)

1. Based on the submitted materials for 1,068,000 square feet warehouse, the Institute of Transportation Engineers (ITE) *Trip Generation* - 8th Edition, land use code 150 (Warehouse), the proposed project is estimated to generate approximately 342 new weekday PM peak hour trips and 3,802 daily trips.
2. A concurrency permit is required for this development project. The PW Traffic Division will perform concurrency analysis to determine if adequate roadway capacity exists during the weekday PM peak period to accommodate the proposed development. Please note that supplemental transportation analysis and concurrency mitigation may be required if the proposed project creates an impact not anticipated in the six-year Transportation Improvement Plan (TIP).
3. The estimated fee for the concurrency permit application is \$8,505.00 (51 - 500 Trips). This fee is an estimate and based on the materials submitted for the preapplication meeting. The concurrency

application fee must be paid in full at the time the concurrency permit application is submitted with land use application. The fee may change based on the new weekday PM peak hour trips as identified in the concurrency trip generation. The applicant has the option of having an independent traffic engineer prepare the concurrency analysis consistent with City procedures; however, the fee remains the same.

Transportation Impact Fees (TIF) (FWRC 19.91)

Based on the submitted materials for 1,068,000 square feet warehouse, the estimated traffic impact fee is \$1,547,871. Please note: the actual impact fee will be calculated based on the fee schedule in effect at the time a completed building permit application is filed and paid prior to permit issuance (FWRC 19.100.070 3(a)).

Transportation Impact Analysis (TIA) (FWCC 22-1475)

A Transportation Impact Analysis (TIA) to identify transportation impacts of development projects and provide appropriate mitigation measures is required. The TIA shall assess additional project impacts beyond those that were identified under the concurrency permit process conducted by the City. Mitigation improvements necessary beyond those identified in the TIP to meet the city's adopted level-of-service standards shall be provided by the applicant.

A Traffic Impact Analysis (TIA) prepared by an engineer licensed in the state of Washington is required. Please contact Traffic Division staff for scoping sheet in the initial stage. The TIA should include the following:

- Truck Trip Assignment
- Analysis of intersections impacted by 100 trips in the weekday morning and Saturday/Sunday peak hours.
- Queuing analysis of access points for morning, evening, and weekend peak hours.
- Pavement analysis along truck routes to ensure pavement can accommodate the expected truck traffic.
- Right turn and left turn lane analysis for truck access and storage pocket needed to accommodate traffic.
- Roadway capacity analysis to determine if Weyerhaeuser Way South north of S 336th St. should be changed to a 5-lane with the proposed project.

Street Frontage Improvements (FWCC 22-1474)

1. Per FWCC Section 22-1474, the applicant/owner would be expected to construct street improvements along the entire frontage and width of the right-of-way that abuts the subject property consistent with the classification of the various streets within the City. Furthermore, FWCC is supported by the *Federal Way Comprehensive Plan Policy TP4.5*, which requires developments to dedicate right-of-way as needed for development commensurate with the impacts of the development. Setback limits shall be used to assure that buildings are not placed within the right-of-way requirements for planned transportation facilities. The applicant will be expected to construct improvements on the following streets to the City's planned roadway:

- Weyerhaeuser Way S north of S 336th Street is classified as a principal collector consisting of a 44-foot street with curb and gutter, 6-foot planter strips with street trees, 8-foot sidewalks, and street lights within a 78-foot right-of-way. Assuming a symmetrical cross section, up to

14-foot ROW dedication as measured from street centerline and full street improvements are required. The improvements shall be along the entire frontage of the subject property.

- Weyerhaeuser Way S south of S 336th Street is classified as a minor arterial consisting of a 66-foot street with curb and gutter, 6-foot planter strips with street trees, 8-foot sidewalks, and street lights within a 100-foot right-of-way. Assuming a symmetrical cross section, up to 20-foot ROW dedication as measured from street centerline and full street improvements are required. The improvements shall be along the entire frontage of the subject property.
 - S 336th Street is classified as a minor collector consisting of a 44-foot street with curb and gutter, 6-foot planter strips with street trees, 8-foot sidewalks, and street lights within a 78-foot right-of-way. Assuming a symmetrical cross section, 14-foot ROW dedication as measured from street centerline and full street improvements are required. The improvements shall be along the entire frontage of the subject property.
 - Map III-3 of the Comprehensive Plan depicted a 5-lane east-west principal collector road (S 324th Street extension) along the north side of the property from SR 5 to Weyerhaeuser Way South. Per code, the applicant would be expected to dedicate rights-of-way and construct full width street improvements along the frontage of the subject property. The S 324th Street extension shall consist of a 72-foot street with curb and gutter, 5-foot planter strips with street trees, 8-foot sidewalks, and streetlights in a 106-foot right-of-way. The applicant may request that a credit or credits for impact fees be awarded for the total value of system improvements, including dedication of land, improvements and/or construction provided by the applicant. Credits will be given only if the land, improvements, and/or the facility constructed are transportation projects listed in the Rate Study as the basis for calculating the impact fee.
2. The applicant may make a written request to the Public Works Director to modify, defer, or waive the required street improvements (FWCC 22-1477). Information about right-of-way modification requests is available through the Public Works Development Services Division. These modification requests have a nominal review fee currently at \$270.
 3. Tapers and transitions beyond the project frontage may be required as deemed necessary for safety purposes, taper rate shall be $WS^2/60$ or as directed by the Public Works Director.
 4. Evaluate Weyerhaeuser Way S north of S 336th Street to determine if the current principal collector classification consisting of a 3-lane road is adequate to accommodate the expected traffic generated by the development. Per the minimum street design standards, a 3-lane roadway capacity is between 5,000 and 15,000 daily traffic and 350 – 825 DDHV.

Access Management (FWCC 22-1543)

1. Per FWCC 22-1543, driveway must be located no closer than 150' to any street intersection or to any other driveway, whether on or off the subject property. Furthermore, there may be no more than one driveway for each 150 feet of lot frontage and the City may limit or prohibit driveway access to or from driveways onto arterial streets.
2. With S 324th St. extension to Weyerhaeuser Way S, the proposed northerly access may be limited to right-in and right-out. Alternatively, the driveway could be relocated to utilize the new road. This will

provide better access and traffic circulation. A traffic signal or roundabout may be needed at the new intersection for safe access.

3. This development will impact the state highway system and as such the Washington State Department of Transportation (WSDOT) should be reviewing Traffic Study for the development. Please coordinate with WSDOT for any channelization plans approval.
4. The development may be required to dedicate additional right-of-way to accommodate additional turn lane improvements if identified in the transportation study and/or property corner radius.
5. Adequate throat length must be provided to accommodate the expected vehicles and shall be measured from the edge of pavement or curb.
6. Access may be further restricted if such access would interfere with the 95th percentile queue lengths from any existing traffic control device. Driveway must be designed to accommodate the expected vehicles using the site in term of storage length and turning radii.
7. For driveways that serve uses other than single-family residential uses and zero lot line townhouse developments, the maximum driveway width is 30 feet for a two-lane two-way driveway and 40 feet for a three-lane two-way driveway (FWRC 19.135.270). Driveway widths may be increased in order to provide adequate width for vehicles that may be reasonably expected to use the driveway, as determined by the Public Works Director.
8. The applicant must submit a *Vehicle Turning Diagram* to the Public Works Traffic Division. This diagram will show how the appropriate design vehicle can enter, maneuver, and leave the site without encroaching onto opposing traffic lanes or mounting a curb.
9. Internal street connection should be provided to minimize traffic onto Weyerhaeuser Way S.
10. The applicant should contact WSDOT, King County, and Pierce Transit for comments.

PUBLIC WORKS – SOLID WASTE AND RECYCLING DIVISION (Rob Van Orsow, 253-835-2770, robv@cityoffederalway.com)

Solid Waste & Recycling Design Considerations

Solid waste and recycling design considerations for commercial or multi-unit residential housing include:

Space Required and Enclosure Basics

- Adequate space allocation for interior and exterior garbage, recycling, food waste, waste oil, yard debris, hazardous waste, or biohazard collection containers. Minimum **recycling** space allocation is established by FWRC 19.125.150 (attached). Note that this typically makes up only about 1/3 of the combined space needed for solid waste and recycling containers combined.
- In general, per unit services costs are lower for larger containers emptied less frequently. Sites that do not allow ample space for containers will tend to have higher service costs over the long term.
- Basic solid waste and recycling services can be accommodated within a single enclosure with clear interior dimensions measuring 10' deep by 20' across. A two-door swing-open or roll-open gate should span the front of the enclosure. When gate doors are opened, no structure or hardware should

remain above grade across the enclosure opening. Gate pins/holes are preferred for holding gates in both closed and open positions to ease service access and maximize the life of gate hardware.

- Sites may require a larger enclosure, or multiple enclosures, to accommodate on-site user access and/or additional waste types and containers.
- Plan for user access to interior waste and recycling storage areas/containers, and convenient access to exterior containers screened by enclosure(s).

Vehicle and Service Access

Plan for unobstructed enclosure ingress and egress for service vehicles, preferably in-line with enclosure openings. Allow appropriate turning radii for service vehicles, and minimize potential ‘blind spots’ during entry and while backing.

Screening Specification for Enclosures

Consider landscaping, setbacks and screening requirements, based on FWRC 19.125.040 (4) & (5).

Large Scale Projects and On-Site Waste Compaction

- Note that larger-scale commercial or multi-unit housing developments may see long-term savings from the use of on-site waste compaction equipment. Planning elements for this equipment includes larger enclosure dimensions, defined overhead clearances, power utility access, and drainage management.
 - For grocery stores, restaurants, or multi-family facilities, “Self-Contained” waste compactors are preferred over “Stationary” or “Break Away” compactors. Compactors may need to be covered and connected to the sanitary sewer, since compacted wet wastes can cause leakage and surface water nuisances.
- Mixed-use developments may also benefit from on-site waste compaction equipment. Additional mixed-use development considerations include:
 - Designated chutes and/or internal facility maintenance areas or services for tenant use,
 - Movement of wastes and recycling items from interior units to collection areas, and
 - Enabling access by business tenants and/or residents to exterior waste and recycling enclosure(s).

Help with many design parameters related to service access is available via the City’s contracted solid waste services provider, Waste Management. Contact: Dian Young, Route Manager, at 253-804-6815 (office) or 253-455-0355 (cell).

**COMMUNITY DEVELOPMENT – BUILDING DIVISION (Peter Lawrence, 253-835-2621,
Peter.Lawrence@cityoffederalway.com)**

International Building Code (IBC), 2015
Washington State Amendments WAC 51-50

International Mechanical Code (IMC), 2015
Washington State Amendments WAC 51-52

Uniform Plumbing Code (UPC), 2015
Washington State Amendments WAC 51-56 & WAC 51-57

International Fire Code (IFC), 2015
Washington State Amendments WAC 51 -54

National Electric Code (NEC), 2015

Accessibility Code, ICC/ANSI A117.1 - 2009

Washington State Energy Code, 2015 WAC 51-11

Building Criteria

Occupancy Classification: S-1

Type of Construction: Type IIIB (Please demonstrate compliance with unlimited areas of buildings per section 507.4 of the 2015 IBC. The allowable area of a Type IIIB sprinklered S-1 building is 104,000 sq. ft. per floor per table 506.2)

2015 IBC section 507.4 Sprinklered, one-story buildings.

The area of a Group A-4 building no more than one story above grade plane of other than Type V construction, or the area of a Group B, F, M or S building no more than one story above grade plane of any construction type, shall not be limited where the building is provided with an automatic sprinkler system throughout in accordance with Section 903.3.1.1 **and is surrounded and adjoined by public ways or yards not less than 60 feet (18 288 mm) in width.**

Floor Area:

Building A = 638,000

Building B = 282,000

Building C = 147,000

Number of Stories: 1

Fire Protection: NFPA 13 system

Wind/Seismic: Basic wind speed 85 Mph, Exposure, 25# Snow load, Seismic Zone D-1

A completed building permit application and commercial checklist shall be required. (Additional copies of application and checklists may be obtained on our web site at www.cityoffederalway.com.)

Submit 5 sets of drawings and specifications. Specifications shall include: 2 Soils report, 2 Structural calculations, and 2 Energy calculations, 2 Ventilation calculations. **Note:** A Washington State Registered architects' stamp is required for additions/alterations (new or existing) of 4,000 gross floor areas or greater unless specifically listed as an "exempt" structure per the *Revised Code of Washington* (RCW).

Energy code compliance worksheets are required to be completed and included with your permit application.

A wet stamp and signature is required on all sheets of plans and on the cover page of any calculations submitted.

Federal Way reviews plans on a first in, first out basis; however, there are some small projects with inconsequential review requirements that may be reviewed out of order.

Some project may require a third party review or inspection. The cost to cover these fees is the responsibility of the applicant. Any third party fee is **in addition** to regular permit fees and costs.

Review Timing

The first comment letter can be expected within 7-9 weeks of submittal date. Re-check of plans will occur in one to three weeks after re-submittal.

Revised or resubmitted plans shall be provided in the same format, size, and amount as the originally submitted plans. Revised/resubmitted drawings shall indicate by means of clouding or written response, what changes have been made from the original drawings. Plans for all involved departments will be forwarded from the Community Development Department.

Other Permits & Inspections

Separate permits may be required for electrical, mechanical, plumbing, fire suppression systems, and signs. Applicants may apply for separate permits at any time prior to commencement of construction. When required, special inspections shall be performed by WABO approved agencies or by agencies approved by the building official prior to permit issuance. Construction must be approved by all reviewing departments prior to final building division inspection.

All concerned departments (Planning, Public Works, Electrical, & Fire) must sign off **before** the Building Department can final the structure for occupancy. Building final must be approved prior to the issuance of a Certificate of Occupancy.

Construction projects may be required to have a pre-construction conference. If a pre-con meeting is required, the general or representative, all subs, the architect or representative, the engineer or representative, electrical contractor, and any other interested party, should attend this meeting. Meetings will occur at the Building Department and will be scheduled by the inspector of record for the project.

Site-Specific Requirements:

- Separate permit for racks.

The information provided is based on limited plans and information. The comments provided are not intended to be a complete plan review and further comments are possible at time of building permit plan review.

**LAKEHAVEN WATER AND SEWER DISTRICT (Brian Asbury, 253-946-5407,
BASbury@lakehaven.org)**

Lakehaven's comments below, regarding the proposed 1,100,000 (+/-) square foot commercial warehouses development on tax parcels 1521049178, 1621049013, 1621049030, 1621049056, 2285000010 & 7978200420. Let me know if you've any questions or need additional information.

Water

- Lakehaven issued a Water Certificate of Availability for the proposed project/property on 8/7/17; Certificate is valid for one-year from date of issuance.
- Hydraulic model results (FF #227, copy attached) indicate that Lakehaven's standard maximum allowable system liquid velocity of 10 ft/s, at no less than 20 psi, is exceeded at a fire flow rate above 5,200 GPM. This flow figure depicts the calculated performance of the water distribution system under high demand conditions. Fire flow rates greater than available in the existing distribution system may be accommodated through water distribution system improvements. Please contact Lakehaven for further detail.
- A Lakehaven Developer Extension (DE) Agreement will be required to construct new and/or abandon existing water distribution system facilities for the proposed development. Additional detail and/or design requirements can be obtained from Lakehaven by completing & submitting a separate application to Lakehaven for either a Developer Pre-Design Meeting or a DE Agreement. Lakehaven encourages owners/developers/applicants to apply for Lakehaven processes separately to Lakehaven, and sufficiently early in the pre-design/planning phase to avoid delays in overall project development.
- The site has the following water service connections:
 - WtrSvc 63, Parcel 1621049013, Domestic/Commercial, 4" meter.
 - WtrSvc 64, Parcel 1531049178, Domestic/Commercial, 5/8"x3/4" meter.
 - WtrSvc 65, Parcel 1621049013, Sewer Deduct, 4" meter.
 - WtrSvc 66, Parcel 1621049013, Domestic/Commercial, 1" meter.
- A water service connection application submitted separately to Lakehaven is required for each new service connection to the water distribution system, or any modification to an existing water service connection (e.g., larger meter/service, irrigation, abandonment of existing service(s), re-activation, etc.), in accordance with standards defined in Lakehaven's current 'Fees and Charges Resolution'. Non-single-family properties require separate domestic (per building), irrigation (if irrigated landscaped areas are incorporated into the site development), and fire protection (if required or installed) water service connections & meters.
- To satisfy premise isolation requirements, the installation & satisfactory testing of an approved backflow prevention assembly (BPA) adjacent to each service meter is required pursuant to WAC 246-290-490 & Lakehaven standards regarding premise isolation. Because the cross-connection hazard(s) cannot be determined at this time, Lakehaven cannot specify the minimum required BPA device. Contact Lakehaven's Cross-Connection Control Program Manager (Chris Zoepfl, CZoepfl@Lakehaven.org, 253-946-5427) for additional information on premise isolation/BPA installation & testing coordination.
- Applicant will be required to complete and submit to Lakehaven a Water Use Questionnaire (WUQ). Information in the WUQ will be used by Lakehaven to help determine specific premise isolation (aka backflow prevention) requirements.
- The associated DE Agreement must achieve a point of either Substantial Completion or Acceptance, as determined by Lakehaven, prior to activating any new domestic or irrigation water service connection(s).
- Based on the proposal submitted, preliminary estimated Lakehaven water service connection fees/charges/deposits (2017 schedule) will be as follows. Actual connection charges will be determined upon submittal of service connection application(s) to Lakehaven. Connection charges are separate from any DE fees/charges/deposits & are due at the time of application for service. All Lakehaven fees, charges and deposits are typically reviewed & adjusted (if necessary) annually, and are subject to change without notice.
- New Bldg A, Water Service/Meter Installation, Domestic/Commercial, 3" meter: \$24,070.00 deposit. Actual size TBD by Lakehaven based on applicant's estimated maximum domestic/commercial GPM usage rate.

- New Bldg A, Water Service/Meter Installation, Irrigation, 1½” meter: \$610.00 charge. Actual size TBD by Lakehaven based on applicant’s estimated maximum irrigation GPM usage rate.
- New Bldg A, Water Service/Meter Installation, Fire-Protection, 5/8”x3/4” meter: \$260.00 charge.
- New Bldg B, Water Service/Meter Installation, Domestic/Commercial, 3” meter: \$24,070.00 deposit. Actual size TBD by Lakehaven based on applicant’s estimated maximum domestic/commercial GPM usage rate.
- New Bldg B, Water Service/Meter Installation, Irrigation, 1½” meter: \$610.00 charge. Actual size TBD by Lakehaven based on applicant’s estimated maximum irrigation GPM usage rate.
- New Bldg B, Water Service/Meter Installation, Fire-Protection, 5/8”x3/4” meter: \$260.00 charge.
- New Bldg C, Water Service/Meter Installation, Domestic/Commercial, 3” meter: \$24,070.00 deposit. Actual size TBD by Lakehaven based on applicant’s estimated maximum domestic/commercial GPM usage rate.
- New Bldg C, Water Service/Meter Installation, Irrigation, 1½” meter: \$610.00 charge. Actual size TBD by Lakehaven based on applicant’s estimated maximum irrigation GPM usage rate.
- New Bldg C, Water Service/Meter Installation, Fire-Protection, 5/8”x3/4” meter: \$260.00 charge.
- Capital Facilities Charge(s)-Water: \$3,476.00 per Equivalent Residential Units (ERU). Actual amount due TBD by Lakehaven based on applicant’s estimated annual total water usage rate. Water system capacity credits are available for this site from system capacity charges previously assessed, paid directly to Lakehaven, and/or credited to the property for 420.60 ERU. Please contact Lakehaven for further detail.

Sewer

- Lakehaven issued a Sewer Certificate of Availability for the proposed project/property on 8/7/17; Certificate is valid for one-year from date of issuance.
- A Lakehaven Developer Extension (DE) Agreement will be required to construct new and/or abandon existing sanitary sewer system facilities necessary for the proposed development. Additional detail and/or design requirements can be obtained from Lakehaven by completing & submitting a separate application to Lakehaven for either a Developer Pre-Design Meeting or a Developer Extension Agreement. Lakehaven encourages owners/developers/applicants to apply for Lakehaven processes separately to Lakehaven, and sufficiently early in the pre-design/planning phase to avoid delays in overall project development.
- A separate Lakehaven Sewer Service Connection Permit is required for each new connection to the sanitary sewer system or any modification (disconnect, re-align, abandon, etc.) to an existing sewer service connection, in accordance with standards defined in Lakehaven’s current ‘Fees and Charges Resolution’. Minimum pipe slope for gravity sewer service connections is 2%. In addition to all other sewer service installation standards, installation of a Type 1, 48” monitoring manhole is typically required on the private building sewer line, for all new or modified non-residential connections. Also, installation of an externally-located grease interceptor is required for all new restaurants &/or buildings with food service establishments, size to be determined by applicant’s engineer.
- Execution of a Discharge Agreement will be required, as a condition of Lakehaven issuing any Sewer Service Connection Permit for certain types of new or modified non-residential sewer service connection(s).
- The associated DE Agreement must achieve a point of either Substantial Completion or Acceptance, as determined by Lakehaven prior to activating any new sewer service connection(s).
- Based on the proposal submitted, preliminary estimated Lakehaven water service connection fees/charges/deposits (2017 schedule) will be as follows. Actual connection charges will be determined upon submittal of service connection application(s) to Lakehaven. Connection charges are separate from

any DE fees/charges/deposits & are due at the time of application for service. All Lakehaven fees, charges and deposits are typically reviewed & adjusted (if necessary) annually, and are subject to change without notice.

- Sewer Service Connection Permit, per building: \$210.00 fee.
- Capital Facilities Charge(s)-Sewer: \$3,325.00 per Equivalent Residential Units (ERU). Actual amount due TBD by Lakehaven based on applicant's estimated annual total water usage rate. Sewer system capacity credits are available for this site from system capacity charges previously assessed, paid directly to Lakehaven, and/or credited to the property for 419.20 ERU. Please contact Lakehaven for further detail.

General

- All Lakehaven Development Engineering related application forms, and associated standards information, can be accessed at Lakehaven's Development Engineering web pages (<http://www.lakehaven.org/204/Development-Engineering>).
- Utility conflicts should be identified and coordination (if necessary) should occur as early as possible in the planning process. Project will need to avoid encroachment with Lakehaven system facilities and easements (including any setbacks necessary for building foundation load zones). New perimeter landscape requirements may conflict with existing easement terms & conditions, and if so owner should coordinate any required revisions with the City and Lakehaven early in the pre-design/planning phase to avoid delays in overall project development.
- All comments herein are valid for one (1) year and are based on the proposal(s) submitted and Lakehaven's current regulations and policies. Any change to either the development proposal(s) or Lakehaven's regulations and policies may affect the above comments accordingly.

**SOUTH KING FIRE AND RESCUE (Gordon Goodsell, 253-946-7241,
Gordon.goodsell@southkingfire.org)**

Water Supply:

Fire Flow:

The required fire flow for this project is 4,000 gallons per minute assuming type IIB construction. A *Certificate of Water Availability* including a *hydraulic fire flow model* shall be requested from the water district and provided at the time of building permit application.

Fire Hydrants:

This project will require at least four fire hydrant(s) in approved* locations for each building, including the existing Tech Center building. A single hydrant can possibly service more than one building. There are existing fire hydrants on this property and on public streets that may be available for this project. Average spacing between hydrants shall not exceed 525 feet. The maximum distance on access roads to a hydrant is 315 feet.

Existing fire hydrants on adjacent properties shall not be considered unless fire apparatus access roads extend between properties and easements are established to prevent obstructions of such roads.

*Hydrant(s) spacing along access roads and location in relationship to buildings and sprinkler FDC shall be approved by Fire Marshal's Office.

Fire hydrants shall be in service prior to and during the time of construction.

Emergency Access:

Fire apparatus access roads shall comply with all requirements of Fire Access Policy 10.006
<http://southkingfire.org/DocumentCenter/Home/View/24>

The site plan did not provide detail to verify the following requirements:

- Turning radius
- Maximum grades
- Angles of approach, departure and minimum ground clearance

Designated and marked fire lanes may be required for emergency access. This may be done during the plans check or prior to building final. Requirements and marking options can be found in title 8 of the *Federal Way Revised Code*: <http://www.codepublishing.com/WA/FederalWay/>

Fire apparatus access roads shall be installed and made serviceable prior to and during the time of construction.

Vehicle Access Gates:

All vehicle access gates shall comply with Gate Policy (attached).

Fire Department Lock Box:

A recessed fire department “Knox” brand key box shall be installed on each building near the front entrance. Location(s) will be approved by the plan reviewer or Deputy Fire Marshal onsite.

Fire Sprinkler System:

An NFPA 13 fire sprinkler system is required.

An automatic fire sprinkler system shall be installed in all occupancies where the total floor area included within the surrounding exterior walls on all floor levels, including basements, exceeds 5,000 square feet. Fire walls shall not be considered to separate a building to enable deletion of the required automatic fire-extinguishing system.

The system demand pressure (to the source) required in a hydraulically designed automatic fire sprinkler system shall be at least 10 per cent less than the correlative water supply curve pressure.

Fire Alarm:

A Fire Alarm System is required.

City Code requires an automatic fire detection system in all buildings exceeding 3,000 square feet gross floor area. The fire alarm system is required to monitor the sprinkler system including water flow. Provide full notification as required by NFPA 72. Complete coverage smoke detection is not required for this project. This fire detection system shall be monitored by an approved central and/or remote station.

Emergency Responder Radio Coverage:

All buildings shall have approved radio coverage for emergency responders within the building based upon the existing coverage levels of the public safety communication system at the exterior of the building.

High Piled Storage:

The building shall be designed for *High Piled Combustible Storage* in accordance with chapter 32 of the 2015 IFC. This code offers options for fire protection based on the intended use of the building. Some options will limit the commodity and height of storage in the warehouse.

CLOSING

This letter reflects the information provided at the preapplication meeting and is intended to assist you in preparing plans and materials for formal application. We hope you found the comments useful to your project. We have made every effort to identify major issues to eliminate surprises during the City's review of the formal application. The completion of the preapplication process in the content of this letter does not vest any future project application. Comments in this letter are only valid for one year as per FWRC 19.40.070 (4).

As you know, this is a preliminary review only and does not take the place of the full review that will follow submission of a formal application. Comments provided in this letter are based on preapplication materials submitted.

Modifications and revisions to the project as presented for this preapplication may influence and modify information regarding development requirements outlined above. In addition to this preapplication letter, please examine the complete FWRC and other relevant codes carefully. Requirements that are found in the codes that are not addressed in this letter are still required for your project.

If you have questions about an individual comment, please contact the appropriate department representative noted above. Any general questions can be directed towards the key project contact, Jim Harris, 253-835-2652. We look forward to working with you.

Sincerely,



Jim Harris
Senior Planner

enc: Electronic Lakehaven files were emailed to ESM 11/2/17

c: Tom Messmer, tmessmer@industrialrealtygroup.com
Kevin Peterson, Engineering Plans Reviewer
Sarady Long, Senior Traffic Engineer
Peter Lawrence, Plans Examiner
Brian Asbury, Lakehaven Water and Sewer
Gordon Goodsell, SKFR